

An aerial photograph of Sydney, Australia, showing the city skyline, the harbor, and the Sydney Harbour Bridge. The Sydney Opera House is visible in the middle ground. The image is used as a background for the report cover.

Integrated Station Development

NOVEMBER 2017

A once-in-a-century infrastructure investment, Sydney Metro will shape the future growth of Australia's biggest city for generations to come

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Artist's impression of Victoria Cross Station

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.

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.

Andrew Constance MP
MINISTER FOR TRANSPORT AND INFRASTRUCTURE

Shaping tomorrow's Sydney

Australia's biggest public transport project will shape Sydney for generations to come.

Sydney Metro will revitalise communities, transform places and make the nation's only global city more liveable and connected.

Australia's largest city will be more productive and more attractive globally.

Not only will this new mass transit system move more people safely and reliably than ever before, it will unlock the potential of Sydney as a growing global city - creating new and diverse opportunities to support changing communities.

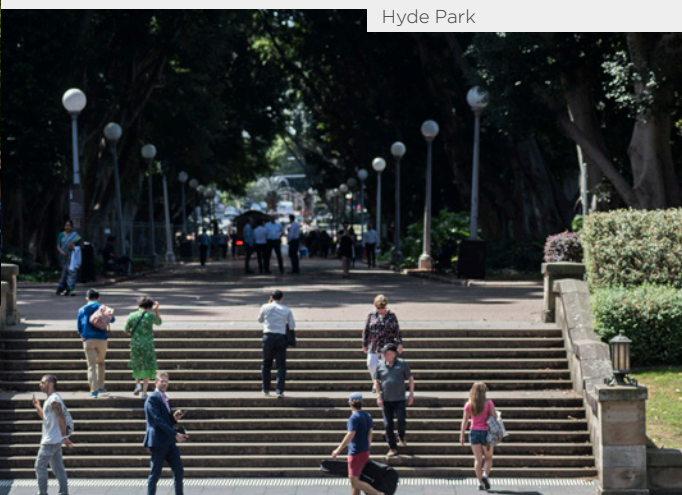
Joining other great global mass transit development initiatives, the NSW Government has identified stations on the Sydney Metro system which can be better integrated with the areas around them, creating world-class places that will shape our city's future.



Artist's impression of Victoria Cross Station



Sydney Town Hall



Hyde Park

More than just a world-scale public transport project, Sydney Metro is a defining city-building opportunity

The biggest urban rail project in Australian history

4

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

LATE 2020s

M

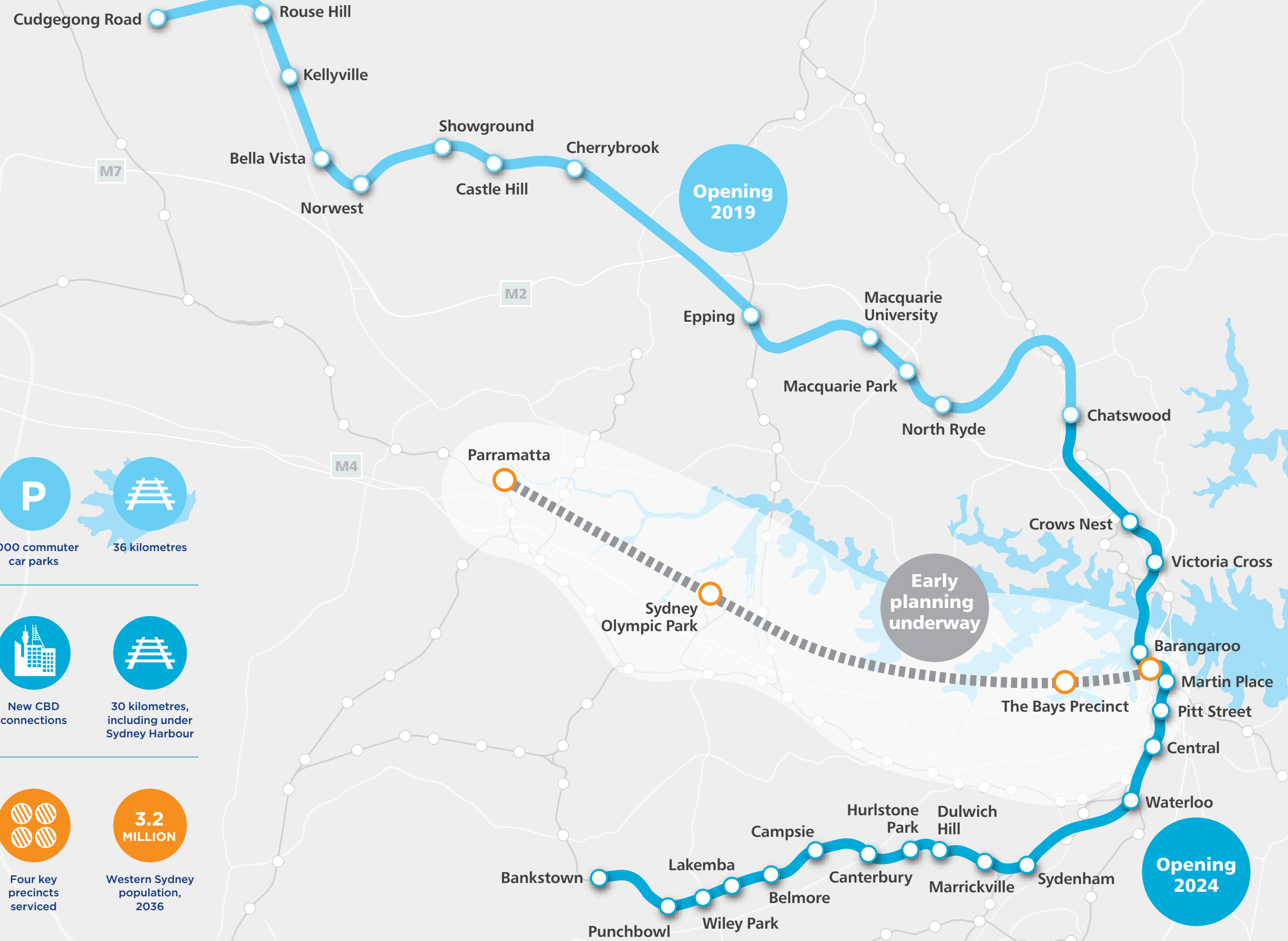
Connecting Parramatta and Sydney CBDs

Four key precincts serviced

3.2 MILLION

Western Sydney population, 2036

Sydney Trains suburban network



5



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 its effective integration into Greater Sydney.

