

# **EIS OVERVIEW DOCUMENT**

APPENDIX E







# Pitt Street Over Station Development

CONCEPT STATE SIGNIFICANT DEVELOPMENT APPLICATION  
ENVIRONMENTAL IMPACT STATEMENT OVERVIEW


AUGUST 2018





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.





Sydney Metro is Australia's biggest public transport project. This new stand-alone railway will deliver 31 metro stations and 66 kilometres of new metro rail, revolutionising the way Australia's biggest city travels.

Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them, creating world-class places that will shape our city's future.

Pitt Street Station has been identified as a prime location for an integrated station development.

The Pitt Street integrated station development is made up of Pitt Street Station and two separate building proposals above the new station entries. These buildings will be located on the corner of Pitt and Park streets and on the corner of Pitt and Bathurst streets.

The Pitt Street integrated station development will connect people with employment, transport and some of Sydney's key destinations. It will be a hive of commerce and lifestyle opportunities, with new homes and hotel spaces.

As the new metro station is built underground, the integrated station development can be built above it at the same time. This helps reduce community impacts, and allows for the buildings to be completed close to when Sydney Metro City & Southwest services start in 2024.

Sydney Metro received planning approval for Pitt Street Station in January 2017, and is now seeking two concept State Significant Development approvals for the buildings above the north and the south entrances to the station, these are also known as over station developments.

This overview document highlights key features of Sydney Metro, the Pitt Street integrated station development and concepts for the over station developments above Pitt Street Station. It also summarises important elements of the Environmental Impact Statements for the over station developments. The full concept applications can be downloaded from [majorprojects.planning.nsw.gov.au](https://majorprojects.planning.nsw.gov.au) and [sydneymetro.info](https://sydneymetro.info).



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Artist’s impression of Pitt Street South building among the Sydney CBD skyline



## Premier's Message



Sydney Metro is one of the great global infrastructure projects of our times, not only revolutionising the way we get around our great city but also revitalising its potential for decades to come.

This world-scale investment will be a catalyst for growth well into the 21st century – mirroring the city-shaping projects of the great Dr JJC Bradfield of 100 years ago which have served us so well, like the Sydney Harbour Bridge and the underground city railway line.

Today, as Sydney Metro rapidly takes shape, we look to a strong and vibrant future for Australia's biggest city, underpinned by an unprecedented investment in new infrastructure like the \$20 billion-plus Sydney Metro.

Join us as we build tomorrow's Sydney.

A handwritten signature in black ink, appearing to read 'Gladys Berejiklian'.

**Gladys Berejiklian MP**

Premier of New South Wales

## Minister's Message



Sydney's transformation is well and truly underway.

Australia's biggest public transport project is unlocking the potential of the nation's biggest city right before our eyes – 31 stations, 66 kilometres of new metro rail – on a scale comparable to anything being delivered around the world right now.

Sydney Metro is more than just a new mass transit system for tomorrow's Sydney; it's an investment in city-building and nation-building that will not just make getting around our great city faster and easier, but will shape its future potential for generations to come.

Welcome to tomorrow's Sydney – the journey is only just beginning.

A handwritten signature in black ink, appearing to read 'Andrew Constance'.

**Andrew Constance MP**

Minister for Transport  
and Infrastructure





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

The success of the Sydney Metro program of works relies not only on the step-change which comes with a new-generation metro rail service, but also on its effective integration into Greater Sydney.

The customer is at the centre of the metro rail product; Sydney Metro is delivering a level of transport service never before seen in Australia, but common in global cities.





# Revolutionising how we travel

**Sydney Metro will evolve with the city it will serve for generations to come.**

Global Sydney's population will pass 6 million by 2036; an extra 1.7 million people will progressively move into Australia's biggest city, which will support an extra 840,000 jobs and 680,000 homes.

Sydney Metro will make it easier and faster to get around, boosting economic productivity by bringing new jobs and new educational opportunities closer to home.

Designed with customers at their centre, stations will be quick and easy to get in and out of; trains will be fast, safe and reliable; and technology will keep customers connected at every step of the journey.

A catalyst for growth, Sydney Metro will integrate with new communities and transform existing suburbs and economic centres. Services will start in 2019. Welcome aboard Australia's biggest public transport project.

## 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.



# The biggest urban rail project in Australian history

## Northwest

 Sydney Metro Northwest alignment

OPEN  
2019  
↑

13  
M

13 stations

P

4000 commuter  
car parks



36 kilometres

## City & Southwest

 Sydney Metro City & Southwest alignment

OPEN  
2024  
↑

18  
M

18 stations



New CBD  
connections



30 kilometres,  
including under  
Sydney Harbour

## West

 Sydney Metro West study area

SECOND  
HALF  
2020s  
↑

 M

Connecting  
Parramatta and  
Sydney CBDs



Five key  
precincts  
serviced

3.2  
MILLION

Western Sydney  
population,  
2036

 Sydney Trains suburban network







# Over station developments

The Pitt Street integrated station development is made up of Pitt Street Station and two separate building proposals above the new station entries. These buildings are over station developments.

