

**COMMUNITY  
INFORMATION SESSION  
AO BOARDS**

APPENDIX D





# Welcome to this information session

Our staff will be happy to assist you





# Revolutionising how we travel



The customer is at the centre of the Sydney Metro rail product.

## Key benefits

Metro delivers improved connectivity across multiple levels:

- moving more people faster than ever before
- fast and easy to change to trains, buses, ferries and light rail
- making it fast and easy to move around a growing city
- making a big city better connected
- aligning and integrating with other city-building transport projects
- opening up options for work, education, health care and much more
- taking the guesswork out of travel – no need to plan, just turn up and go.



# Australia's biggest public transport project





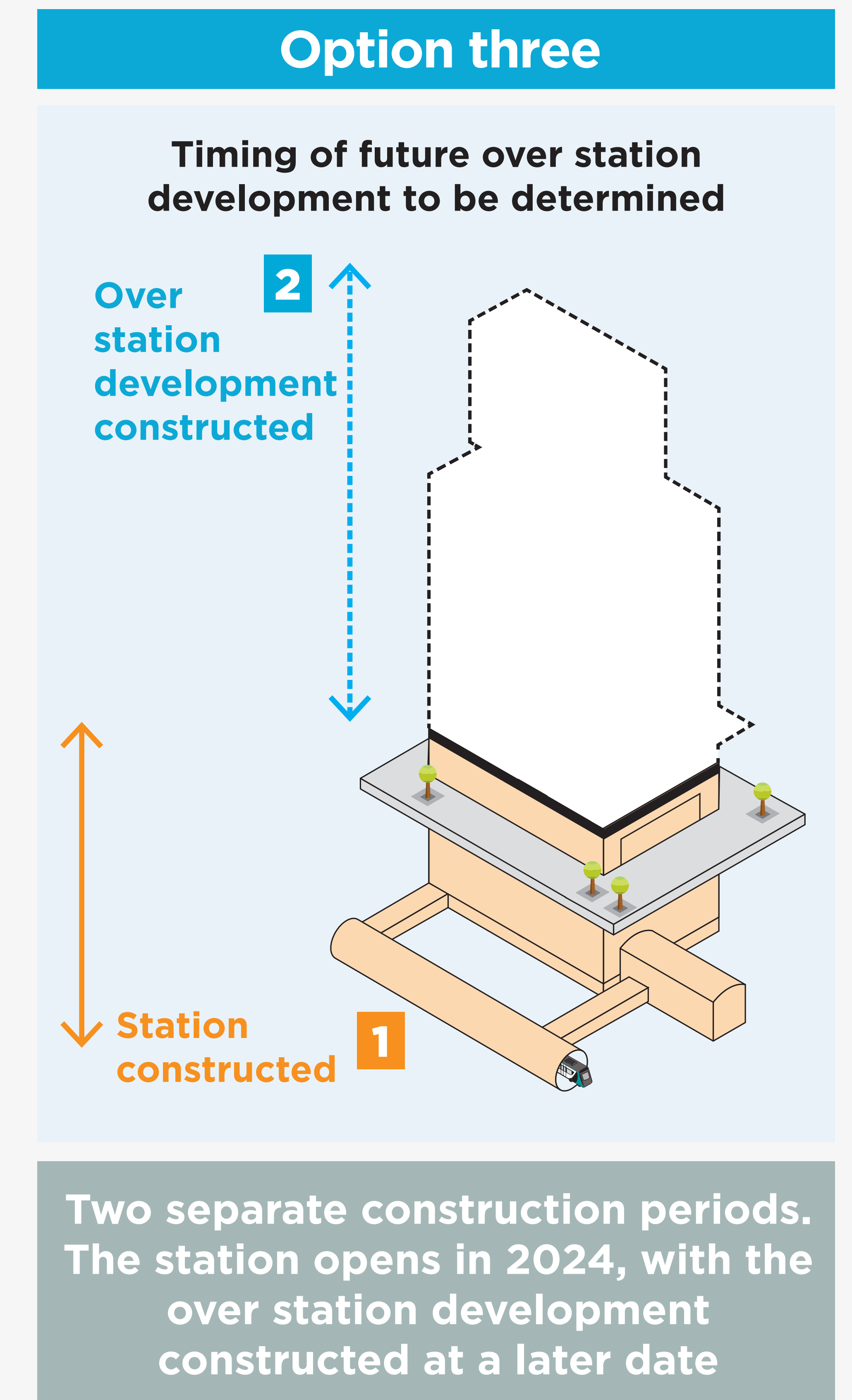
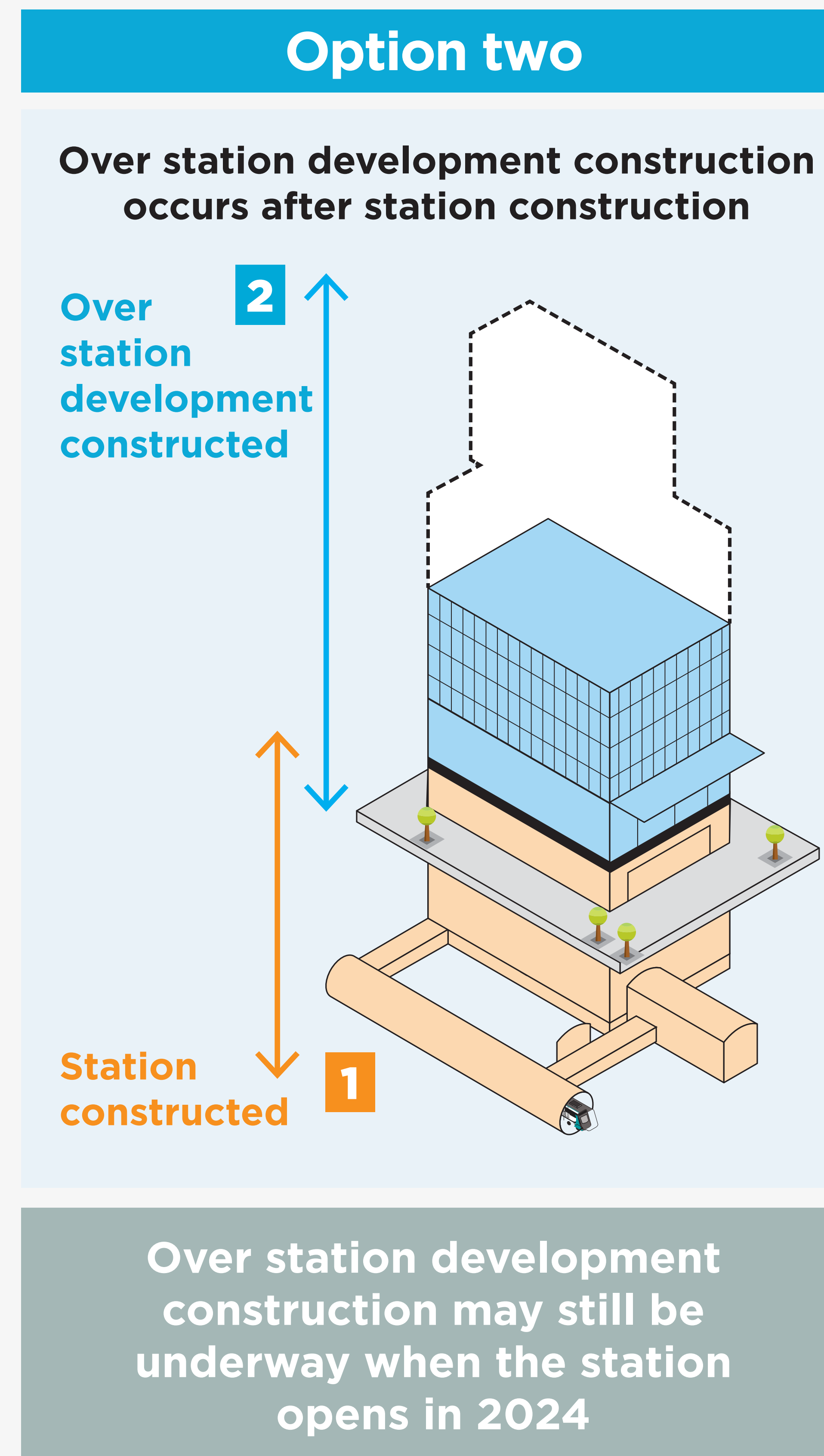
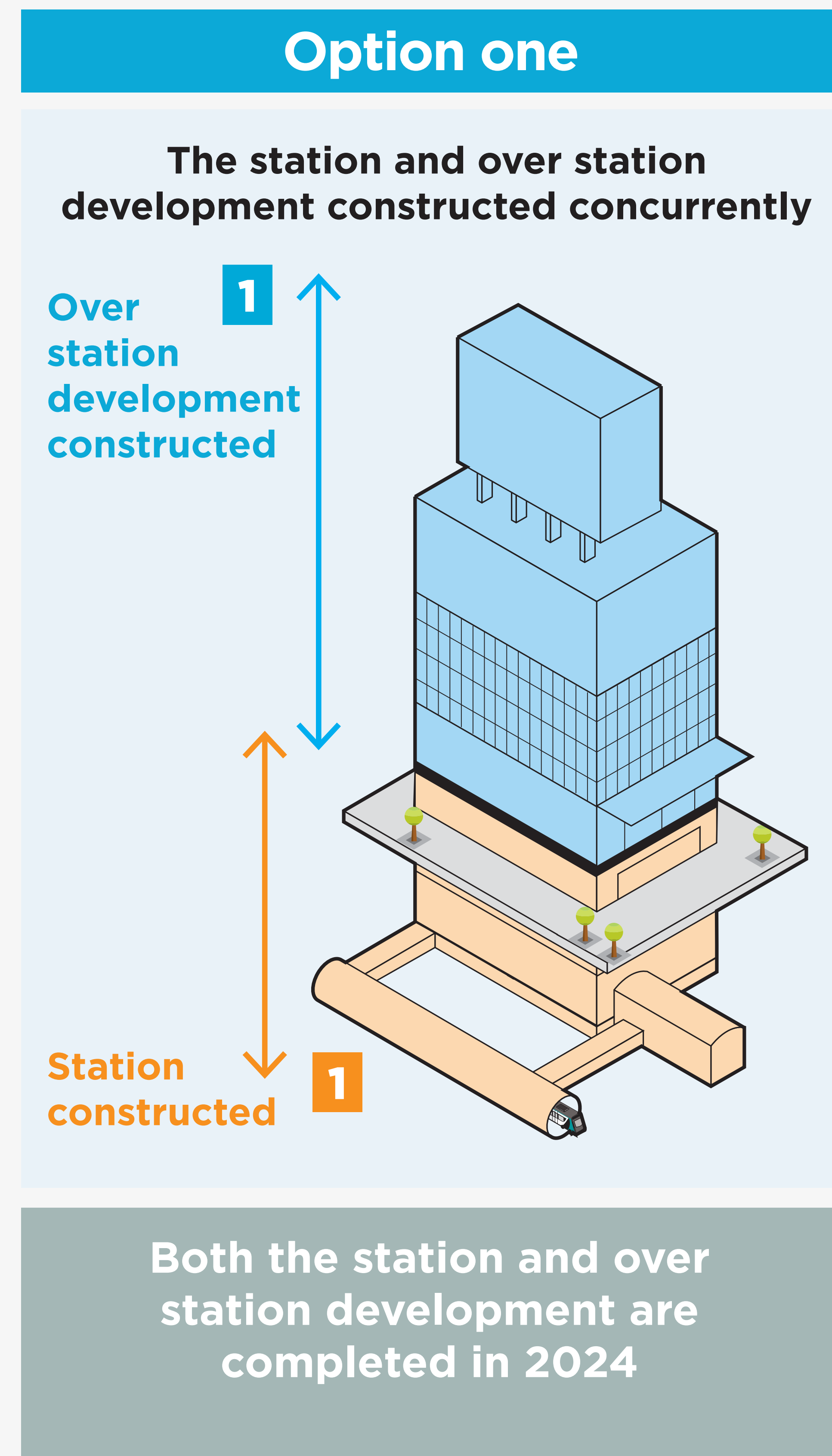
# Integrated station developments