The customer is at the centre of the metro rail product; Transport for NSW is delivering a level of transport service never before seen in Australia, but common in global cities. The city's growth, however, will be

shaped by how the metro product improves liveability, enhances productivity and promotes connectivity across Greater Sydney.

Integrating attractive and vibrant transport, commercial and residential mixed-use opportunities around metro station precincts will be critical to realising the best possible productivity outcomes.

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 its 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.

Reimagining places

Creating great places in a global city

Building new metro stations for Sydney will create exciting opportunities to bring together international best practice and innovative urban thinking to shape and create vibrant and attractive places in the precincts surrounding each station.

Vibrant places help strengthen communities, attract visitors, workers and investment and enhance our city's liveability. Sydney's new metro stations will create focal points in the communities that they serve, with new places for people to live, work, shop and play – and public spaces designed to encourage walking, cycling and social interaction.

Each station is different in character, and will require a tailored place-based approach to planning and place making to realise opportunities in each area.

A new international standard of place

In building new metro stations for Sydney, an exciting opportunity exists to integrate global best practice and innovative thinking to create a sense of place.

Vibrant neighbourhoods help strengthen communities, attract investment and enhance liveability. A dynamic place integrates restaurants, parks, footpaths, buildings and other public spaces to invite greater interaction between people and foster healthier, more social and economically viable communities.

Sydney Metro will help create places that are easy to access, are connected to their surroundings, are comfortable and clean, and that provide social interactions and boundless opportunities.

Supporting and developing local communities

Local communities are the focal point in planning, designing and managing public spaces.

Through urban design principles and place making, Sydney Metro stations will be more than somewhere to catch the train; they will be the centre of communities through a variety of uses.

Transport for NSW will work closely with communities on how to best integrate station development and deliver stations and buildings that are thriving, welcoming hubs for everyone to enjoy.



Excellence in design

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



Artist's impressions of Pitt Street Station



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



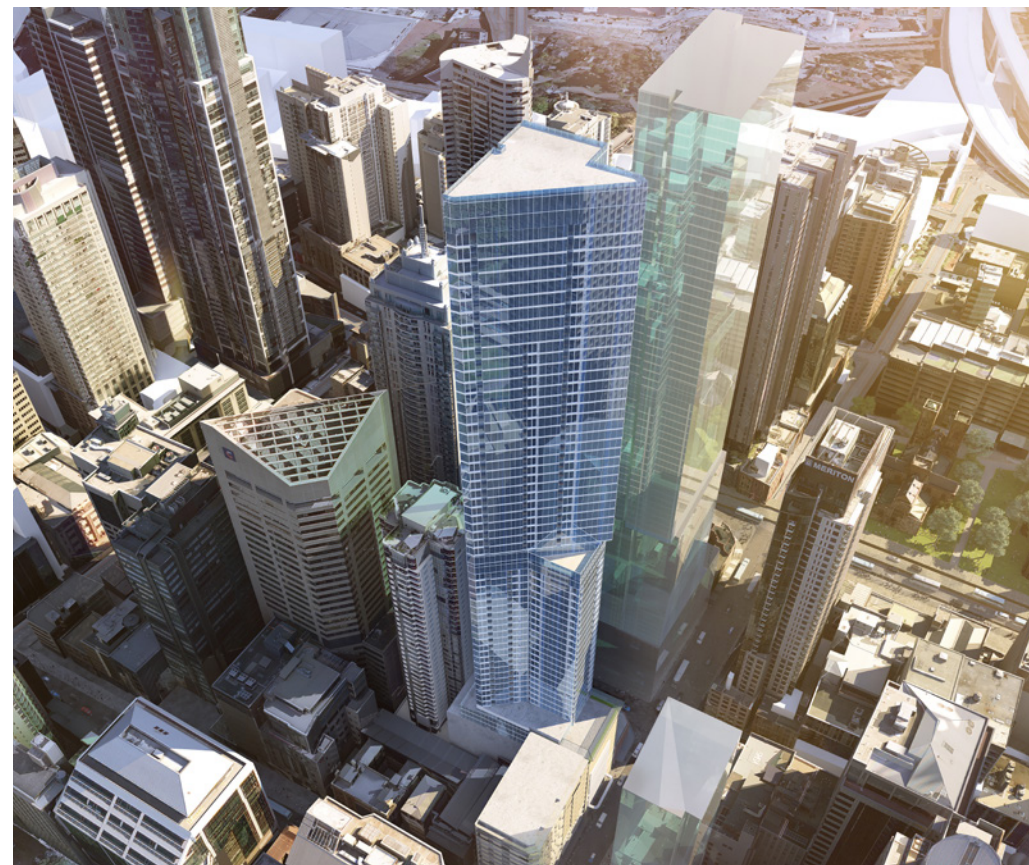
Designed for the future

- 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



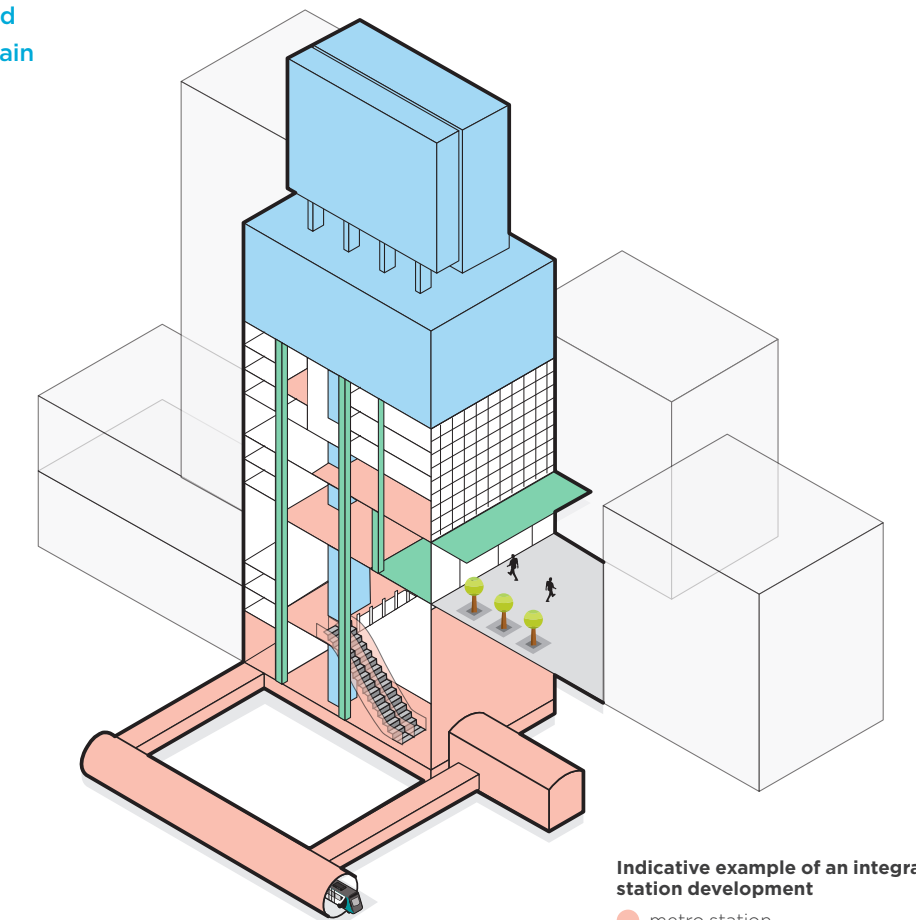
Delivering the stations and integrated buildings at the same time