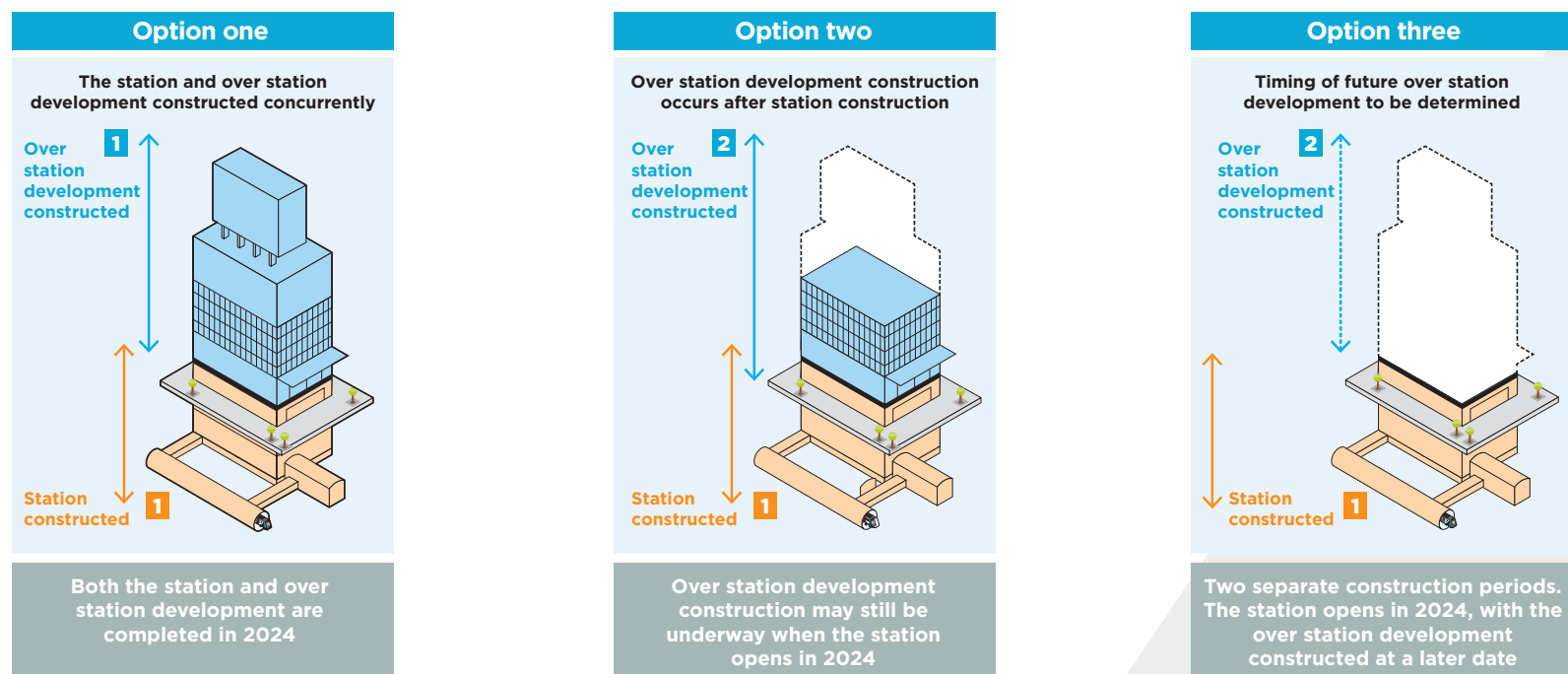
As the new metro stations are built underground, the over station developments can be built above them at the same time. This helps reduce community impacts and the length of time required to deliver the outcomes of integrated station developments. The metro stations have been designed so that work on 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.

## Staging

Three possible staging options were identified for delivery of the over station development in relation to the metro station below:

- **Option one** – the station and over station development are constructed at the same time by constructing the transfer slab first and then building both the underground station and the building above. Both the station and over station development would be completed in 2024.
- **Option two** – the station is constructed first and ready for operation in 2024. Over station development construction occurs after station construction is completed. This means that over station development construction is likely to still be underway upon opening of the station in 2024.
- **Option three** – the station is constructed first and ready for operation in 2024. The over station development is built at a later stage, with timing yet to be determined. This creates two distinct construction periods for the station and over station development.

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





# Excellence in design

Design excellence principles will support the placemaking and urban design requirements of integrated station developments.



## 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 spaces 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

## Sydney's new midtown

The Pitt Street integrated station development will provide a community and commercial office hub that is vibrant, attractive and accessible.

It will bring culture, commerce and community to the heart of the city centre and will connect with public spaces designed for socialising, walking or cycling.

Pitt Street integrated station development will be a destination on its own, bringing people together in an easy and connected way, all within minutes of some of Sydney's key destinations.

Attracting visitors, new employment and lifestyle opportunities, it will enhance our city's liveability and boost our local economy.

## A new international standard of place

We now have an exciting opportunity to use global best practice and innovative design to create a new sense of place for this prime central business district (CBD) location.

Our specialist team is drawing inspiration from some of the most memorable city shaping global projects, including CIBC Square in Toronto, Hudson Yards in New York and Paddington Station in London.

## What is placemaking?

Placemaking is a people-centred approach to planning and designing urban precincts. It strengthens the connection between people and the places they share. Placemaking brings together the physical, cultural and social aspects that define a place.

Pitt Street integrated station development will be a vibrant place that will help to strengthen communities, attract investment and enhance liveability.

It will also be a dynamic new place that will integrate with nearby restaurants, green spaces, plazas, buildings and other public spaces to invite greater community interaction.

