
Appendix C

Community engagement table

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Table 1 – Consultation summary

Stakeholder and engagement method	Issues discussed / raised	Project response
Key Stakeholder Engagement		
<p>City of Parramatta Engagement with the City of Parramatta Council has been ongoing since 2017. Sydney Metro has briefed Council about this proposal, the planning pathway and timeframes. The City of Parramatta Council provided feedback about the proposal Scoping Report.</p>	<ul style="list-style-type: none"> • Civic Link is a council priority, particularly the interface between the public domain and the building envelopes • View and visual impact assessment along Civic Link • Carpark and service access strategy for the existing properties • The height of the development is governed by solar access controls • Impacts to the State listed heritage item, the Roxy cinema. 	<ul style="list-style-type: none"> • The integration of the station and the Civic Link is being delivered under the Stage 3 CSSI Application • The Urban Design Report (Appendix E) provides detailed analysis and discussion around justification of the Concept SSDA from an urban design perspective, including for the public domain and Civic Link, site constraints, and ongoing design evolution • A Visual Impact Assessment has been provided (Appendix R) to assess the visual impacts along Civic Link • Traffic Management including service access and carparking will continue to be resolved in consultation with City of Parramatta Council and Transport for NSW • A Solar Impact Analysis has been provided (Appendix K). The document analyses the expected overshadowing impacts of the proposed building envelopes • A Historical Heritage Impact Assessment has been provided (Appendix CC). There is little to no expected impact on the Roxy cinema.
<p>Department of Planning and Environment (DPE) Monthly coordination meetings to discuss design and promote collaborative working relationships.</p>	<p>DPE had no matters for consideration at this stage.</p>	<p>No response is required.</p>

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<p>Sydney Metro Design Advisory Panel (DAP)</p> <p>Five presentations to the Sydney Metro Design Advisory Panel (DAP) have taken place relating to the metro station and Concept SSDA.</p> <p>The DAP process further demonstrates engagement with The NSW Government Architect. DAP advice is recorded.</p>	<ul style="list-style-type: none"> • Tower setback of Buildings A and D. The DAP's preference was for a 6m setback on the eastern façade, while the PDCP 2011 recommends a 3m setback. 	<ul style="list-style-type: none"> • A 3m 'podium articulation zone' has been introduced for the Buildings A and D podium envelopes (noting that the Building D envelope forms part of the Stage 3 CSSI Application). • Providing an articulation zone instead of a prescriptive physical interface allows flexibility as to character and architectural language to ensure an integrated and cohesive result can be achieved. • Examples of built form which can be delivered within the podium articulation zone include colonnades, or a lower level setback on ground floor.
<p>Transport for NSW (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>TfNSW also provided feedback about the proposal Scoping Report on 29 February 2022.</p>	<ul style="list-style-type: none"> • The methodology for required traffic studies. • Proposed parking and access to the site. • Requirements for a Construction Traffic Management Plan and Green Travel Plan. 	<p>A Transport and Access Report has been prepared at Appendix T to analyse the expected operation and construction impacts of the proposed over station and adjacent station development design on traffic and parking.</p>
<p>Utilities</p> <p>Sydney Metro has engaged with utility providers Jemena, NBN Co, Sydney Water and Ausgrid.</p>	<ul style="list-style-type: none"> • Capacity of existing utilities and services within the vicinity • New utility and service connection requirements 	<p>A Utilities Servicing Assessment Report has been prepared at Appendix FF.</p> <p>Where utilities and services are not provided under the CSSI approval, the provision of services for proposed development would be the responsibility of the future developer.</p> <p>Further consultation to the specific design responses with utility authorities will take place and will be required as part of future applications.</p>

Stakeholder and engagement method	Issues discussed / raised	Project response
Community Views		
<p>Concept and Stage 1 CSSI Approval</p> <p>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 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>The EIS and all specialist reports adequately addressed the key concerns raised by the community during the Concept and Stage 1 CSSI Approval stage.</p>
<p>Stage 3 CSSI Application</p> <p>Environmental Impact Statement was placed on public exhibition by DPE. During the exhibition 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>The key concerns raised by the community during the exhibition were addressed in Stage 3 CSSI Submissions Report.</p>
<p>Connecting with Country and ACHAR</p> <p>Consultation with Registered Aboriginal Parties (RAPs) was undertaken, as part of the prepared Aboriginal Cultural Heritage Assessment Report.</p>	<ul style="list-style-type: none"> • Four RAPs provided comment on the ACHAR methodology and were supportive of the methodology. • One RAP provided comment on the draft ACHAR and was supportive of the report's recommendations. 	<p>An ACHAR has been prepared at Appendix BB.</p>

Stakeholder and engagement method	Issues discussed / raised	Project response
<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 • sentiments about proposed Sydney Metro developments in the community’s local area how people want to be engaged post-COVID-19 lockdowns. 	<p>A summary of the feedback received during preparation of the Concept SSDA 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 improved connections through the precinct to attract more people to Parramatta River • support for more cafes, restaurants, convenience stores and hospitality offerings for visitors and locals • general view that there would be increased activity around the precinct and greater support for small businesses. <p>In addition, the following topics were raised, which primarily relate to the broader master planning approach:</p> <ul style="list-style-type: none"> • Ensure thoughtful, engaging wayfinding which integrates with spaces, features and attractions beyond the precinct • Support and encourage active modes throughout the precinct including clear pathways for bikes and people walking, from the station, through the precinct and to various locations or attractions. 	<p>This feedback along with future engagement opportunities will continue to inform the project and be considered during the Detailed SSD process.</p>