As the new metro stations are built underground, integrated station developments will be able to 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 integrated developments can start while the station construction is underway.

This integrated approach means buildings can be completed close to when Sydney Metro services start in 2024.



Indicative example of an integrated station development

- metro station
- common structures
- integrated station development

A world-class opportunity for a truly world-scale project



CIBC Square TORONTO CANADA

- Large-scale office and retail towers
- Connecting to Union Station in downtown Toronto
- Amenities including an auditorium, restaurants and shops
- 4,000m² of landscaped park

Image: courtesy of CIBC Square / Ivanhoé Cambridge / Hines



Hudson Yards NEW YORK USA

An integrated development built over a working rail yard, 30 active train tracks and a new railway tunnel under the Hudson River

- 1.8 million m² of commercial and residential space
- State-of-the-art office towers
- More than 100 shops
- More than 56,000m² of gardens, plazas, playgrounds and a public square
- 4,000 residences

Image: courtesy of Related-Oxford



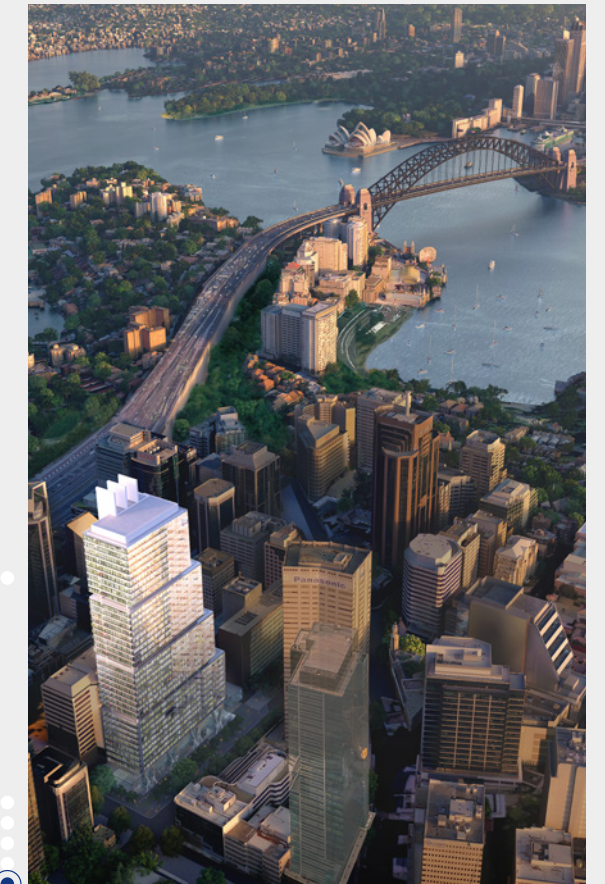
Paddington Station CROSSRAIL LONDON UK

The biggest railway project currently underway in Europe has integrated 12 major properties over and around its Central London stations.

- 35,000m² development above Paddington Station
- 15 storeys of office space
- More than 4,000m² of public realm
- Shops and rooftop restaurants

Image: courtesy of Crossrail

Sydney Metro will draw on international best practice to integrate successful station developments with the places around them



Sydney Metro SYDNEY AUSTRALIA

- More than 200,000m² development above four stations
- Commercial, residential, retail and community uses
- New public spaces

Integrated into communities

Sydney Metro will help deliver housing and employment growth, creating new and diverse opportunities to support changing communities.

To be successful, the Sydney Metro transport service will be integrated into active precincts around each metro station.

The Sydney Metro program includes transport, commercial and residential mixed land use opportunities at and around the station precincts.

The Sydney Metro Delivery Office, within Transport for NSW, aims to ensure that optimal precinct development and activation outcomes around metro stations are achieved.

This key strategy for the development and activation of precincts aims to:

- support the NSW Government's planning strategies and objectives
- maximise urban outcomes, enhancing customer experience and urban amenity
- create an urban environment that drives high usage of new metro rail
- ensure station precincts are activated as soon as possible following completion of metro infrastructure.

A customised approach

The 66-kilometre Sydney Metro alignment from Cudgegong Road to Bankstown incorporates three distinctly different geographical areas:

- Cudgegong Road to Chatswood – new centres around metro stations and expanding residential and commercial areas in north west Sydney
- Chatswood to Sydenham – the key hubs of St Leonards, Crows Nest, North Sydney, and the Sydney CBD, including the Barangaroo precinct and the Waterloo precinct, which are targeted for significant urban transformation
- Sydenham to Bankstown – long-established principally residential suburbs with key hubs at Campsie and Bankstown, in a corridor identified for its renewal opportunities.

Each of these areas is different in character and requires different approaches to the planning, development and integration of these precincts to realise the opportunities for enhanced urban outcomes.

The focus on realising these opportunities is on promoting:

- vibrant new communities centred around metro station locations (for example at Cudgegong Road, Kellyville, Cherrybrook, Bella Vista and Showground)
- integrated station development opportunities where new stations appropriately transition into existing commercial centres (for example at Crows Nest, Victoria Cross, Barangaroo, Martin Place, and Waterloo)
- infill development adjacent to metro stations within existing centres.