## A centre for opportunity

The Pitt Street integrated station development will be more than somewhere to catch the train – it will be a thriving and welcoming hub for everyone to enjoy.

Through a range of potential uses – residential, hotel, and office spaces – the buildings above the Pitt Street metro station will attract investment and provide new employment opportunities.

The buildings will provide up to 1800 ongoing jobs, all within easy reach of frequent accessible transport. Residents and visitors will enjoy all of the services and places that the CBD has on offer.



“ The Sydney CBD is set to undergo a major transformation and Sydney Metro is the catalyst for the revitalisation of the heart of the city. A new metro precinct at Pitt Street sets the stage for fresh investment, creating a dynamic new place where people will want to be – unlocking opportunities for future generations. ”

Patricia Forsythe, Executive Director, Sydney Business Chamber





# 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 North and Pitt Street South

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.

The buildings have been designed to be in keeping with the surrounding city scape and current development proposals for the city. The buildings will blend with the city skyline now and into the future.

Proposal A is an indicative design for a building to fit within the proposed building envelope, which is the subject of the Pitt Street South concept State Significant Development application.

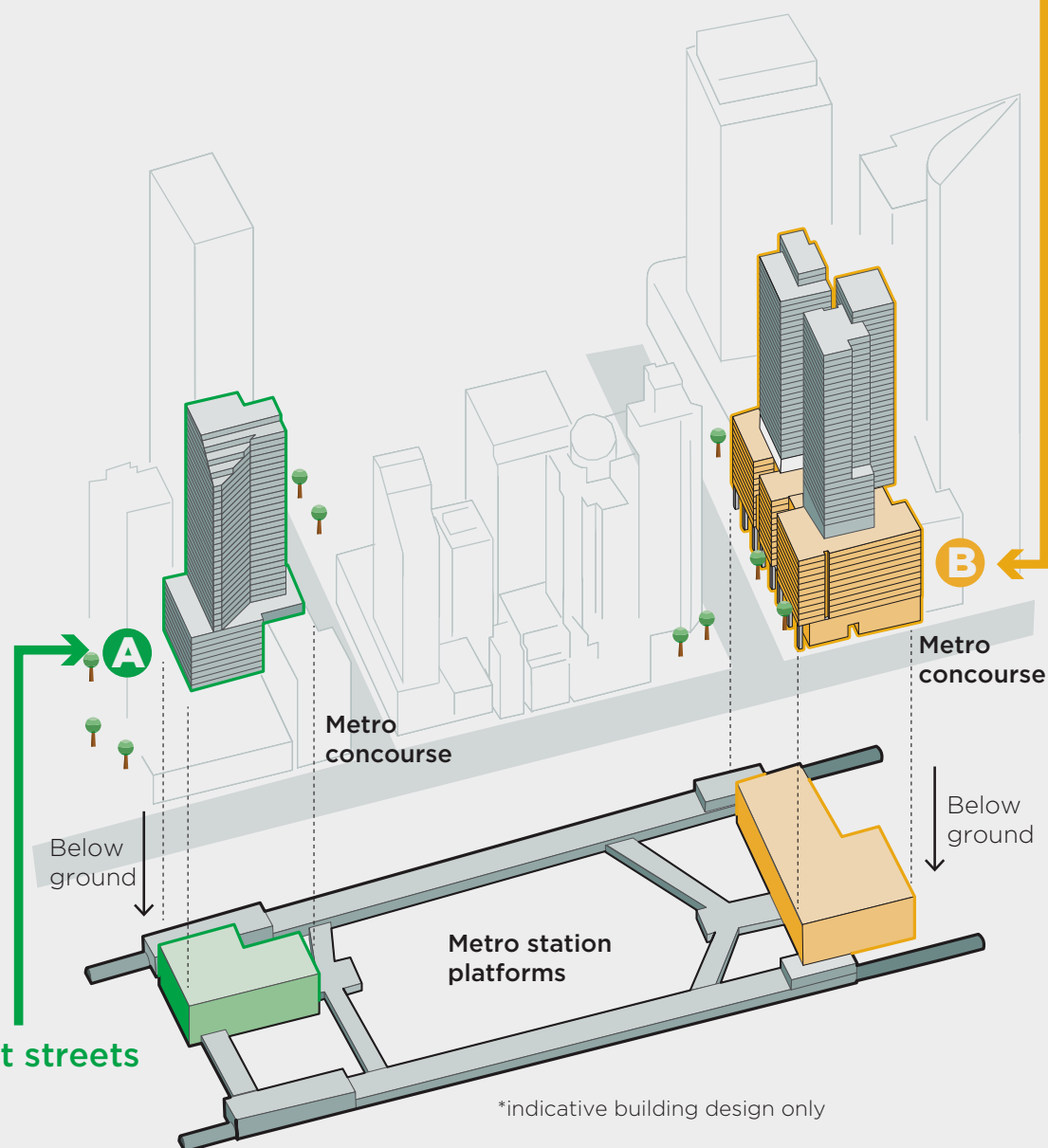
Proposal B is an indicative design for a building to fit within the proposed building envelope, which is the subject of the Pitt Street North concept State Significant Development application.