As the new metro stations are built underground, the over station developments can be built above them at the same time.

This helps reduce community impacts and the length of time required to deliver the outcomes of integrated station developments.

The metro stations have been designed so that work on the over station developments can start while the station construction is underway. This integrated approach means buildings can be completed close to when Sydney Metro City & Southwest services start in 2024.

Option one is preferred because it delivers the integrated development at the earliest date and minimises construction impacts.





# Excellence in design



## New city icons

- Development that shapes Sydney's growth and identity
- Contributing to Sydney's reputation for design excellence
- Leaving a lasting legacy



## Vibrant public places

- Welcoming and inclusive places for social and cultural interaction
- Opportunities to create places and buildings that celebrate Sydney's culture and values
- Contributing to the vibrant and accessible streets and open space around stations



## Integrated and inclusive

- Maximising opportunities for land use and transport integration
- Meeting the increasing demand for well-located residential, commercial, retail and community precincts
- Contributing to economic growth through appropriate land use outcomes
- Supporting opportunities for the expansion, improvement and activation of public open spaces



## Designed for the future

- Buildings and surrounding spaces will be of the highest quality, exceeding community expectations now and into the future
- New infrastructure and public spaces will be durable, hard wearing and easy to maintain
- Sustainability will be embedded into initiatives



## Safety and accessibility

- Day and night time activation will make precincts vibrant, including safe access
- A sense of security will ensure people can see and be seen



# Reimagining the heart of the city

The Pitt Street integrated station development will better connect our global city, with new places to live, work and play in the heart of Sydney.