Catalyst for renewal opportunities within existing centres



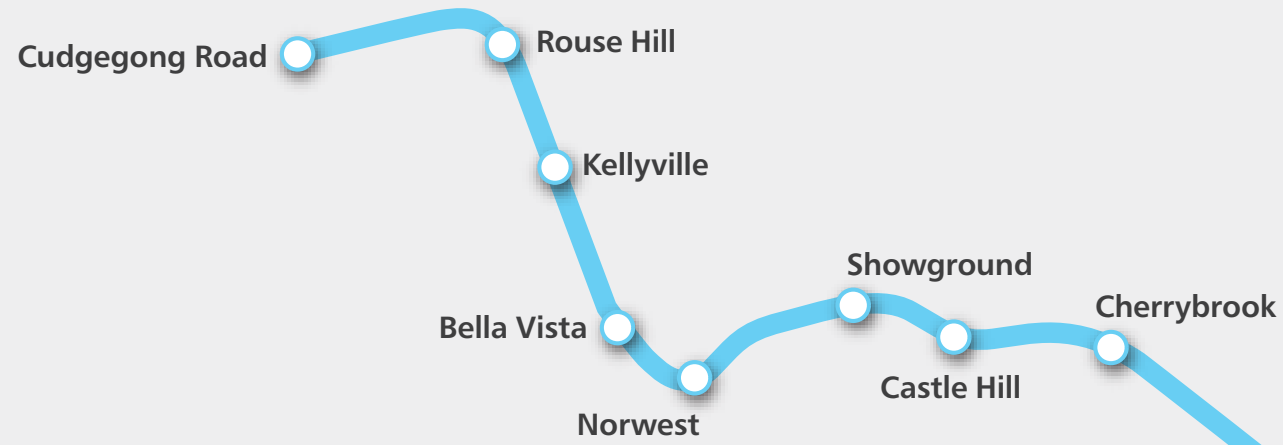
Vibrant new communities centred around metro station locations



Infill development adjacent to metro stations within existing centres



Integrated station development opportunities integrated with new stations at existing commercial centres



Sydney Metro Northwest



Sydney Metro Northwest stations and the surrounding areas provide a unique opportunity to create new community hubs through supporting the growth of active, mixed-use centres.

Customers will be able to combine using Sydney Metro with everyday activities such as visiting the doctor, dropping children off at childcare or shopping and focus on walking and cycling to the stations and precincts will keep customers sustainably connected.

Transport for NSW is working with other government agencies to create new centres and expand residential and commercial areas.

Sydenham to Bankstown



Each area along the T3 Bankstown Line has its own unique identity.

The design of the stations along the line, and the precincts that surround the stations will reflect these distinct cultures.

Through landscaping, design, accessibility and utilising existing heritage, Sydney Metro stations will enhance the precincts they exist within.

Precincts and places

Australia's biggest public transport project

- 31 stations
- 66km new metro rail
- Services start 2019



Integrated station development

- CROWS NEST
- VICTORIA CROSS
- MARTIN PLACE
- PITT STREET

Barangaroo precinct



Barangaroo is being transformed from a container terminal on the edge of Sydney's CBD into a spectacular 22-hectare waterfront precinct.

Once fully complete with a new Sydney Metro station by 2024, more than half of Barangaroo will be dedicated public space including a continuous Sydney Harbour promenade, expansive parklands, plazas and coves.

The Barangaroo precinct is being delivered by the Barangaroo Delivery Authority.

Central precinct



Central Station is a key transport hub in the NSW network and it will soon become a major interchange with the new Sydney Metro and an expanded Sydney Light Rail network.

An iconic landmark, the station is also at the heart of a revitalisation of Sydney's southern CBD.

Transport for NSW is working to reimagine the Central Station Precinct, ensuring that the investment in new transport infrastructure reflects what the community and stakeholders want for the grand landmark station, recognising its iconic place in Sydney's history and future.

Waterloo precinct



UrbanGrowth NSW Development Corporation (UGDC) is coordinating planning and preparing a masterplan for Waterloo. The masterplan will allow for the staged redevelopment of Waterloo over the next 15-20 years. It will encompass the Waterloo metro quarter, which is being redeveloped by UGDC and Sydney Metro, and the Waterloo estate, which is being

redeveloped by Land and Housing Corporation as part of the Communities Plus program. Redevelopment of the area will support a diverse and vibrant community into the future and ensure modern, fit-for-purpose homes for people who need them alongside new community facilities, services and public open spaces.

Victoria Cross Station

A new commercial, retail hub in North Sydney

Victoria Cross Station is in the heart of the North Sydney CBD – a growing commercial and residential precinct.

The new station supports the continued growth of North Sydney, adding to the vibrancy of the area through new employment and retail opportunities and improved pedestrian connections and high quality outdoor spaces.

- 3** Minutes to **BARANGAROO**
- 5** Minutes to **MARTIN PLACE**
- 9** Minutes to **CENTRAL**



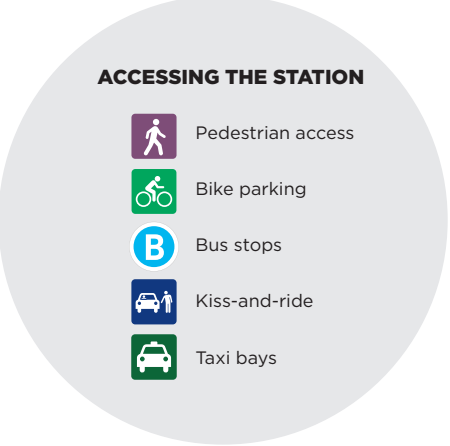
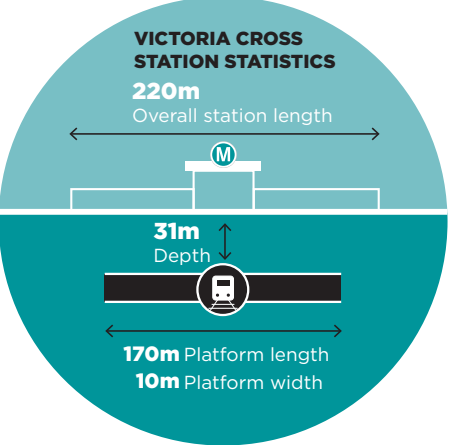
Inside Sydney's new metro train



Artist's impression of Victoria Cross Station



Artist's impression of Victoria Cross Station



VICTORIA CROSS STATION

Integrated station development

The concept proposal for Victoria Cross is a 40-storey commercial building above the station's southern entrance integrating retail opportunities and enhancing North Sydney as a thriving commercial, residential, retail and entertainment hub.