### Pitt Street South – Bathurst and Pitt streets

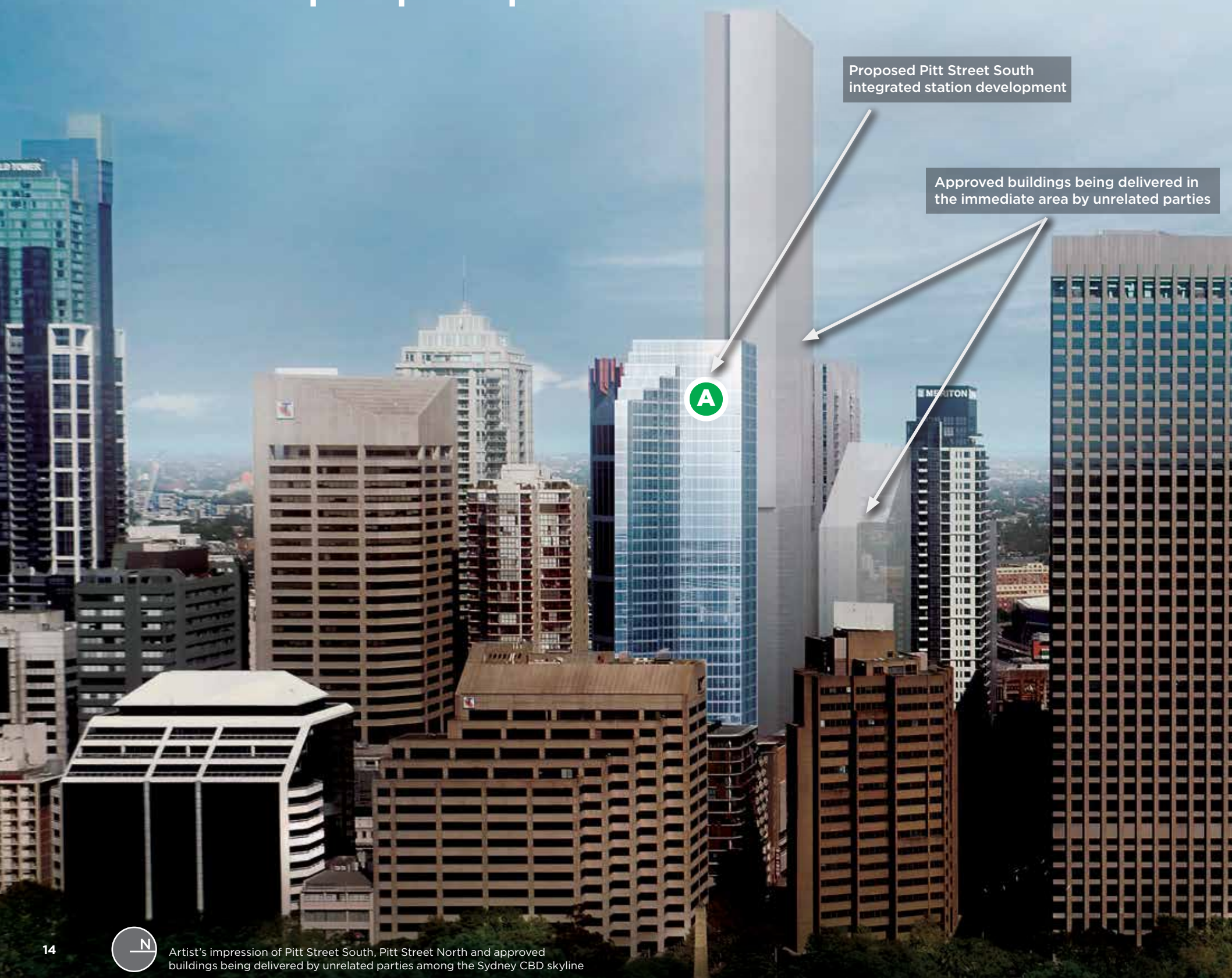
One 35-storey building which could house apartments or commercial office space