Artist's impression of the Pitt Street North integrated station development



# Pitt Street integrated station development



Minutes to  
**CENTRAL**



Minutes to  
**BARANGAROO**



Minutes to  
**VICTORIA CROSS**

00:04

A train every four  
minutes in the peak  
– with ultimate  
capacity for a train  
every two minutes  
in each direction

## STATION STATISTICS

**200m**

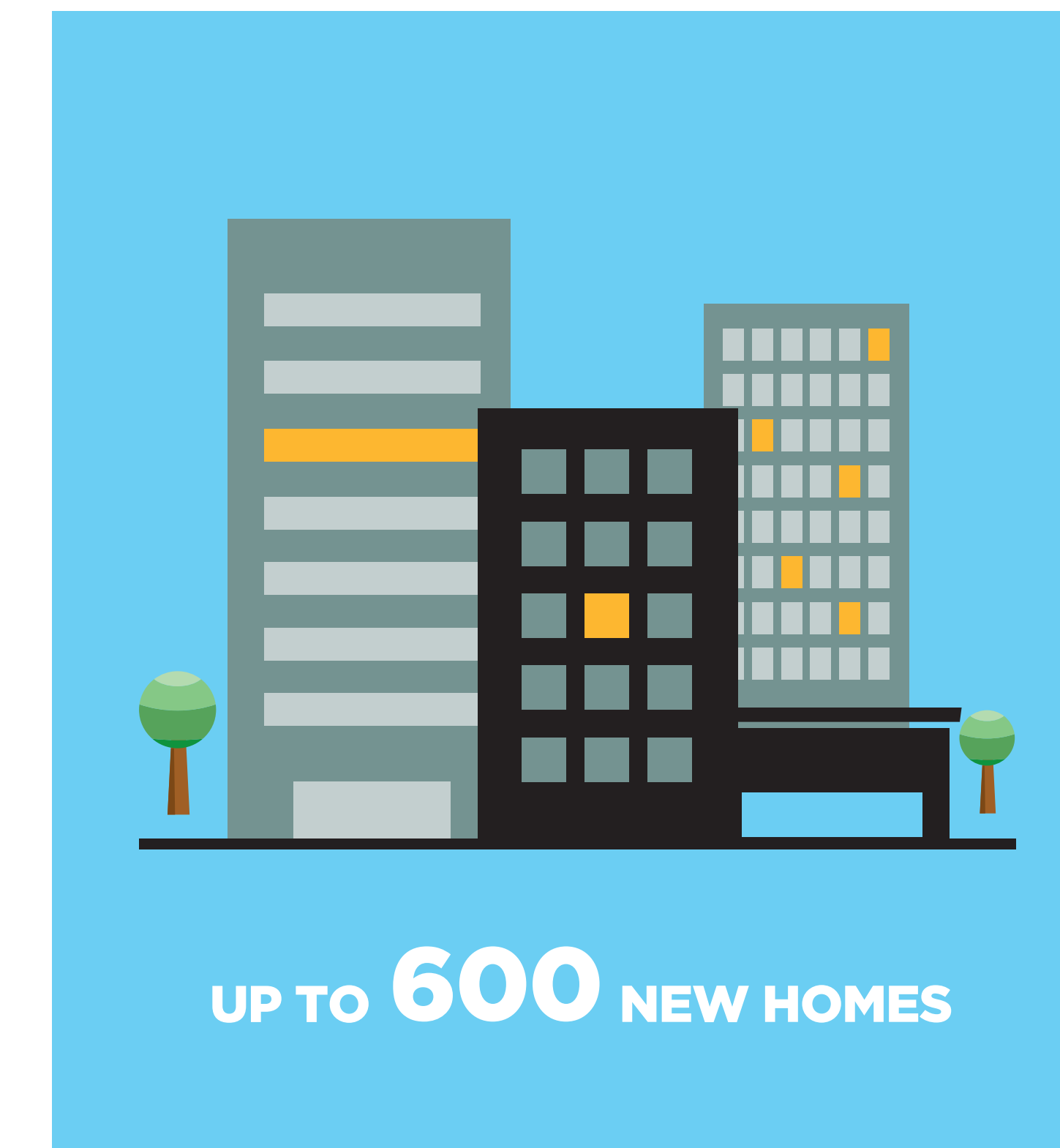
Overall station length

17m  
North  
end  
depth

20m  
South  
end  
depth

**170m** Platform length

**5m** Platform width  
(each platform)



## Nearby transport interchanges





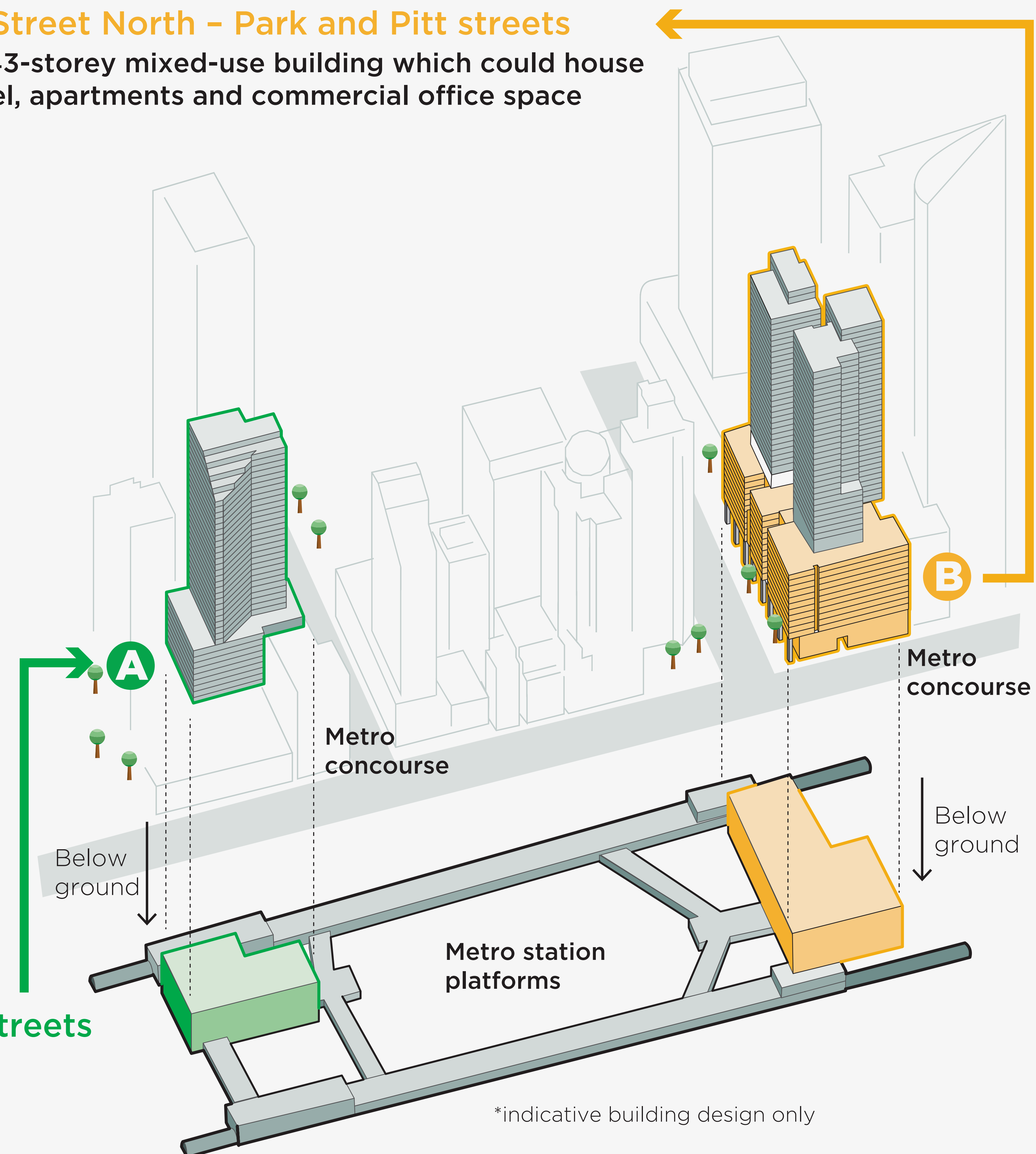
# Pitt Street integrated station development

There are two concept proposals for above Pitt Street Station – one on the corner of Park and Pitt streets at the northern entry to Pitt Street Station and one on the corner of Bathurst and Pitt streets at the southern entry to Pitt Street Station.

These sites are referred to as Pitt Street North and Pitt Street South. Each concept proposal is being assessed separately and has its own State Significant Development application and Environmental Impact Statement.

## Pitt Street North – Park and Pitt streets

One 43-storey mixed-use building which could house a hotel, apartments and commercial office space