The future development will sit prominently in the North Sydney skyline and complement neighbouring development including existing heritage buildings and nearby buildings currently under construction.

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Pitt Street Station

A new vibrant precinct for the heart of the Sydney CBD

Pitt Street Station is in a prime location in Sydney's CBD, close to cultural and commercial icons like Chinatown, Town Hall and the Queen Victoria Building.

It will better connect people to Sydney's thriving retail district and tourist landmarks - and the station precinct itself will be a new hub of commercial activity.

With residential and hotel uses planned for the integrated station development, Pitt Street Station is an opportunity for urban renewal and connectivity within a bustling global city.

- 4** Minutes to **BARANGAROO**
- 2** Minutes to **MARTIN PLACE**
- 2** Minutes to **CENTRAL**

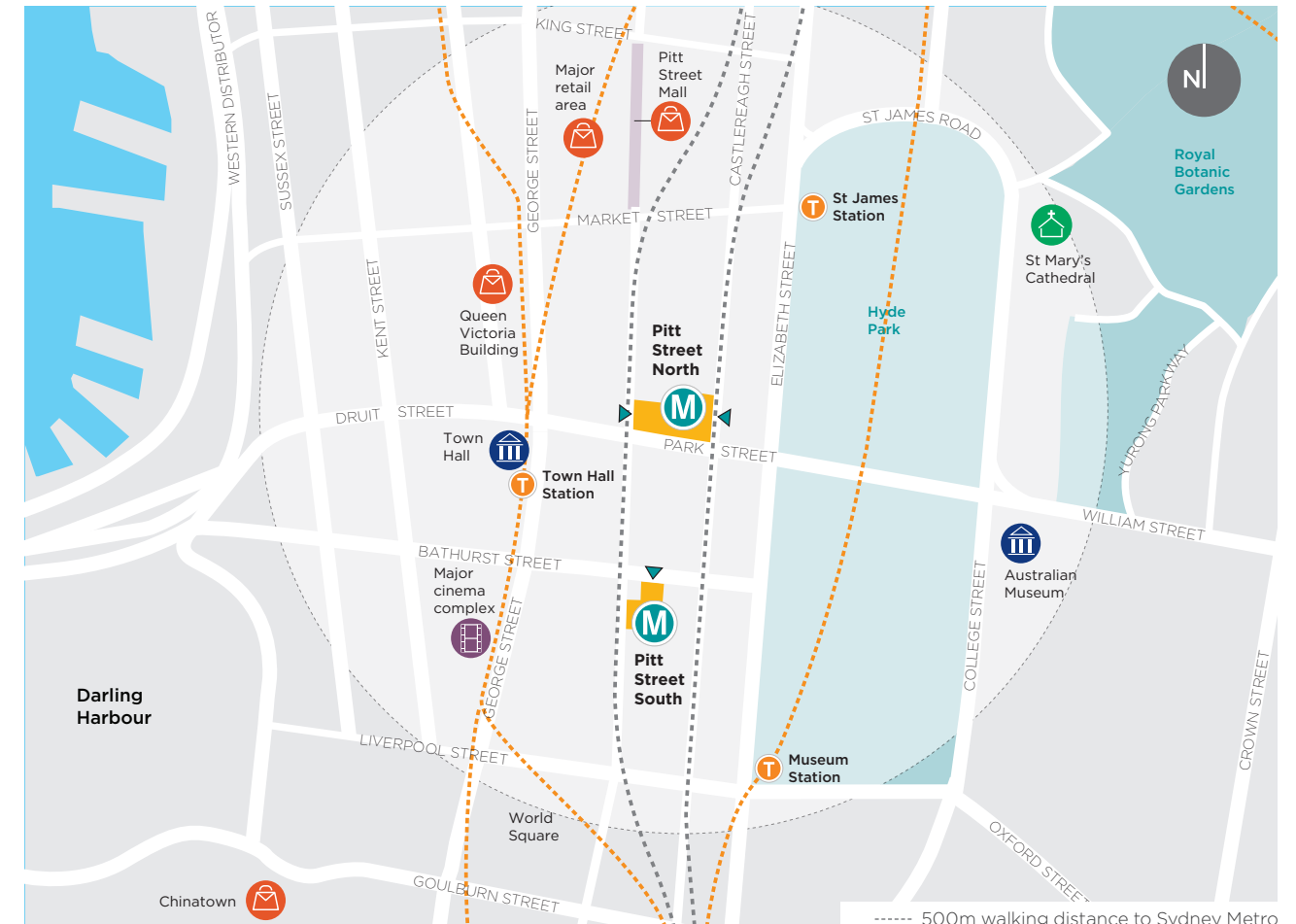
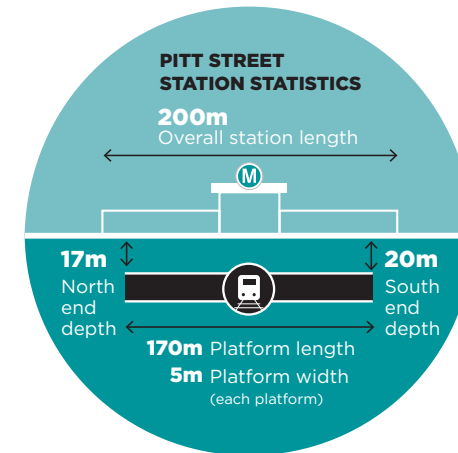
All Sydney Metro stations are fully-accessible



Artist's impression of Pitt Street Station



Artist's impression of Pitt Street Station



PITT STREET STATION

Integrated station development

There are two integrated station development sites – Pitt Street North (Park Street) and Pitt Street South (Bathurst Street).

Pitt Street North is proposed to be a 47-storey mixed use tower which could include hotel and residential uses. Pitt Street South is proposed to be a 65 storey residential tower with about 300 apartments, and resident amenities.

The proposed towers are consistent with existing and emerging developments in the area. They present a unique opportunity to add to the Sydney skyline.

24



The prototype underground Sydney Metro station



Crows Nest Station

A vibrant, accessible precinct

The new metro station at Crows Nest will be a welcoming and inclusive transport hub, boosting accessibility for businesses and residents in the Crows Nest-St Leonards area.

It supports the continued growth in the area and the village atmosphere that makes Crows Nest an attractive place to live, work and relax.

Separated from the shopping and dining precinct of Willoughby Road by Hume Street Park, the new integrated station development will boost productivity and increase accessibility in the Crows Nest area.

The planning process for the integrated station development at Crows Nest Station will start in 2018.