### 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 concept proposals



Proposed Pitt Street South  
integrated station development

Approved buildings being delivered in  
the immediate area by unrelated parties

A







Proposed Pitt Street North  
integrated station development



A

**Pitt Street South**  
One 35-storey building  
which could house  
apartments or commercial  
office space

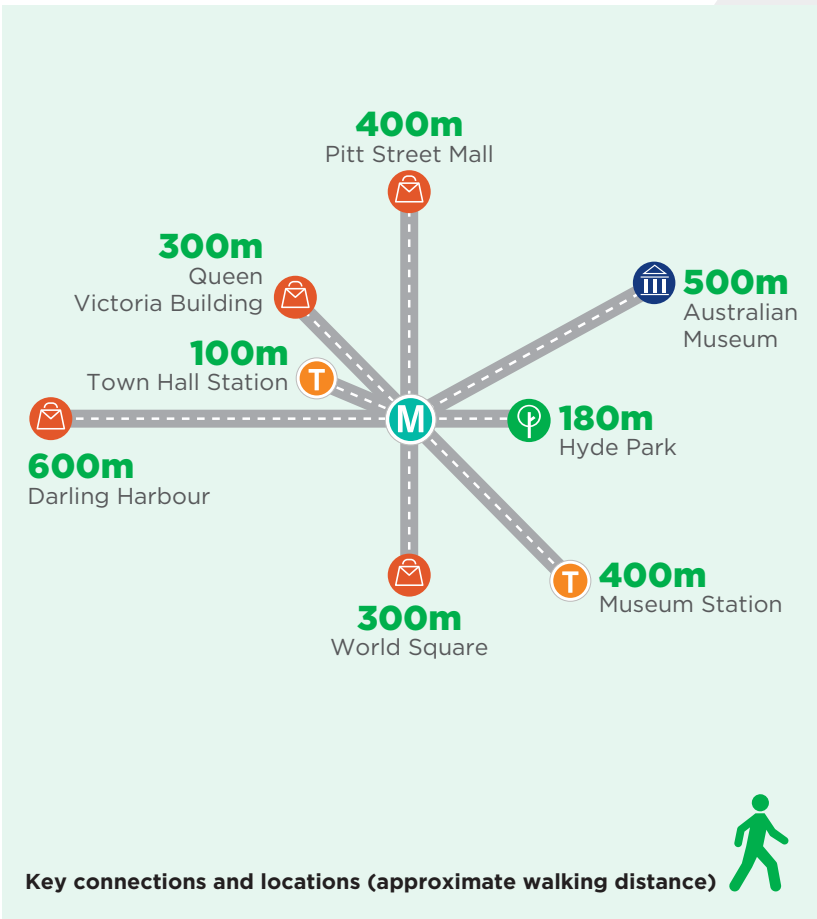


B

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

# Pitt Street South

## Bathurst and Pitt streets

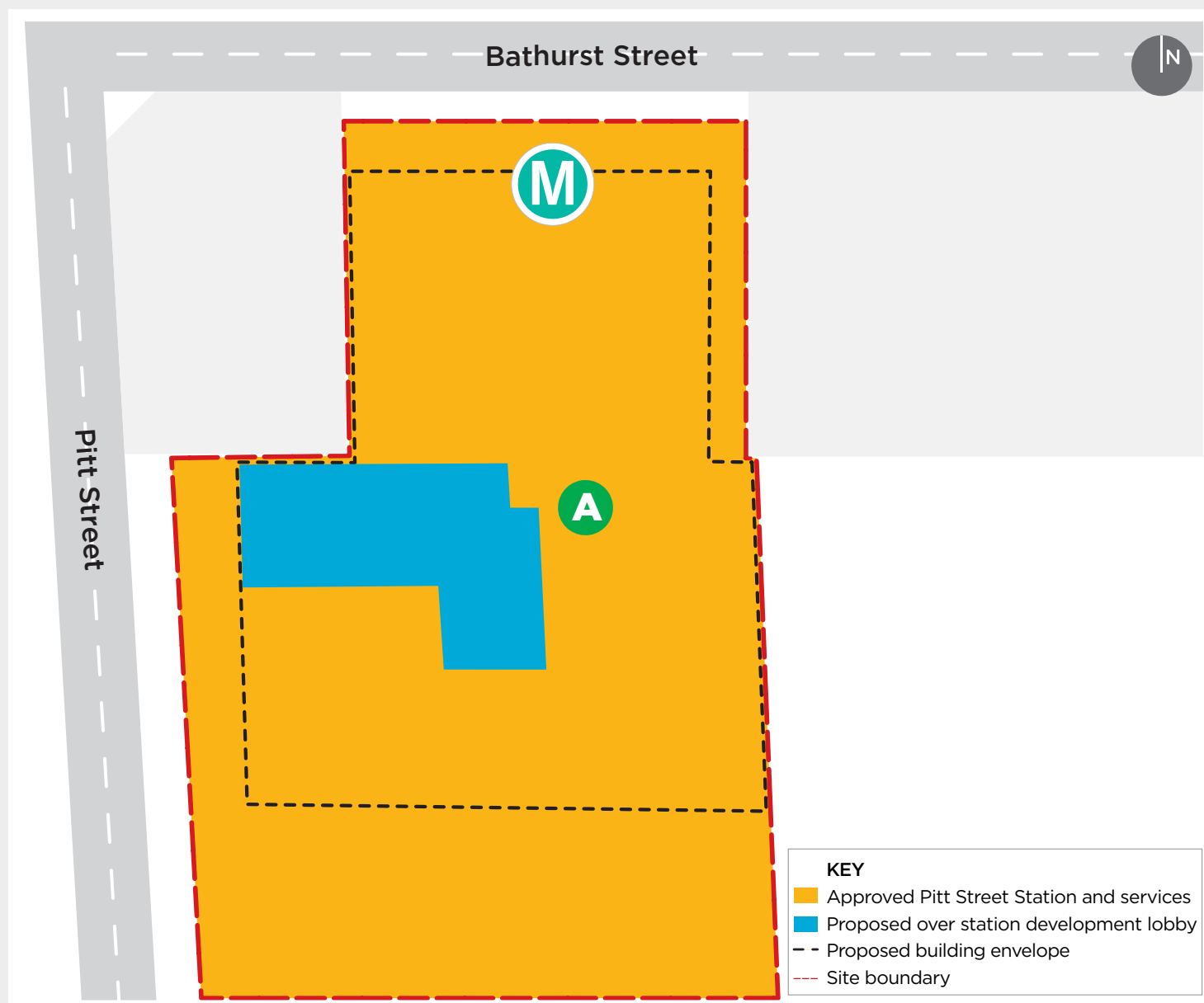






### Proposed height and uses – Pitt Street South

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



# Pitt Street North

## Park and Pitt streets

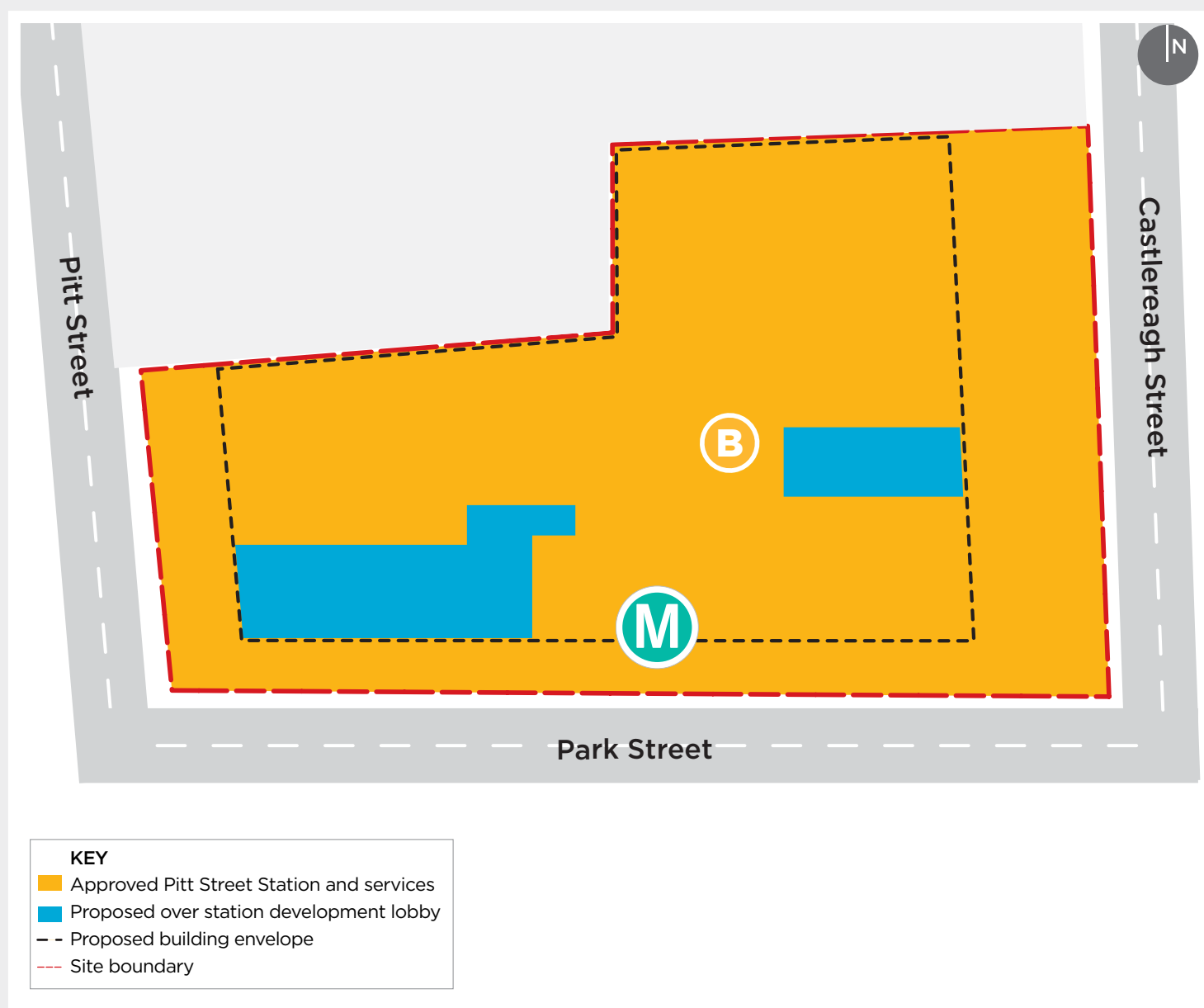






## Proposed height and uses – Pitt Street North

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



# What are the Environmental Impact Statements about?

**The Environmental Impact Statements for Pitt Street South and Pitt Street North contain information about the proposed buildings above the new metro station at Pitt Street, as well as an assessment of possible environmental impacts. This document outlines the key aspects of the Environmental Impact Statements.**

## **The buildings and location**

The building envelopes have been designed to minimise overcrowding of the city skyline and contribute to the creation of a quality precinct in the Sydney CBD.

Building materials and architectural elements for both locations will be considered and developed as part of the detailed design.

### **Pitt Street South**

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.

The building will be located on the southern portion of the block at the intersection of Pitt and Bathurst streets in an L-shape, to exclude the area above the heritage-listed Edinburgh Hotel. Frontages will be on Pitt Street and Bathurst Street. Refer to page 17 to see the layout.

### **Pitt Street North**

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.

The building will be located at the southern portion of the block between Pitt, Park and Castlereagh streets, occupying the full block width at the south. Refer to page 19 to see the layout.

## **Views**

View impacts comply with the applicable planning controls including the Sydney Local Environmental Plan. View sharing principles have been considered when designing the buildings, and both buildings will be appropriately set back from adjoining properties. It should be noted that there are no provisions for new buildings to fully maintain private residential views and view changes outlined below are in keeping with the context of the Sydney CBD.

### **Pitt Street South**

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.

### **Pitt Street North**

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 of public open spaces

A key focus in the concept design has been to minimise overshadowing on public spaces, including Hyde Park.