## Pitt Street South – Bathurst and Pitt streets

One 35-storey building which could house apartments or commercial office space




# Pitt Street concept proposals




**A**

**Pitt Street South**

One 35-storey building which could house apartments or commercial office space

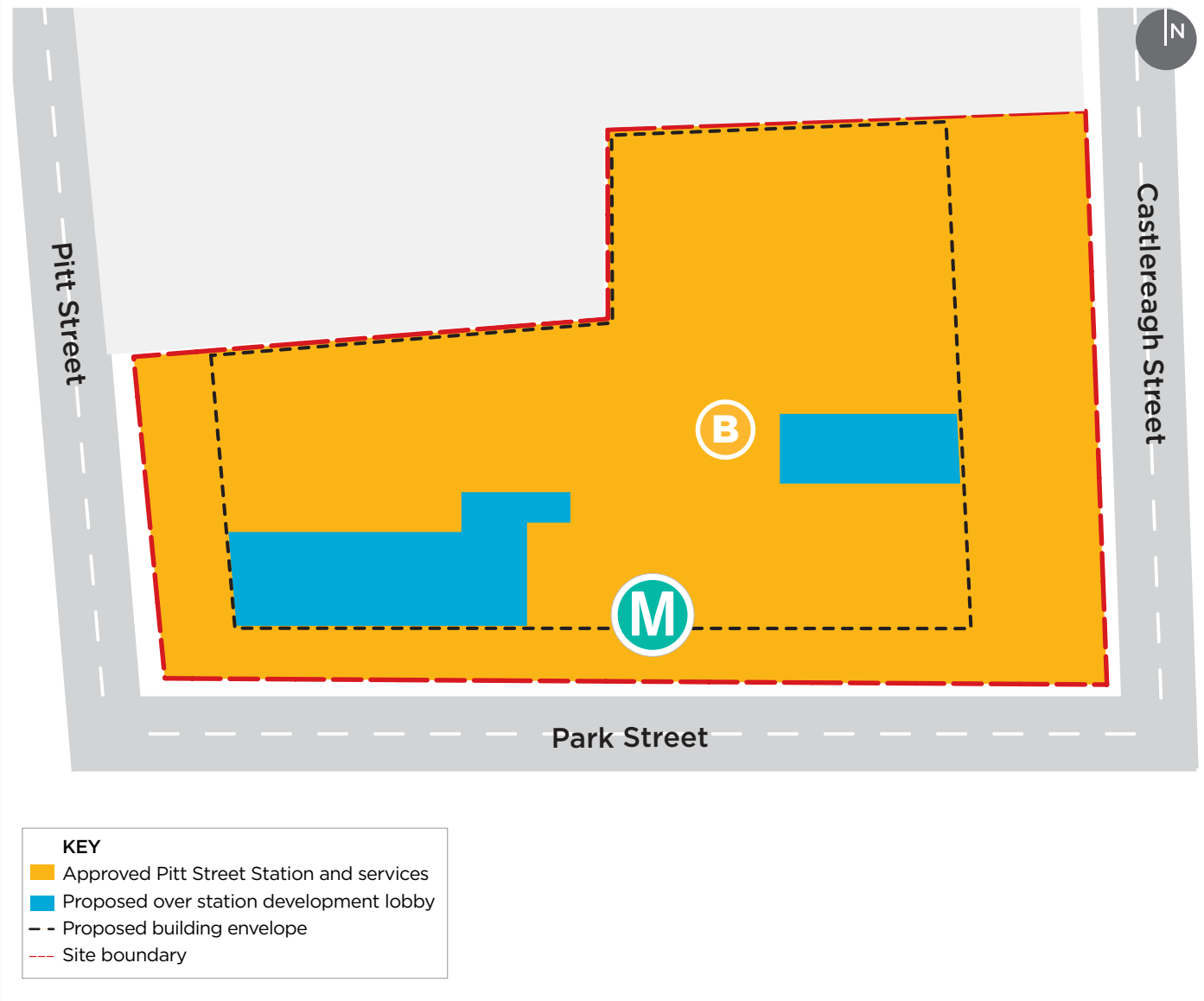


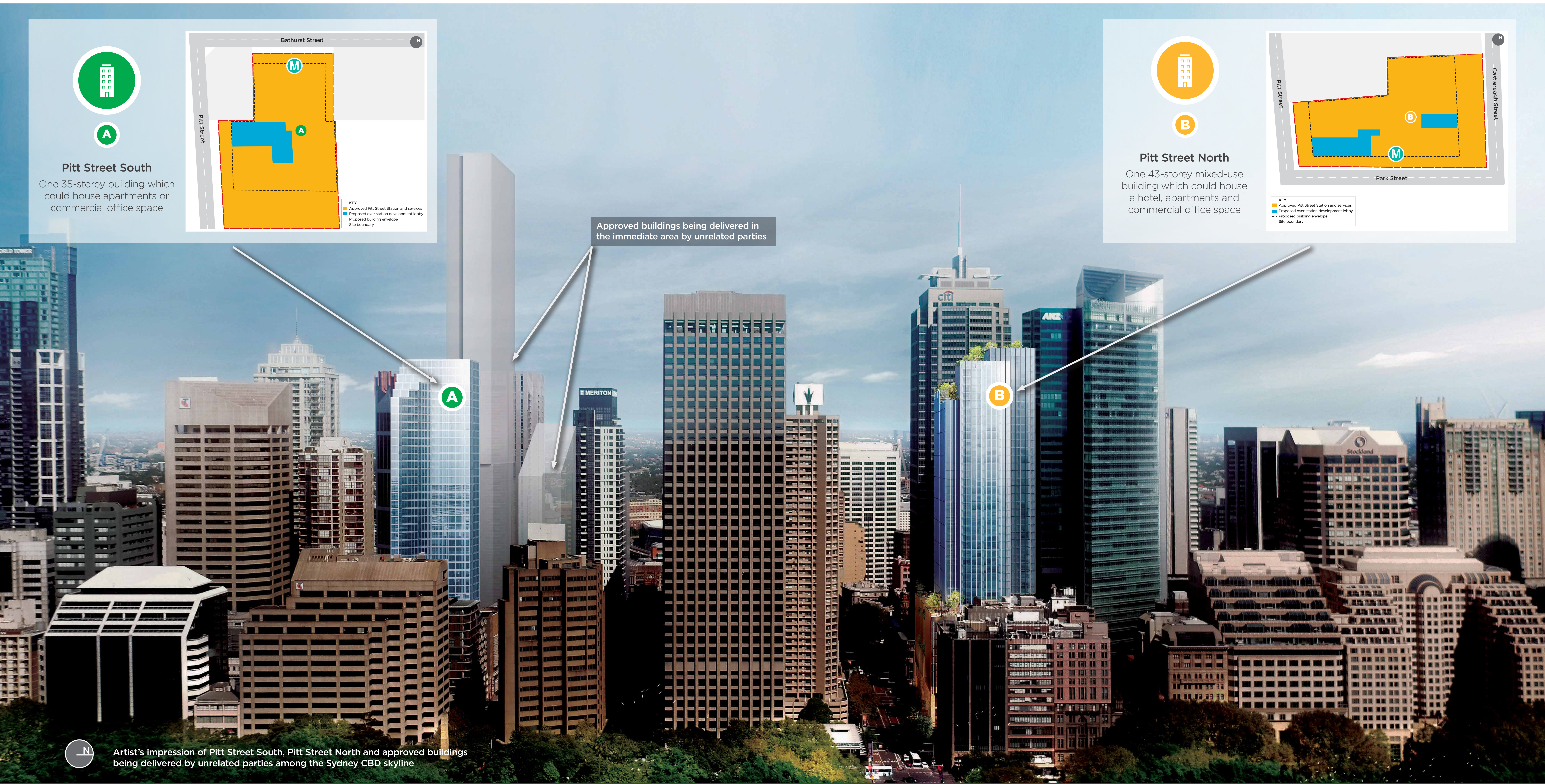


**B**

**Pitt Street North**

One 43-storey mixed-use building which could house a hotel, apartments and commercial office space