St Leonards and Crows Nest Station Precinct

The St Leonards and Crows Nest Station Precinct is identified as a Strategic Centre in the Greater Sydney Commission's (GSC) draft North District Plan.

The Department of Planning and Environment started a strategic planning investigation in 2016 and a land use and infrastructure implementation plan is being prepared to guide future development in the area over the next 20 years.

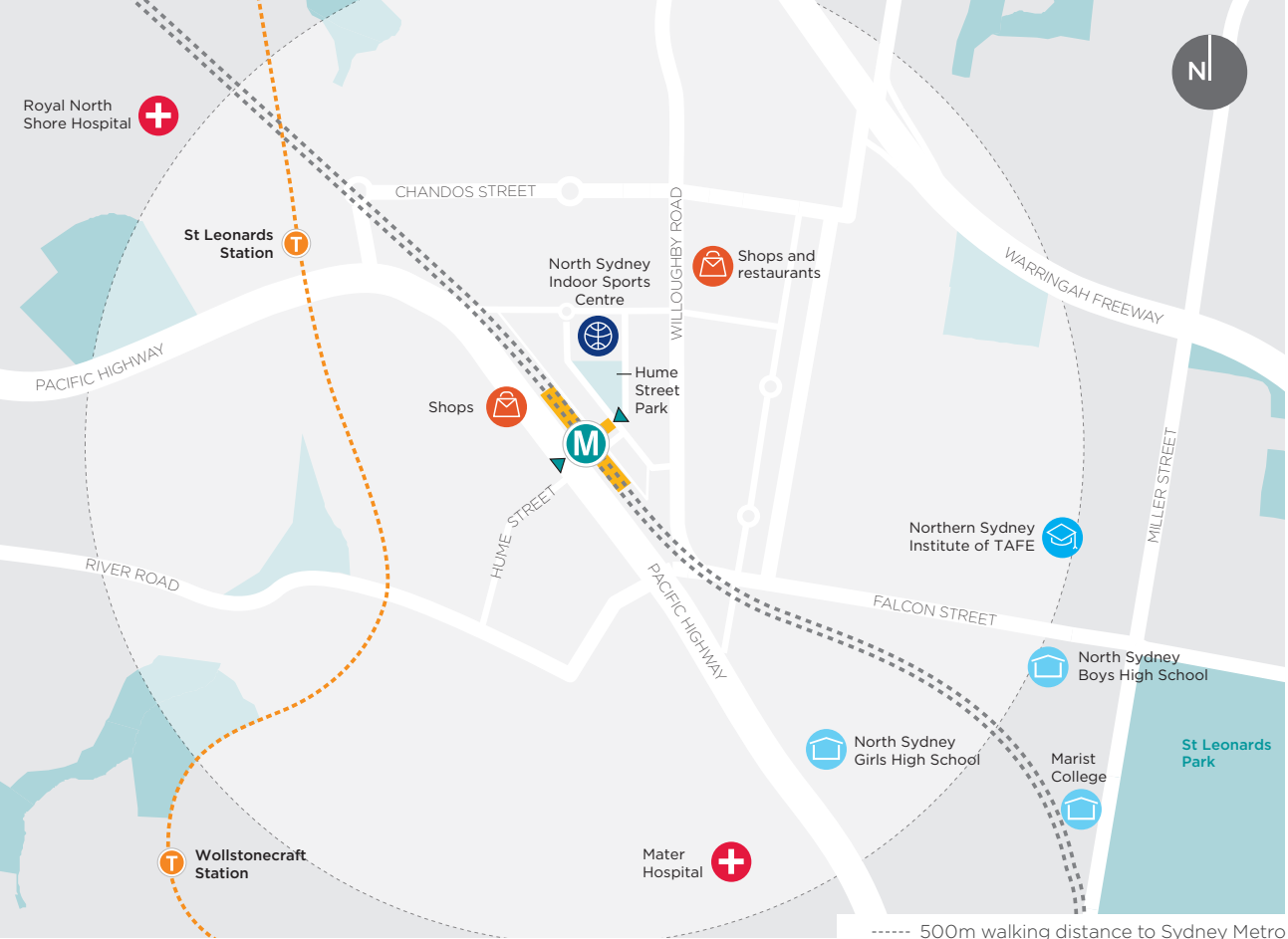
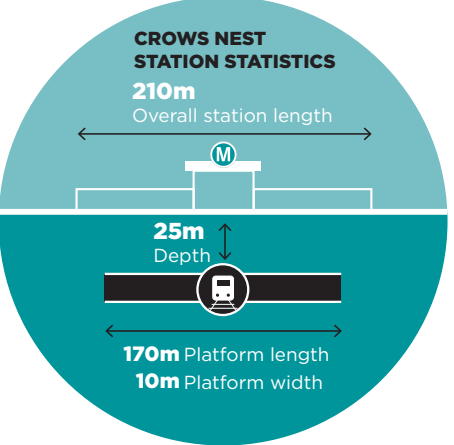
The importance of the precinct as a key employment centre in Sydney combined with the new Crows Nest Station presents a unique opportunity for renewal and activation. The precinct has also been identified as a key area for housing growth.

