
Appendix C

Stakeholder and Community Engagement Table

Appendix C – Stakeholder and Community Engagement Tables

SSD-35283699 – Sydney Olympic Park metro station – Over Station and Adjacent Station Development

Stakeholder Engagement

Evidence of Engagement	Engagement feedback received	Project Response
<p>Sydney Olympic Park Authority (SOPA)</p> <p>Ongoing consultation with SOPA via monthly coordination meetings has informed the Concept SSDA, CSSI and the SOP Master Plan (Interim Metro Review).</p> <p>The coordination meetings provide ongoing opportunity for inter-agency communication.</p>	<ul style="list-style-type: none"> The Concept SSDA should be consistent with SOPA's endorsed policies and strategies specifically the SOP Master Plan (Interim Metro Review). The EIS should detail the proposal's commitment to sustainability and how Green Star minimum standards will be achieved. Biodiversity and potential impacts of the stormwater runoff from the subject site to the Northern Water Feature. Delivery of green infrastructure including deep soil, landscaping, and trees. Inconsistency with the then 'Draft' SOP Master Plan (Interim Metro Review), e.g. relating to setbacks, podium heights. Management of known contamination particularly regarding the waste containment cells underneath Aquatic Centre Car Park P2 during construction and operation. Event modes, and how the Concept SSDA may impact operation. Cumulative impacts particularly regarding solar access, climatic comfort, and outlook. The proposed land uses and gross floor area, and relationship with the Commercial Demand and Feasibility Assessment by Hill PDA, 2021. 	<ul style="list-style-type: none"> The Concept SSDA is consistent with the SOP Master Plan (Interim Metro Review), including envelope height, FSR, setbacks and active frontages. The EIS details the proposal's commitment to sustainability and how Green Star minimum standards would be achieved. A BDAR waiver has been issued for the Concept SSDA. No further assessment is required in respect to biodiversity. Further, surface water and ground water discharge impacts would be addressed under the SSI applications. No significant impacts are anticipated from the Concept SSDA. Public domain initiatives to address 'urban heat island' and increase tree canopy cover would be addressed during further design development associated with the station as part of the SSI. The Concept SSDA aligns with the SOPA's Response to Submission associated with the then 'Draft' SOP Master Plan (Interim Metro Review). The Concept SSDA is consistent with the SOP Master Plan (Interim Metro Review). The Contamination Assessment (Appendix Z) considers the potential impacts of the Concept SSDA and has concluded that the site can be made suitable for the proposed development.

Evidence of Engagement	Engagement feedback received	Project Response
	<ul style="list-style-type: none"> • Queries relating to the relevant design excellence framework. 	<ul style="list-style-type: none"> • All relevant specialist reports and the EIS address event mode. • All relevant specialist reports and the EIS consider cumulative impacts in accordance with DPE’s Cumulative Impact Assessment Guidelines for State Significant Projects. • The location of the community uses is subject to further discussion with SOPA to agree on the most appropriate location in the Central Precinct. • The Sydney Metro West Design Excellence Strategy (Appendix L) outlines the design excellence framework for the site. Building 2 and 3 would be the subject of a design competition.
<p>Department of Planning and Environment</p> <p>Ongoing fortnightly briefing meetings taking place with DPE, plus DPE attendance at TfNSW meetings (below) have provided inter-agency communication</p> <p>The BDAR Waiver process has presented to DPE an assessment of the proposed development on biodiversity values</p>	<ul style="list-style-type: none"> • No specific matters of interest or concern have been raised in fortnightly briefings and updated between Sydney Metro and DPE, or via the meetings attended with TfNSW. • The Secretary of the Department of Planning and Environment determined via written confirmation dated 28 February 2022 that the proposed development is not likely to have any significant impact on biodiversity values and that a BDAR is therefore not required to accompany any application for development consent for the proposed development 	<p>No specific project response has been required.</p>
<p>Sydney Metro Design Advisory Panel (DAP)</p>	<ul style="list-style-type: none"> • The DAP supported the changes introduced to the proposal to provide variation in built form to consider the relationship to different spaces and visual diversity. The DAP suggested this approach needs further 	<ul style="list-style-type: none"> • The Concept SSDA is consistent with the SOP Master Plan (Interim Metro Review). • The design for the proposed development has evolved over a 4-5 year period and design alternatives have been