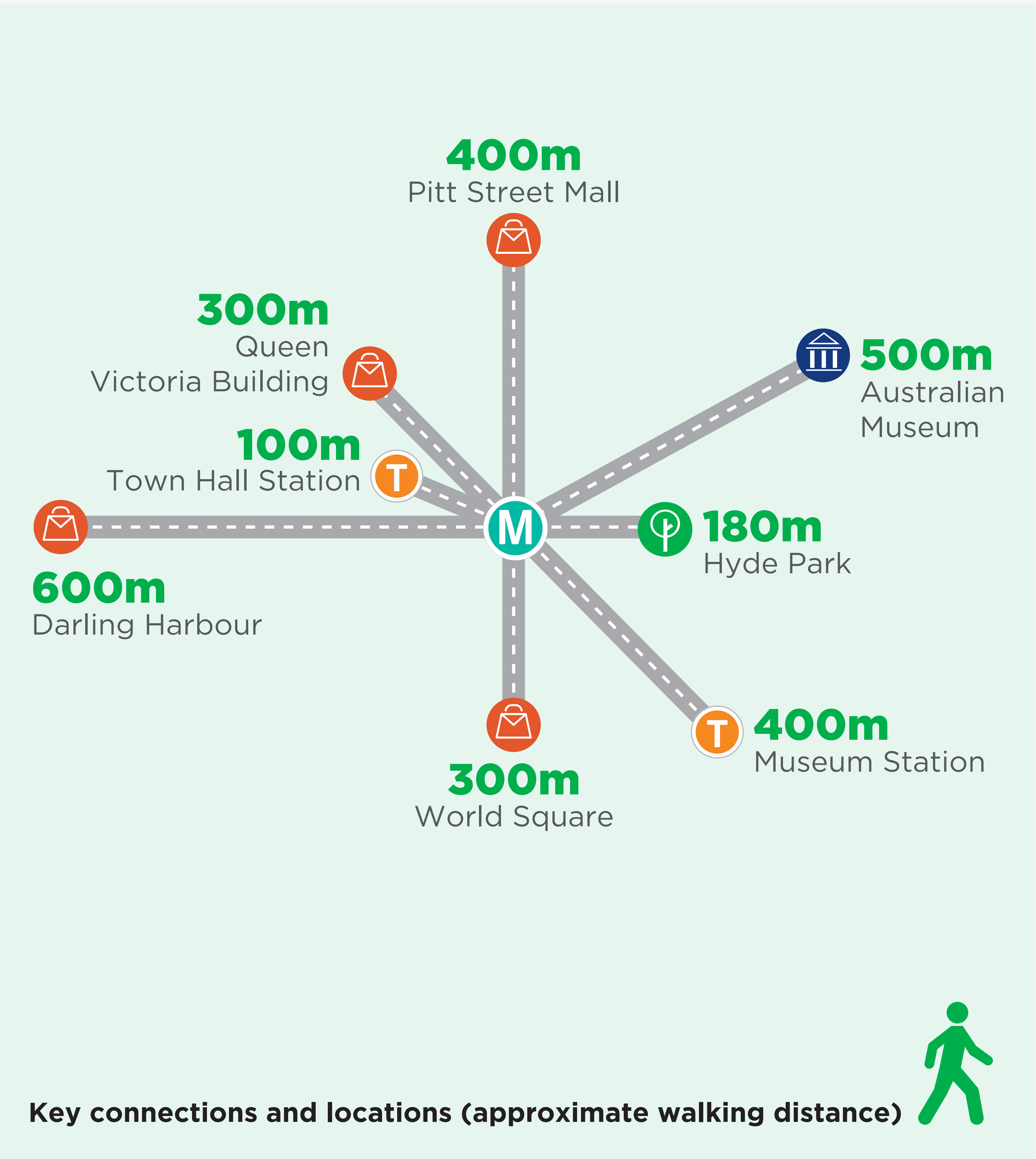


Artist's impression of Pitt Street South, Pitt Street North and approved buildings being delivered by unrelated parties among the Sydney CBD skyline



# Pitt Street South

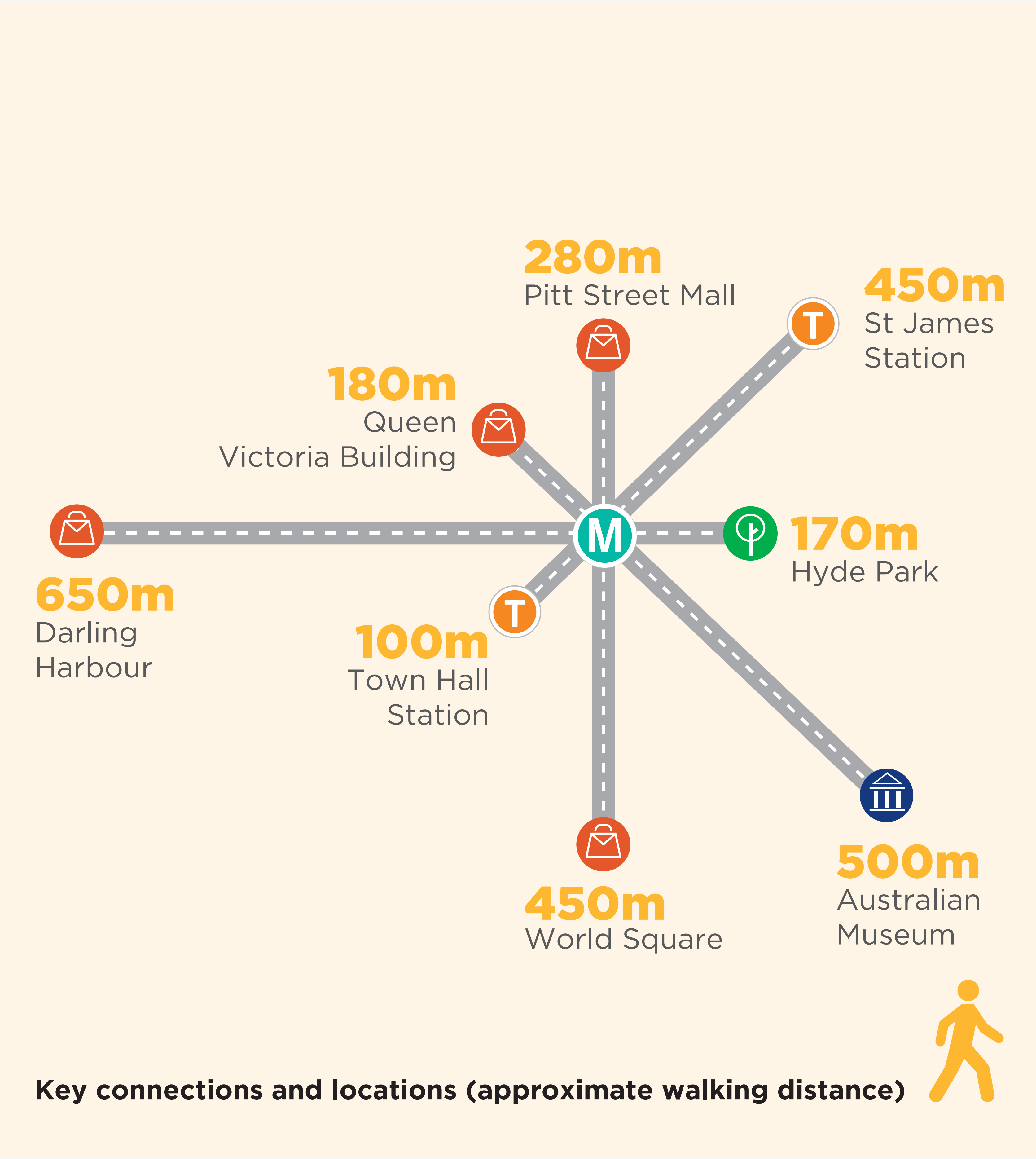
Bathurst and Pitt streets





# Pitt Street North

## Park and Pitt streets





# Pitt Street North Environmental Impact Statement

The Environmental Impact Statement for Pitt Street North contains information about the proposed buildings above the new metro station at Pitt Street, as well as an assessment of possible environmental impacts. This is a summary of the key aspects of the Environmental Impact Statement.



## The building

The concept includes a 43-storey mixed use building that will integrate with the metro station below. Building uses will include up to 1,500 square metres of office space, up to 300 apartments and up to 200 hotel rooms.



## Views

The most prominent view of the Pitt Street North building will be from the east, where it will not be obscured by other buildings. This includes views of the building from Hyde Park. From most vantage points, the building is consistent with the city skyline and the high rise character of the Sydney CBD.

Two residential buildings to the south, 27 Park Street and 197 Castlereagh Street, will have changed views to the north and north-west as a result of the Pitt Street North building. Some apartments in 27 Park Street will see the top portion of the Pitt Street North building where they now see sky.

Views towards Hyde Park, Sydney Harbour or North Head from 27 Park Street will not be impacted. At 197 Castlereagh Street there will be reduced views of Piccadilly Tower, Sydney Tower and the MLC Centre.



