
Appendix C

Community Engagement Table

APPENDIX C – STAKEHOLDER AND COMMUNITY ENGAGEMENT TABLE

Stakeholder and engagement method	Issues discussed / raised	Stakeholder and engagement method
Key Stakeholder Engagement		
<p>City of Sydney</p> <p>Engagement with City of Sydney.</p> <p>Sydney Metro has briefed and presented to City of Sydney about this proposal, the planning pathway and timeframes.</p>	<p>The following items have been discussed with City of Sydney:</p> <ul style="list-style-type: none"> ▪ Spatial and structural interfaces with the station ▪ Podium alignment ▪ Tower setbacks ▪ Planning envelope articulation zones ▪ Flooding impacts ▪ Visual and view impacts ▪ Wind assessment, and wind safety and comfort environment ▪ Skyview factor assessment ▪ Building massing and GFA ▪ Urban design and built form impacts ▪ Car parking provision and site access ▪ Pedestrian movement 	<p>Environmental impacts of the matters raised by City of Sydney are provided at section 6 of the EIS and detailed in the specialist reports appended to the EIS.</p>

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<p>City of Sydney Design Advisory Panel</p> <p>Sydney Metro consulted with City of Sydney Design Advisory Panel in relation to the Planning Proposal request. Refer to that application</p>	<p>Sydney Metro briefed the City of Sydney Design Advisory Panel in relation to the Planning Proposal.</p> <p>As a result of this preliminary consultation, the proposed maximum planning envelope controls have been amended and refined to respond to this feedback.</p>	<p>No response has been required.</p>
<p>Department of Planning and Environment (DPE)</p> <p>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 specific project response has been required.</p>
<p>Sydney Metro Design Advisory Panel (DAP)</p> <p>Five presentations to the Sydney Metro Design Advisory Panel (DAP) in relation to the design of the station and OSD proposal in the period May 2021- August 2022.</p> <p>The DAP process further demonstrates engagement with The NSW Government Architect. DAP advice is recorded.</p>	<p>The following items were discussed:</p> <ul style="list-style-type: none"> ▪ The DAP recommended that focus be given to the transformative nature of the metro station and the potential for renewal of Hunter Street. ▪ DAP noted that wind analysis should be undertaken early in the design process to develop built form massing controls and open space strategies that prioritise public domain amenity. ▪ The DAP queried the alignment of the eastern tower with respect to the CBD grid whilst acknowledging the constraints the existing 	<ul style="list-style-type: none"> ▪ The proposed building envelope has been informed by consultation with the DAP. ▪ Pedestrian wind assessment is provided at section 6.3.5 and Appendix N. The proposal will not impact on wind conditions of public domain and wind conditions at nearby public places (a total of 52 testing locations at surrounding streets) can achieve compliance with the requirements of the CSPS. ▪ Detailed floorplate design will be addressed as part of the future Detailed SSDA. ▪ The proposal incorporates ESD principles which will achieve the ambitious sustainability

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	<p>site alignment and Metro station geometry places on this consideration.</p> <ul style="list-style-type: none"> ▪ Requested further details for the towers including core location, lobby access, servicing and structure. ▪ In relation to OSD benchmark buildings, the DAP advised to consider examples with solid façade systems that consider passive design, climatic context, enable connection to the outdoors, positively contribute to the building’s environmental performance and reflect new ways of working. ▪ Study typologies of towers with innovative floorplates that would suit the context of the stations. ▪ The DAP requested a diagram that defines and clarifies the different design guidelines that apply to the proposed development, including their scope and hierarchy. ▪ The DAP recommended consideration be given to how the two OSD towers relate to each other, and how the transition between ground level, podium and tower should occur. 	<p>targets as set out in the draft Design Guidelines, consistent with the City of Sydney’s expectations for commercial buildings within the tower cluster areas. ESD is discussed further in section 6.7 and an ESD report is included at Appendix P..</p> <ul style="list-style-type: none"> ▪ Design integration with the station is discussed in Section 6.5 and in Design Report attached at Appendix E. ▪ Built form transition between the west and east OSDs and integration between ground level, podium and tower has been considered and is integrated in the concept building envelope via setback to street, podium level and floorplate arrangement. This is discussed in Section 6.2 and the Design Report attached at Appendix E.