Evidence of Engagement	Engagement feedback received	Project Response
<p>and NSW Government Architect</p> <p>Four presentations to the DAP have taken place relating to the Sydney Olympic Park metro station and the Concept SSDA</p> <p>The DAP process further demonstrates engagement with the NSW Government Architect. DAP advice is recorded by GANSW and informs ongoing design development</p>	<p>development to ensure that decisions on form distribution are directly correlated to impacts on public space and amenity of future residents in terms of scale, solar, wind and overshadowing.</p> <ul style="list-style-type: none"> The DAP requested clarification of the width of some setbacks, the consistency of podium heights and the close spacing of residential towers. The resolved approach will need to be thoroughly tested to ensure the best outcomes can be achieved. The DAP requested clarification on the extent of architectural guidelines to be prepared for the precinct to ensure the delivery of excellent outcomes in design, materiality and amenity. Architectural proposals should deliver a range of buildings that are complimentary but avoid repetition. They should provide difference and identity, and their focus should always be on the contribution they are making to the public realm. Recommendation that the height of Building 2 be reduced to reflect the scale of the Abattoir and achieve a human scale around the town centre noting the SOPA height controls permit 45 storeys. Additionally, Building 1 height was set to around 21 storeys to transition building heights west to Olympic Boulevard and to meet the needs of the commercial office market. In July 2022 Sydney Metro met with the DAP to discuss the Site Specific Design Guidelines. Feedback from the DAP suggested these guidelines should have clear and specific objectives, include guidance for Connection to Country, describe public space requirements and ensure the spatial requirements and dimensions are clear, ensuring consistency between Design Guideline envelopes and SOP 2030 Master 	<p>explored to achieve the best urban design and environmental outcomes for the site and the wider precinct.</p> <ul style="list-style-type: none"> In 2018, SOPA finalised the SOP Master Plan (2018 Review). The 2018 Review, which pre-dated the Sydney Olympic Sydney metro station, noted a different road network and arrangement of future buildings within the precinct. Subsequently, Sydney Metro and SOPA have engaged in a master planning exercise to modify the 2018 Review to incorporate the future metro station and adjust the layout of streets, public realm and future buildings under the Plan. In 2020, Sydney Metro prepared a masterplan and investigated massing options for the precinct. Various arrangements and heights were tested for the towers. In early 2021, Sydney Metro reviewed the preferred option from the earlier study and considered alternate options. During 2021, Sydney Metro and SOPA tested building heights of up to 45 storeys for all the 3 tower forms. Following input from the DAP, the design principle of creating two height datums for Buildings 2 and 3 was adopted. Refinements to the Site Specific Design Guidelines respond to the advice and comments of the DAP.

Evidence of Engagement	Engagement feedback received	Project Response
<p>TfNSW</p> <p>Ongoing consultation with TfNSW has informed the Concept SSDA, specifically the transport assessment requirements</p> <p>The coordination meetings provide ongoing opportunity for inter-agency communication</p>	<p>Plan (Interim Metro Review) and add guidance on materiality of the proposed development.</p> <ul style="list-style-type: none"> • Commentary provided around the freight and loading strategy during construction and operation, and space planning for loading and servicing during operation. • TfNSW provided a written submission to DPE during the SEARs process. • Engagement on the proposed development, with feedback provided by TfNSW on the scope to be covered by the Traffic Impact Assessment and key assumptions to be used. 	<ul style="list-style-type: none"> • Design changes for the loading and servicing of the station and OSD have been incorporated. • DPE included the TfNSW requests in the SEARs, which have been addressed in this EIS and its appendices. • The Transport and Access Report (Appendix T) responds to the advice provided and matters agreed.
<p>City of Parramatta</p> <p>Sydney Metro presented to City of Parramatta on 09 June 2022 regarding the proposed development. An overview of the proposed development including the planning pathway and timeframes was provided</p>	<ul style="list-style-type: none"> • Support for continued engagement with City of Parramatta including further meetings and discussions. Council noted this is a Concept SSDA and the location of the Sydney Olympic Park metro station is fixed relative to other transport infrastructure. • Concern regarding time available for preparing submission once the Concept SSDA is lodged. 	<ul style="list-style-type: none"> • Sydney Metro will continue to work with City of Parramatta to ensure on-going open dialogue and opportunities for feedback and comments. • A briefing will be provided to Council during the exhibition period for the Concept SSDA to discuss the proposal and address any questions.
<p>Utilities Services</p> <p>Sydney Metro has engaged with utility providers Jemena, NBN Co, Sydney Water and</p>	<ul style="list-style-type: none"> • A response letter has been received only from Sydney Water. • This confirms the two sewer main connections for the proposed development, the capacity within the trunk system for potable water and recommendations for integrated water management provision via dual-pipe controls. Further consultation to the specific design 	<ul style="list-style-type: none"> • Where utilities and services are not provided under the CSSI approval, the provision of services for the OSD and ASD would be the responsibility of the future developer and any connections to, or augmentation of existing services would respond to the feasibility responses and form part of the future Detailed SSDA.