Overshadowing from both buildings will comply with the sun access plane provisions under the Sydney Local Environmental Plan. This means overshadowing impacts on Hyde Park will be minimised and sun in the park will be maintained during mid-winter and other times of the year.

### Overshadowing of nearby buildings

The buildings comply with conditions under the Sydney Local Environmental Plan, and both buildings will be appropriately set back from adjoining properties. New buildings are not required to fully maintain sun to adjoining properties, and changes outlined below are in keeping with the context of the Sydney CBD.

#### Pitt Street South

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 North

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.



## Heritage

The buildings are located in close proximity to a number of heritage items. Significant views to, from or between heritage items will not be reduced or obstructed when compared to the buildings previously on the sites.

### Pitt Street South

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.

### Pitt Street North

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

## Traffic

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

### Pitt Street South

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

### Pitt Street North

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.

## Environmental sustainability

Both concept proposals include a sustainability strategy outlining energy efficient lighting and devices, energy and water monitoring systems, the use of recycled building materials, and the use of responsible construction practices.

## Wind

There are no expected impacts on existing wind speeds and conditions at ground level as a result of the new buildings. The buildings are therefore considered appropriate for pedestrian comfort and safety from wind.

Strategies for wind mitigation will form part of the detailed designs, including a process for wind tunnel testing.

## Noise and vibration

An acoustic assessment has been undertaken for both buildings and this demonstrates that impacts both to and from the buildings will be able to be sufficiently mitigated.

The acoustic performance of the buildings will be considered further as part of the detailed design phases.

## Public art

A public art strategy will be developed during detailed design to improve the travel experience for customers. Public art will be commissioned based on standards of excellence and innovation, integrity of work, relevance to the site contexts and consistency with planning policies and Sydney Metro and City of Sydney strategies.

The Environmental Impact Statements for each proposal also consider a number of other environmental aspects including:

- building form and setbacks
- streetscape and public domain
- integration with Sydney Metro infrastructure
- impact on rail infrastructure
- transport and accessibility
- parking and pedestrian impacts
- design excellence
- airspace for Sydney Airport
- utilities, infrastructure and services
- stormwater and flooding
- construction impacts
- crime prevention through environmental design.



## 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
- 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.

# Working with the community

## Community consultation

In 2017, the community was invited to participate in early engagement for the Pitt Street integrated station development via the following communication methods:

- 10,500 invitations were sent to the local community, inviting people to a community information session in November 2017
- five advertisements were placed in newspapers – *The Australian Chinese Daily*, *The Sydney Morning Herald*, *The Mosman Daily*, *The North Shore Times* and *The Central Courier*
- a media release, website forums and Facebook were also used to communicate the concept proposal and invite the community to give feedback.

A total of 36 people attended the information session.

Sydney Metro will continue to work with stakeholders and the community to ensure they are informed about the project and have opportunities to provide feedback to the project team.

Information on how to provide feedback on each of the concept State Significant Development applications is provided on pages 28–29 of this booklet.

## Place managers working with the community

Sydney Metro has dedicated community relations specialists called place managers. Their role is to act as the single contact person between directly affected members of the community and the project team.

Our place managers will continue to play a vital role in maintaining close and ongoing contact with local communities and stakeholders during the design and delivery of Sydney Metro.

They can be contacted on the community information line **1800 171 386** or via the project email **[sydneymetro@transport.nsw.gov.au](mailto:sydneymetro@transport.nsw.gov.au)**.