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<p>Transport for NSW (TfNSW)</p> <p>Ongoing consultation with TfNSW has informed the Concept SSDA. The coordination meetings provide ongoing opportunity for inter-agency communication.</p>	<p>The following items were discussed:</p> <ul style="list-style-type: none"> ▪ overall planning approval for the OSD at the Hunter Street west site ▪ 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>Refer to section 6.8 and the Transport and Access Report at Appendix Q.</p>
<p>Utilities services</p> <p>Sydney Metro has engaged with utility providers Jemena, NBN Co, Sydney Water and Ausgrid at the CSSI and Concept SSDA stages.</p>	<p>The following items were discussed:</p> <ul style="list-style-type: none"> ▪ Capacity of existing utilities and services within the vicinity ▪ New utility and service connection requirements. 	<ul style="list-style-type: none"> ▪ They are no proposed upgrades to Sydney Water's sewer network due to the development. ▪ Further consultation to the specific design responses with utility authorities will be required as part of future Detailed SSDA. ▪ Where utilities and services are not provided under the CSSI applications, the provision of services for the OSD 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. ▪ Copies of feasibility applications and authority responses are contained within the Utilities

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		and Infrastructure Servicing Assessment at Appendix BB
Community Views		
<p>CSSI Applications</p> <p>An Environmental Impact Statement for the Stage 2 CSSI and Stage 3 CSSI 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 and 23 March 2022 to 4 May 2022, respectively. 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"> ▪ Need for ongoing consultation with adjoining land owners ▪ Noise and construction impacts ▪ Heritage impacts particularly in relation to Former Skinners Hotel. 	<p>The community will continue to be consulted as part of the Concept SSD public exhibition process.</p> <p>A Construction Management Statement (CMS) is attached at Appendix CC and discussed in section 6.18.</p> <p>The EIS and all specialist reports adequately addressed the key concerns raised by the community during both CSSI Applications.</p>
<p>Local Aboriginal community and knowledge holders</p> <p>Consultation with Registered Aboriginal Parties (RAPs) was undertaken, as part of the prepared Aboriginal Cultural Heritage Assessment Report (ACHAR).</p>	<p>A summary of the feedback received from the RAPs is provided below:</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 provided at Appendix Y.</p>
<p>Community and customer insights</p>	<p>A summary of the feedback received during preparation of the Concept SSDA is provided below:</p>	<p>This Concept SSDA is consistent with community feedback received encouraging development in the central city.</p>

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<p>As part of its on-going community engagement, Sydney Metro has 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. 	<ul style="list-style-type: none"> ▪ general view of Sydney CBD as the place to encourage development ▪ general positive sentiment that Hunter Street Station would improve the local area ▪ positive sentiment towards future development at Hunter Street Station including the location and proposed heights ▪ support for increased and more diverse retail such as hardware stores ▪ some concern around lack of parking and the need for future development at Hunter Street to include parking. ▪ the importance of maintaining and respecting local heritage ▪ how people want to be engaged post-COVID-19 lockdowns. 	<p>The proposal comprises retail and commercial uses which will provide the opportunity to accommodate a diversity of retail tenants.</p> <p>Limited parking is provided onsite, and this is consistent with Council and state government policy to encourage green travel and use of public transport, especially for a site that is directly located above a new metro station. Traffic and parking are discussed in Section 6.8 of the EIS.</p> <p>The proposed envelope provides tower setbacks and heritage interface zones that respond sensitively to the former Skinner Family hotel and other heritage items in and around the site. The Hotel is also proposed to be adaptively reused as part of the development, which will be guided by a future Conservation Management Plan and detailed in the future Detailed SSSA. Heritage assessment is provided in Section 6.15 of the EIS.</p> <p>The feedback along with future engagement opportunities will continue to inform the project and be considered during the Detailed SSSA process.</p>