Evidence of Engagement	Engagement feedback received	Project Response
<p>Ausgrid at the CSSI and Concept SSDA stages</p> <p>Feasibility applications were prepared with the estimated demand of the development and indicative servicing arrangements for authority review and comment</p> <p>Copies of these feasibility applications and authority responses are contained within the Utilities and Infrastructure Servicing Assessment at Appendix EE</p>	<p>responses with utility authorities will take place and will be required as part of future applications.</p>	

Community Consultation

Consultation Activity	Summary – Engagement Feedback Received	Project Response
<p>Concept and Stage 1 CSSI Approval</p> <p>The Concept and Stage 1 Environmental Impact Statement was placed on public exhibition by the Department of Planning, Industry and Environment (now DPE) for an extended period from 30 April 2020 to 26 June 2020. During the exhibition</p>	<p>Consultation activities included virtual community engagement via an interactive portal and virtual community engagement room, stakeholder briefings, phone calls, and emails. Sydney Metro Place Managers engaged with the community, addressing concerns, and providing accurate and transparent information to assist the community’s understanding of the project and any relevant impacts.</p>	<p>These matters were sufficiently addressed in a Response to Submissions Report.</p> <p>Specifically, the key themes of on-going community and stakeholder engagement and placemaking have been carried through to this Concept SSDA.</p> <p>Sydney Metro is committed to continuing to work with stakeholders and the community to ensure they remain informed</p>

Consultation Activity	Summary – Engagement Feedback Received	Project Response
<p>period submissions were invited from the community</p>	<p>Key issues raised by the community included:</p> <ul style="list-style-type: none"> • development and alternatives • need for ongoing community and stakeholder engagement • placemaking strategies and principles • transport and traffic, noise and vibration, Aboriginal heritage, non-Aboriginal heritage, visual, surface water, groundwater, contamination, flooding, air quality and biodiversity impacts • sustainability • cumulative impacts. 	<p>and have opportunities to provide feedback during each stage of the project.</p> <p>The EIS and all specialist reports address the key concerns raised by the community during the Concept and Stage 1 CSSI Approval stage.</p>
<p>Stage 3 CSSI Application</p> <p>Following on from the Concept and Stage 1 CSSI and Stage 2 CSSI Sydney Metro continued to proactively seek feedback and comment as the project evolved</p>	<p>Engagement included a mix of personal and online engagement to ensure project information was accessible. This included providing all of the key planning information on an interactive portal and virtual community engagement room including access to planning reports, interactive maps and expert videos. Eight community information sessions and pop ups took place. These were complemented by stakeholder briefings, phone calls, and emails.</p> <p>Sydney Metro Place Managers engaged with the community, addressing concerns and providing accurate and transparent information to increase the community’s understanding of the project and any relevant impacts. Key issues raised by the community submissions (generally and not all specific to Sydney Olympic Park) included:</p> <ul style="list-style-type: none"> • Operation, including: active transport interchange to support pedestrian and cyclist movement; integration with public transport 	<p>A Response to Submissions Report was published on 15 August 2022 and presents clarifications on some of the information presented in the Stage 3 CSSI EIS - and the potential environmental impacts of those clarifications, where relevant. The report also provides revised mitigation measures as a result of the clarifications or issues raised in submissions.</p> <p>Sydney Metro West’s Place Managers continue to play a vital role in managing relationships and building an understanding of the project with the local community and business.</p>