## Overshadowing

The building will not have any significant overshadowing impacts on the majority of surrounding residential apartments; however it will cause increased overshadowing to lower level residential apartments on the western side of the future building at 201 Elizabeth Street.

The building will also cause increased overshadowing to the northern side of the residential building at 329 Pitt Street and the north and western facing facades of 27 Park Street.



# Pitt Street North Environmental Impact Statement



## Traffic impacts

Traffic impacts for the Pitt Street North building will also be relatively minor, with provision for about 50 car spaces and loading and servicing facilities.

There are not expected to be any adverse impacts on the performance of the surrounding road network from traffic generation at the site.



## Heritage

The Pitt Street North building will have heritage buildings nearby including the Criterion Hotel, the National Building and the Masonic Club.

Significant views to, from or between heritage items will not be reduced or obstructed when compared to the buildings previously on the site.



## Mitigation measures

Mitigation measures have been outlined to manage the impacts for each stage of future design development and construction for the Pitt Street South and Pitt Street North buildings.

These mitigation measures include:

- adhering to the principles outlined in the design excellence strategy, including a design that demonstrates quality and best practice against international standards
- strategies to protect and enhance local heritage and ensure the development achieves a positive heritage outcome for the buildings



Hyde Park

- implementing best-practice sustainability initiatives during design and construction, which could include installation of acoustic treatments to internal and external elements of the buildings
- measures to minimise noise and vibration once the buildings are in operation, including reducing noise at the loading docks and any acoustic treatment required for plant and equipment
- wind-tunnel testing to model wind speeds and inform mitigation strategies
- an assessment of building façade treatments and their sun reflection potential on motorists and pedestrians
- development of strategies to mitigate potential privacy impacts on nearby residential apartments
- adherence to recommendations in the traffic impact assessments to mitigate any traffic impacts
- waste management strategies
- site accessibility provisions
- a Construction Environmental Management Framework to identify and mitigate construction impacts – this will include mitigation measures to manage noise, vibration, dust and traffic.



# Pitt Street South Environmental Impact Statement

The Environmental Impact Statement for Pitt Street South contains information about the proposed buildings above the new metro station at Pitt Street, as well as an assessment of possible environmental impacts. This is a summary of the key aspects of the Environmental Impact Statement.



## The building

The concept includes a 35-storey building that will integrate with the metro station below. The building will include up to 16,250 square metres of office space and 11 car spaces, or up to 159 residential apartments and 34 car spaces.



## Views

The most prominent long-distance views of the proposed envelope will be from the east, where the building will not be obscured by other buildings. The building is well suited to the surrounding context and will not interrupt any key public view corridors across the Sydney CBD.

Some of the apartments in the Princeton Apartments, Century Towers and the future Greenland Centre residential apartment buildings will have changed views, mostly at the mid-rise levels of the buildings.



## Overshadowing

The building will not have any significant overshadowing impacts on the majority of surrounding residential apartments; however it will cause increased overshadowing of some units on the northern side of the Princeton Apartments.

These impacts were addressed at the time of the Princeton Apartments development. The original building approval for the Princeton Apartments required that potential occupants with north facing windows be notified that views and sun access from those windows will be affected by any development on the proposed site.



# Pitt Street South Environmental Impact Statement



## Traffic impacts

Traffic impacts for the Pitt Street South building will be relatively minor, with provision for about 34 car spaces and loading and servicing facilities.

There are not expected to be any adverse impacts on the performance of the surrounding road network from traffic generation at the site.



## Heritage

The Pitt Street South building will have heritage buildings nearby including the Edinburgh Castle Hotel, the Metropolitan Fire Brigade building, the former Speedwell House, the former YMCA building and the former Sydney Water building, now the Primus Hotel.

Significant views to, from or between heritage items will not be reduced or obstructed when compared to the buildings previously on the site.



## Mitigation measures

Mitigation measures have been outlined to manage the impacts for each stage of future design development and construction for the Pitt Street South and Pitt Street North buildings.

These mitigation measures include:

- adhering to the principles outlined in the design excellence strategy, including a design that demonstrates quality and best practice against international standards
- strategies to protect and enhance local heritage and ensure the development achieves a positive heritage outcome for the buildings



The Edinburgh Castle Hotel heritage building next to the proposed Pitt Street South integrated station development

- implementing best-practice sustainability initiatives during design and construction, which could include installation of acoustic treatments to internal and external elements of the buildings
- measures to minimise noise and vibration once the buildings are in operation, including reducing noise at the loading docks and any acoustic treatment required for plant and equipment
- wind-tunnel testing to model wind speeds and inform mitigation strategies
- an assessment of building façade treatments and their sun reflection potential on motorists and pedestrians
- development of strategies to mitigate potential privacy impacts on nearby residential apartments
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# The planning process