Restaurants and shops on Willoughby Road



Artist's impression of Crows Nest Station

- 5 Minutes to BARANGAROO
- 7 Minutes to MARTIN PLACE
- 11 Minutes to CHATSWOOD



Martin Place Station

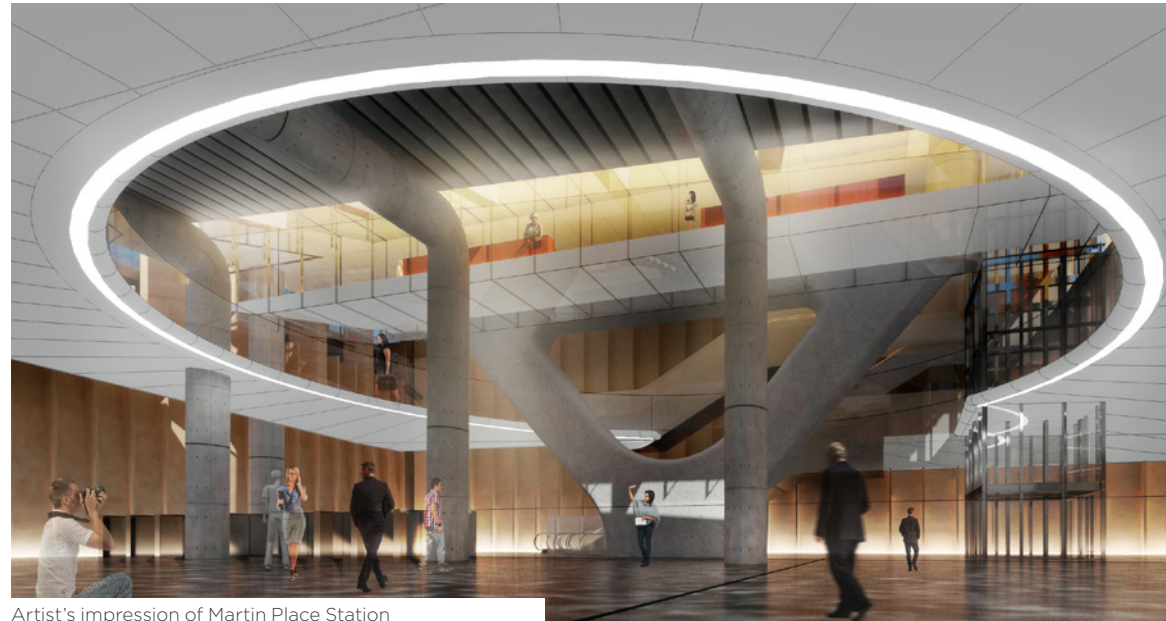
Improving connectivity in the CBD's centre

Serving one of Sydney's premier commercial and financial district, the Macquarie Street precinct and the Pitt Street retail zone, Martin Place is in the heart of the Sydney CBD.

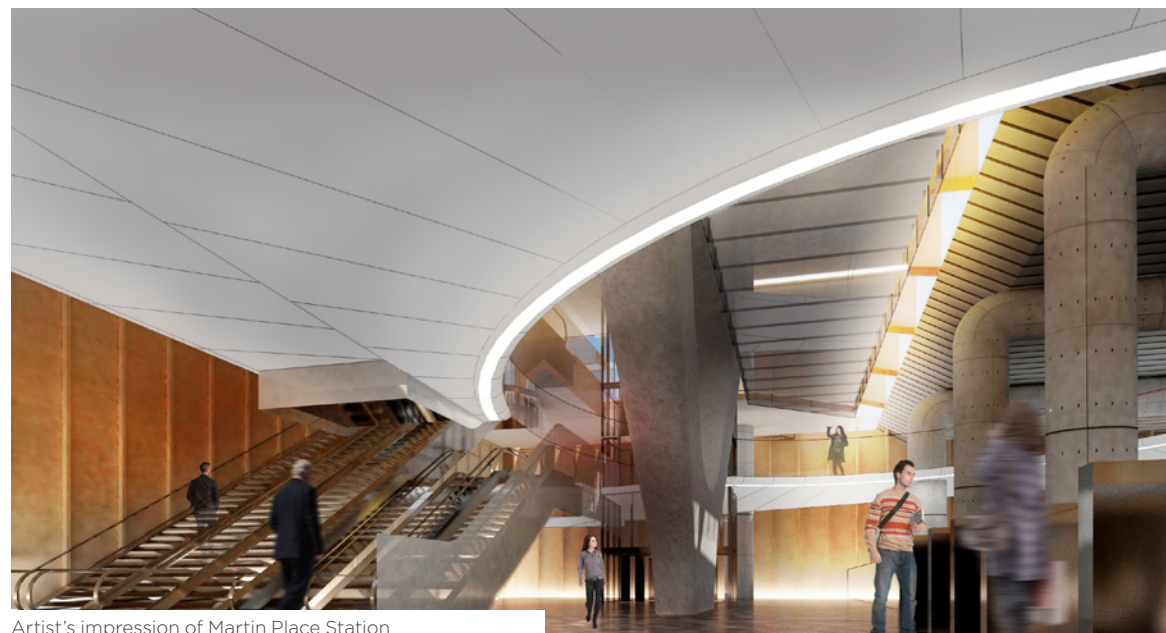
The new station provides efficient interchange in the CBD through convenient, direct connections to the T4 Eastern Suburbs and Illawarra Line platforms and integrates with the public domain and improved transport access.

Integrating the station with the development will improve connectivity in the existing Martin Place precinct, connecting customers with commercial, dining and shopping opportunities.

- 2** Minutes to **BARANGAROO**
- 4** Minutes to **CENTRAL**
- 11** Minutes to **CHATSWOOD**



Artist's impression of Martin Place Station



Artist's impression of Martin Place Station

The NSW Government has received an unsolicited proposal from Macquarie Group Limited to deliver an integrated station development for the new Sydney Metro Martin Place Station. Macquarie Group is currently preparing a final binding offer to the NSW Government for consideration.

The unsolicited proposals process is designed to encourage non-government sector participants to approach the NSW Government with innovative infrastructure or service delivery solutions, where the NSW Government has not requested a proposal and the proponent is uniquely placed to provide a value-for-money solution.

A three-stage assessment process has been developed to guide the evaluation of proposals:

1. Initial submission and strategic assessment
2. Detailed proposal
3. Negotiation of final binding offer

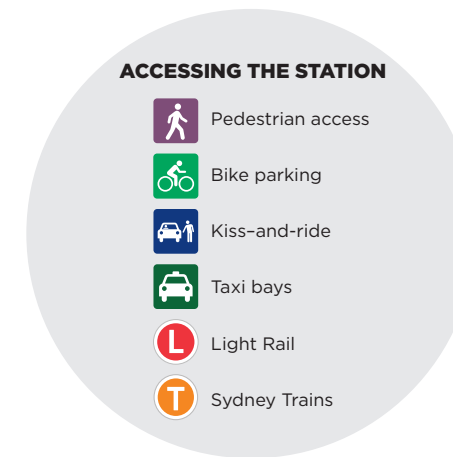
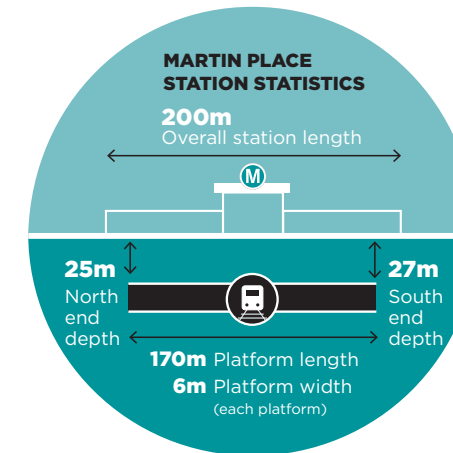
On 16 March 2017, Macquarie Group's unsolicited proposal was approved to proceed to Stage 3 of the assessment process.