Consultation Activity	Summary – Engagement Feedback Received	Project Response
	<p>modes or road network; concerns about potential restrictions to property access.</p> <ul style="list-style-type: none"> Placemaking and design including comments on the design process, station precinct and public domain areas, accessibility Common station design elements, e.g. lifts, bicycle parking at stations 	
<p>Connecting with Country and ACHAR</p> <p>Aboriginal community consultation has been conducted in accordance with the Consultation Requirements of the Department of Environment, Climate Change and Water.</p> <p>A consultation log has been maintained which details all correspondence with the registered Aboriginal parties for the project.</p> <p>The consultation process undertaken to support the ACHAR Sydney Metro West Stage 1 Technical Paper 4. Parramatta, Cumberland, Canada Bay, Burwood, and Inner West Local Government Areas (Artefact 2020) has been extended for this proposal. The list of Registered Aboriginal Parties (RAPs) established for 2020 report has been used for the ACHAR for the development proposal.</p> <p>A total of 60 RAPs registered their interest in the ACHAR Sydney Metro West Stage 1 Technical Paper 4.</p>	<p>During development of Sydney Metro West, targeted consultation was undertaken with the local Aboriginal community and knowledge holders, including an Aboriginal Focus Group.</p> <p>The design of Sydney Metro West will respect and respond to the culture and stories embedded within the land it passes through.</p> <p>Four responses were received to the ACHAR methodology for the proposed development at Sydney Olympic Park.</p> <p>These were consistent in confirming endorsement for the assessment methodology for the ACHAR.</p> <p>There was one response to the draft Aboriginal Cultural Heritage Assessment Report which was sent to the RAPs on 5 August for comment.</p> <p>The response was supportive of the report's recommendations. Further, it identified that many waterways run near the SOP study area, which would have been used by the Aboriginal people and supported flora and fauna, allowing Aboriginal people to thrive. It also requested that where possible, flora and fauna are regenerated through the project and opportunities included to</p>	<p>The design to be undertaken for the Detailed SSDA(s) will refer to the Design Guidelines, which encourage integration of connecting with country principles. Further, Sydney Metro piloted the GANSW Connect with Country Draft Framework. This Framework should be referred to during design for the Detailed SSDA(s).</p>

Consultation Activity	Summary – Engagement Feedback Received	Project Response
<p>Parramatta, Cumberland, Canada Bay, Burwood, and Inner West Local Government Areas</p> <p>A copy of the ACHAR methodology for the project was distributed to the RAPs on 16 June 2022 with a 28-day period for review and comment. The document included details of the proposal and a summary of the proposed ACHAR assessment methodology.</p> <p>On 5 August 2022, the draft Aboriginal Heritage Assessment report was emailed to the RAPs for comment (for a 28 day review period).</p>	<p>allow for interpretation and connecting to country in a culturally appropriate way.</p>	
<p>Community and customer insights</p> <p>As part of its on-going engagement, Sydney Metro sought community and customer feedback on the following key areas:</p> <ul style="list-style-type: none"> • overall sentiment about the community’s local area and current developments • types of pedestrian amenities and their importance • the importance of maintaining and respecting local heritage • views on public transport integration 	<p>A summary of the feedback received during preparation of the Concept SSSA is provided below:</p> <ul style="list-style-type: none"> • general view that the opportunity for revitalisation and development of station precincts and transport oriented development is a positive benefit • support for increased connectivity and transport options • views that Sydney Olympic Park is underutilised when there are no major events • general sentiment that the area around the existing Sydney Trains station lacks diverse retail 	<p>This feedback along with future engagement opportunities will continue to inform the project and be considered during the Detailed SSSA process.</p>

Consultation Activity	Summary – Engagement Feedback Received	Project Response
<ul style="list-style-type: none"> • sentiments about proposed Sydney Metro developments in the community’s local area • how people want to be engaged post-COVID-19 lockdowns 	<ul style="list-style-type: none"> • support for more cafes, restaurants, a supermarket and hospitality offerings for visitors and locals • general support for the proposed building heights and scale in accordance with the Sydney Olympic Park 2030 Master Plan (Interim Review), noting there were some general concerns about planned development outcomes within the wider precinct. <p>In addition, the following topics were raised, which primarily relate to the broader master planning approach:</p> <ul style="list-style-type: none"> • parking for visitors • efficient and safe flow of people during peak times or events • guide to park attractions • encourage use of active travel modes • ensure wayfinding integrates with features and attractions beyond the precinct. 	

Community contact and information

The community contact and information channels established for Sydney Metro West since 2017 (as outlined in the table below) were in place during the preparation of the Environmental Impact Statement for this proposal and will remain in place for the remainder of the planning approval process.

Activity	Details
Community information line (toll free)	1800 612 173
Community email address	sydneymetrowest@transport.nsw.gov.au
Sydney Metro website	sydneymetro.info
Sydney Metro West interactive portal	sydneymetrowest.info/metrowest
Postal address	Sydney Metro West, PO Box K659, Haymarket NSW 1240
Direct contact	Sydney Metro West place managers via phone or email