## What is a concept approval?

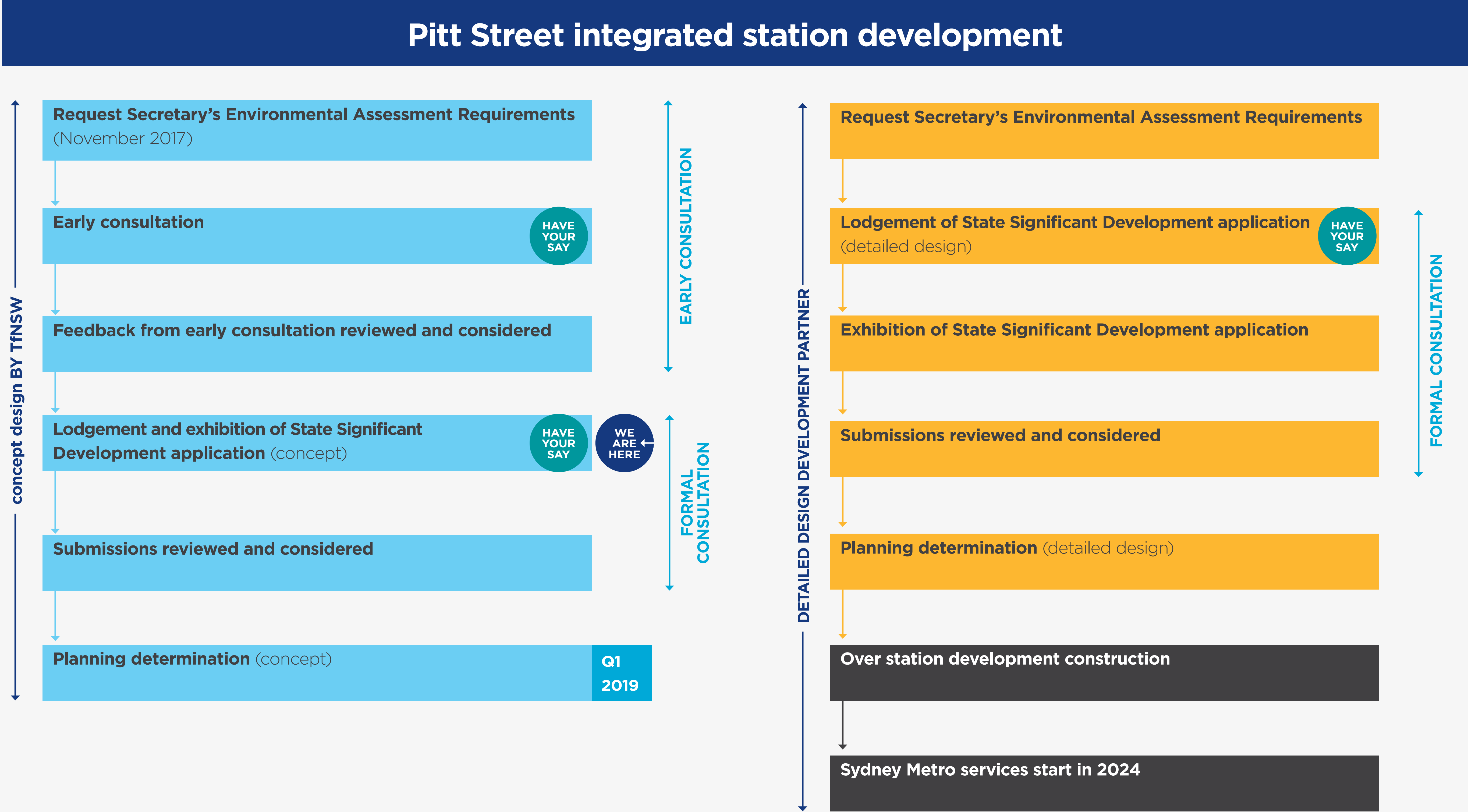
The concept State Significant Development application is the first stage in the planning assessment process. This stage of the approval process includes an assessment of the building envelopes and potential environmental impacts, including height and possible impacts on neighbouring land. The concept application is not sought for any construction or other physical work.

The next stage is to refine and develop the design, including the final architecture for the building. This is called a detailed State Significant Development application.

Following a competitive tender process, Sydney Metro will select a contractor to build the development. This contractor will prepare and submit the detailed State Significant Development applications.

## The planning process

Two concept State Significant Development applications, including Environmental Impact Statements, have been submitted to the NSW Department of Planning and Environment, for determination by the NSW Minister for Planning.





# Have your say

The community, government agencies and project stakeholders can make a submission on one or both of the concept State Significant Development applications to the NSW Department of Planning and Environment.

At the end of exhibition, the Department will collate submissions and publish them on its website.

If you do not want your name made available to Sydney Metro, or to appear on the Department's website, please clearly state this in your submission(s).

**Your submission(s) must reach the NSW Department of Planning and Environment by 12 September 2018 and must include:**

1. Your name and address
2. The name of your application
3. The application number(s) that your submission is relevant to:
  - SSD\_8876 (Pitt Street South)
  - SSD\_8875 (Pitt Street North)**If you wish to comment on both applications you will need to submit two separate submissions.**
4. A brief statement on whether you support or object to the proposal(s)
5. The reasons why you support or object to the proposal(s).

Your submission(s) should be marked  
**Attention: Director, Key Sites Assessments**  
and can be sent via:

**Website:** [majorprojects.planning.nsw.gov.au](http://majorprojects.planning.nsw.gov.au)  
and follow the 'on exhibition' links

**Post to:** Director, Key Sites Assessments  
Department of Planning and Environment  
GPO Box 39, SYDNEY, NSW 2001





# Contact us

## Keeping in touch

For more information visit our website [sydneymetro.info](http://sydneymetro.info) or contact us via



**1800 171 386** 24-hour community information line



**[sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au)**



Sydney Metro, PO Box K659,  
Haymarket, NSW 1240



## Translating and Interpreting Service

If you require the services of an interpreter, please contact the **Translating and Interpreting Service on 131 450** and ask them to call **Sydney Metro on 1800 171 386**. The interpreter will then assist you with translation.

আপনার, একজন দোভাষীর (ইন্টারপ্রেটার) সেবা-সাহায্য আবশ্যক হলে, অনুগ্রহ করে **১৩১ ৪৫০ নং এ ট্রান্সলেটিং এন্ড ইন্টারপ্রেটিং সার্ভিস** এর সাথে যোগাযোগ করুন, এবং **১৮০০ ১৭১ ৩৮৬ নং এ সিডনী মেট্রো** কে কল করতে তাদের বলুন। তখন অনুবাদ/ভাষান্তরে, দোভাষী আপনাকে সাহায্য করবে।

如果您需要翻译服务, 请致电131 450 翻译和口译服务, 让他们打 1800 171 386 给悉尼地铁, 翻译员然后将帮助您进行翻译。

Εάν χρειάζεστε τις υπηρεσίες διερμηνέα, παρακαλείστε να επικοινωνήσετε με την Υπηρεσία Μεταφραστών και Διερμηνέων στο **131 450** και ζητήστε τους να καλέσουν το **Sydney Metro** στο **1800 171 386**. Ο διερμηνέας θα σας βοηθήσει στη μετάφραση.

통역서비스가 필요하시면, 번역 및 통역 서비스 (Translating and Interpreting Service) 전화 **Translating and Interpreting Service on 131 450** 에 연락하시어 **Sydney Metro** 전화 **1800 171 386** 에 연결해달라고 요청하십시오. 통역관이 통역을 도와 드릴 것입니다.

إذا كنتم بحاجة إلى خدمات مترجم، يرجى الاتصال بخدمة الترجمة الكتابية والشفهية على الرقم **131 450** واطلبوا منهم الاتصال بمترو سيدني على الرقم **1800 171 386**. وبعد ذلك سيقوم المترجم بمساعدتكم في الترجمة.

Nếu quý vị cần dịch vụ thông dịch viên, xin liên lạc **Dịch vụ Thông Phiên Dịch** (Translating and Interpreting) ở số **131 450** và yêu cầu gọi Sydney Metro ở số **1800 171 386**. Sẽ có thông dịch viên giúp cho quý vị việc thông dịch.

यदि आपको दुभाषिए की सेवाओं की ज़रूरत है, तो कृपया अनुवाद एवं दुभाषिया सेवा (**Translating and Interpreting Service**) से **131 450** पर संपर्क करें और उन्हें सिडनी मेट्रो **1800 171 386** पर को फोन करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।

Artist's impression Pitt Street Station



[sydneymetro.info](http://sydneymetro.info)  
**1800 171 386**