# 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.

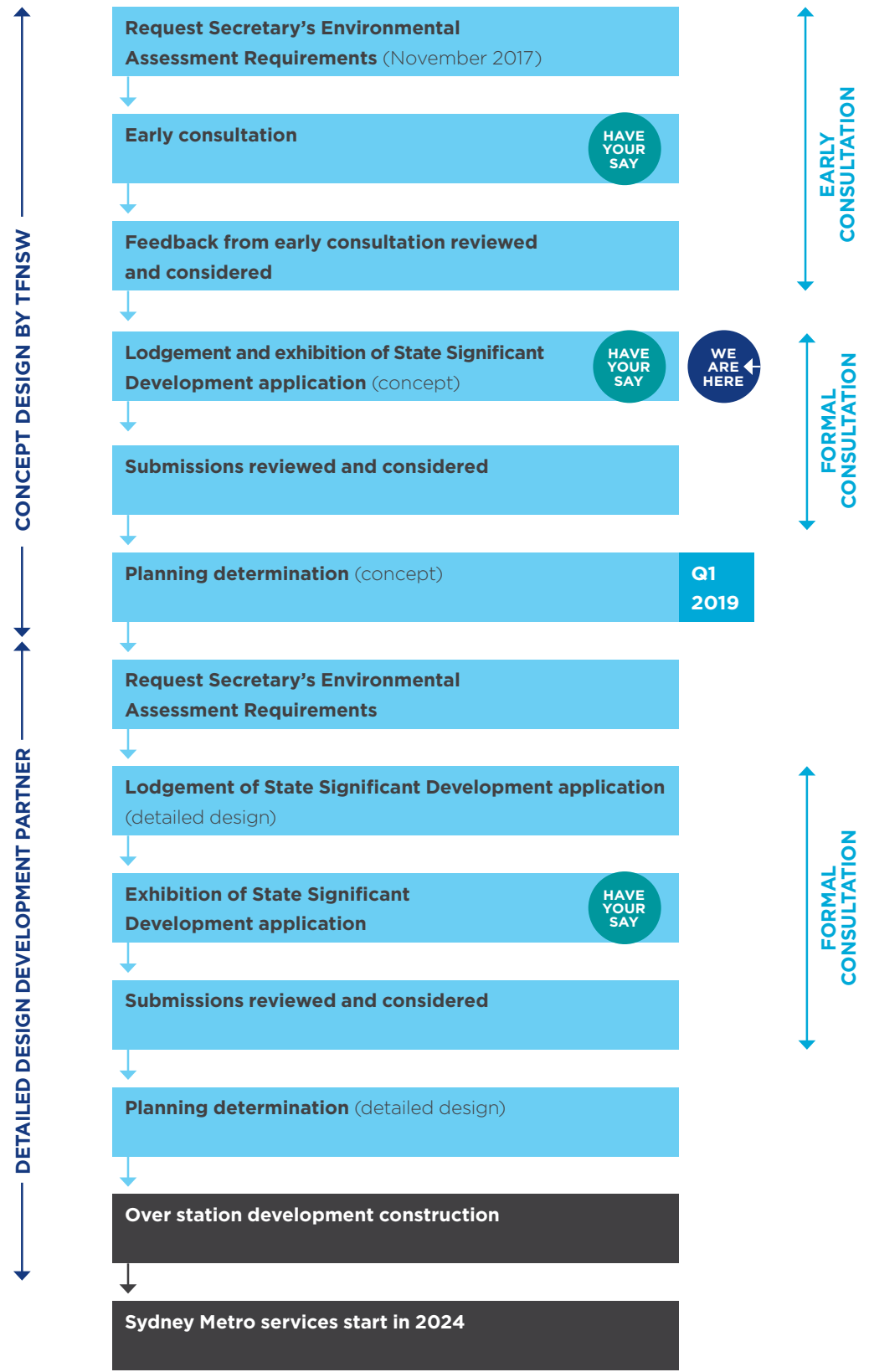
Following a competitive tender process, Sydney Metro will select a contractor to build the development. This contractor will prepare and submit the detailed State Significant Development applications.

## 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. The planning process is outlined on page 27.



Pitt Street integrated station development



# Have your say

## **The concept State Significant Development applications for both Pitt Street South and Pitt Street North are on public exhibition until 12 September 2018.**

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.

It is the NSW Department of Planning and Environment's policy to also place a copy of your submission(s) on their 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**  
and follow the 'on exhibition' links

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

Anyone lodging submissions must declare reportable political donations (including donations of \$1000 or more) made in the previous two years.

For more details, and a disclosure form, go to **planning.nsw.gov.au/donations**.

All submissions and information obtained during the public exhibition period will be used in accordance with the *Privacy Act 1988*. All submissions received are regarded as public documents and any information contained in them can be published in subsequent assessment documents.

Copies of the submissions received may be issued to interested parties. If the author of a submission does not wish for the information to be distributed, this needs to be clearly stated in the submission.

## **For enquiries, please contact the NSW Department of Planning and Environment:**

Phone: **1300 305 695**  
Email: **information@planning.nsw.gov.au**

Following exhibition, issues raised in these submissions will be summarised in submissions reports. Sydney Metro will consider the issues raised, and may make changes to one or both concepts as a result of submissions. The Minister for Planning will then make a decision about whether to approve each concept State Significant Development application.

If the over station developments proceed, consultation with key stakeholders and the community will continue during the preparation and assessment of the detailed State Significant Development applications, and the construction and operation phases. This ongoing engagement process will play an important role in reducing the potential impacts and enhancing the benefits for all stakeholders.



**Where to view the concept State Significant Development applications**

Each Environmental Impact Statement and its accompanying documents may be viewed on the NSW Department of Planning and Environment website: **majorprojects.planning.nsw.gov.au** and **sydneymetro.info**

You can also view the documents at:

**City of Sydney Council**

Town Hall House  
Level 2, 456 Kent Street  
Sydney NSW

**Customs House**

31 Alfred Street  
Sydney NSW

**Community information sessions**

The project team has organised community drop-in sessions where displays and information about each Environmental Impact Statement will be available.

You are invited to attend these sessions and meet expert members of the project team who will be there to answer any questions you may have.

There is no need to make a booking – and you can call in at any time.

Date and time	Location
Tuesday, 28 August 2018 11am-2pm	Wesley Conference Centre 220 Pitt Street, Sydney
Thursday, 30 August 2018 4-7pm	Primus Hotel 339 Pitt Street, Sydney
Tuesday, 4 September 2018 11am-2pm	Primus Hotel 339 Pitt Street, Sydney
Thursday, 6 September 2018 4-7pm	Wesley Conference Centre 220 Pitt Street, Sydney









# Contact us

## Keeping in touch

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

### Sydney Metro



**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



If you need an interpreter, call  
Translating and Interpreting Services  
National on **131 450** and ask them  
to call **1800 171 386**



## 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 দোভাষার (হস্তারপ্রচার) 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 διερμηνείας, 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 بمركز 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 कॉल करने का निवेदन करें। फिर दुभाषिया अनुवाद में आपकी मदद करेगा।

# Pitt Street



Pitt Street Station entrance









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