Stage 3 involves the finalisation of all outstanding issues with a view to entering into a binding agreement, if the NSW Government decides to accept the final offer.

If the Macquarie Group unsolicited proposal is unsuccessful, the NSW Government will proceed with its own integrated station development.



The Macquarie Group proposal.



----- 500m walking distance to Sydney Metro

Premier's Priorities

Sydney Metro is being delivered in line with the Premier's Priorities



Creating jobs

Sydney Metro has created thousands of jobs, with thousands to come as construction ramps up on Sydney Metro City & Southwest.

On Sydney Metro Northwest, 4,600 people helped deliver Australia's longest railway tunnels between Bella Vista and Epping while more than 4,000 people worked on the skytrain.



Delivering infrastructure

Sydney Metro is Australia's biggest public transport project currently under construction and the biggest urban rail investment in the nation's history.

STAGE 1
Sydney Metro Northwest
An \$8.3 billion project and will open in the first half of 2019.

STAGE 2
Sydney Metro City & Southwest
A budget range of \$11.5 to \$12.5 billion and will open in 2024.



Improving government services

Sydney Metro will transform public transport with new features like platform screen doors to keep people and objects off the tracks as well as level access between platforms and trains, making it easier for parents with prams and people in wheelchairs.

Customers won't need a timetable on Sydney Metro – they'll just turn up and go, with a train every four minutes in the peak in each direction.



Making housing more affordable

Sydney Metro's integrated station development includes the potential for affordable housing opportunities.

Transport for NSW will work with the community and stakeholders to shape how to support the government's priority of boosting supply to put downward pressure on house prices.



Artist's impression of Victoria Cross Station

Planning program

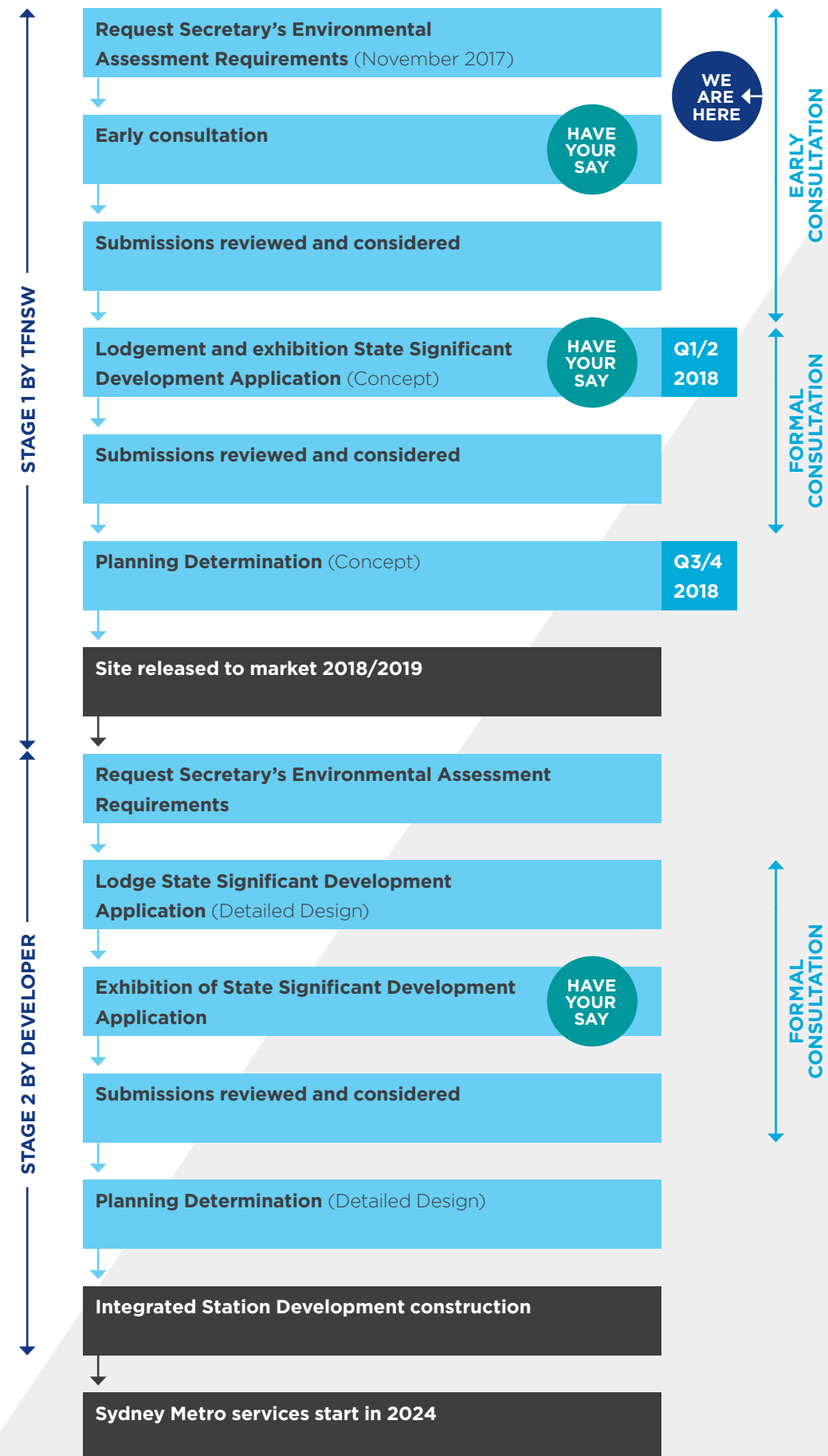
The planning process

The Secretary's Environmental Assessment Requirements (SEARs) for integrated station development at Victoria Cross and Pitt Street will be requested in November 2017. This is required for the preparation of the State Significant Development Application.

Concept State Significant Development Applications (SSDA) are expected to be lodged for each site in the first quarter of 2018 and public consultation will follow. The sites are classified as state significant given their scale and integration with Sydney Metro.



Hyde Park



Next steps

The Sydney Metro team within Transport for NSW will hold community information sessions as part of early consultation on integrated station development.

Expert members of the project team will be available to answer any questions you have.

Additional community information sessions will be held when the State Significant Development Applications are lodged for each site in 2018.



Artist's impression of Victoria Cross Station



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Information in this document has been prepared in good faith and is correct at the time of printing. November 2017.

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