



Appendix D – Community Engagement Table

Stakeholder	Process	Issues Discussed	Project Response
General Public	Exhibition Period	Traffic and Parking	<p>The proposal includes 494 car parking spaces, (422 residential, 72 non-residential) which meets the non-discretionary parking standards as prescribed by Chapter 2 of the Housing SEPP. The proposed development is not anticipated to result in reduced public parking accessibility.</p> <p>The traffic generation arising from the completed development is anticipated to result in the nearby intersections continuing to operate satisfactorily in 2034.</p>
		Construction Impact	<p>Noise and vibration during construction</p> <p>A Noise and Vibration Assessment has been prepared by Renzo and Tonin Associates (Appendix S). It identifies that the proposal is expected to comply with the applicable regulations with regards to noise and vibration, subject to the implementation of mitigation measures.</p> <p>Construction vehicle movements</p> <p>A Construction Traffic Management Plan has been prepared by Stanbury Traffic Planning (Appendix P). The report recommends a number of mitigation measures to be further developed as the project progresses and outlined in detail in the CPTMP for approval prior to the commencement of construction.</p>
		Overshadowing	<p>Shadow Diagrams have been prepared by Carter Williamson (Appendix F), showcasing the shadows generated by the proposal. It identifies that the proposal will not result in excessive overshadowing of key public spaces, including Victoria Avenue and The Concourse.</p> <p>A detailed assessment of overshadowing is included in Section 6.5.1 of the EIS.</p>
		Bulk and Scale	<p>A Visual Impact Assessment (VIA) has been prepared by Urbis (Appendix N).</p> <p>The proposal demonstrates skilful design as meant by Tenacity, incorporating a number of design measures to reduce view impact on nearby residential properties - including incorporation of substantial tower setbacks to the site boundaries and the orientation of the towers in a primarily north-west to south-east arrangement.</p> <p>The VVIA, determines the skilful design has been critical to the determination of acceptable visual impact. On this basis, it is not considered necessary to make further fundamental or</p>



Stakeholder	Process	Issues Discussed	Project Response
			otherwise large-scale amendments to the proposal in its current form to satisfactorily manage the view impact.
Department of Planning, Housing & Infrastructure (DPHI) Government Architect NSW (GANSW)	Early Scoping Meeting July 2024	SSDA Process	Clarifications were provided by DPHI on these matters, which have been adhered to throughout the preparation of SSDA.
		Bridging and Design Integrity Process	Notably, DPHI confirmed that in accordance with Clause 6.8(6) of Willoughby LEP 2012, the affordable housing can be satisfied by either a dedication of dwellings in favour of Council or a monetary contribution paid to the Council (or both).
		Monetary contributions for affordable housing under WLEP 2012	Monetary contributions will be paid to Council in reference to Clause 6.8 of LEP 2012. Ongoing discussions have been held with Council regarding the detailed calculations of the affordable housing component.
		Technical Requirements	
	Multiple meetings with DPHI officers July 2024	'Double dipping' of affordable housing Component	<p>Extensive discussions were held with DPHI regarding two instances of 'double dipping' of affordable housing under Chapter 2 of the Housing SEPP and Clause 6.8 of the WLEP 2012. The proponent has provided an opinion from a KC on the matter which indicates that DPHI's current calculation practice does not correctly apply the affordable housing provisions for such a project. The proponent has yet to receive a formal response from DPHI.</p> <p>The proposal includes the provision of 15% affordable housing component in accordance with Chapter 2 of the Housing SEPP.</p> <p>The Proponent intends to satisfy the WLEP 2012 affordable housing requirements via monetary contribution paid to Council. The amount of monetary contribution is subject to further discussions with Council.</p>
Willoughby City Council	Further Meetings with Council Throughout 2023/2024	Planning proposal (currently being assessed) And withdrawn Concept DA	<p>There is a longstanding history of consultation with Willoughby Council on the site dating back to August 2018 when a pre-planning proposal meeting was held with Council. Further meetings were held with Council in July 2022, and in September 2022 leading to Council issuing written advice in October 2022.</p> <p>In December 2022 the proponent submitted a Planning Proposal for the site, this is currently subject to a rezoning review with SNPP appointed as the Planning Proposal Authority.</p> <p>Council assessed concept development application (DA-2023/276), noting it was ultimately withdrawn from assessment. Prior to withdrawing this DA, Council provided feedback via an RFI. These comments have been taken into account as part of this SSDA (refer to Section 5 of EIS for detail).</p>



Stakeholder	Process	Issues Discussed	Project Response
			<p>Council were also observers to the design competition which commenced in April 2024</p> <p>Throughout the various assessment processes, there has been significant consultation with Council regarding redevelopment of the site.</p>
Registered Aboriginal Parties (RAPs) Metropolitan Local Aboriginal Land Council (MLALC)	Agency Letters Distribution of assessment methodology for review	Aboriginal Cultural Heritage assessment methodology	<p>Appropriate processes should be followed in the case that any Aboriginal objects are unexpectedly uncovered during the redevelopment of the Site.</p> <p>The proponent is committed to continue engagement over the life of the projects. Refer to Appendix AA – Aboriginal Cultural Heritage Assessment Report</p>
TfNSW	Email consultation	Traffic and Transport Infrastructure	<p>In line with standard SEARs requirements, a Transport Impact Assessment (TIA) (Appendix O) has been prepared to accompany the SSDA submission.</p> <p>A Green Travel Plan (GTP) and Construction Traffic Management Plan (PCTMP) have also been prepared at Appendix Q and Appendix P respectively.</p>
Sydney Trains	Email consultation	Infrastructure	<p>Dial Before You Dig (DBYD) enquiries were lodged by the other engineering consultants.</p> <p>Prior to any construction works, DBYD enquiries will be relogged to ensure no underground pipes, cables or other utility services are accidentally damaged.</p>
Ausgrid	Email consultation	Power Infrastructure Connection	<p>An Infrastructure Delivery, Management and Staging Plan was prepared to accompany SSDA submission, prepared in consultation with relevant service providers. This plan assessed the development's impact on existing utilities, identifies necessary on-site and off-site infrastructure.</p> <p>Refer to Appendix AG – Infrastructure Delivery, Management and Staging Plan</p>
Sydney Water	Email consultation	Water Infrastructure	<p>The Proponent will continue to engage with Sydney Water as plans progress. It is noted that Sydney Water will have further opportunity to provide feedback through the exhibition phase of the SSD assessment.</p> <p>Refer to Appendix V– Integrated Water Management Plan</p>
Sydney Airport	Email consultation	Impact on Airspace	<p>An application for approval to operate construction equipment will be obtained prior to any commitment to construct. This will form part of construction management planning.</p>



Stakeholder	Process	Issues Discussed	Project Response
NSW EPA	Email consultation	Impact on Contaminated Land	<p>In line with the SEARs requirements, a Preliminary Site Investigation (PSI), Detailed Site Investigation (DSI) have been prepared and are appended to the Remediation Action Plan (RAP) at Appendix U.</p> <p>This RAP was developed to provide the outlines for a remediation strategy, methodology, and proposed validation works. NSW EPA will be kept informed upon removal of contaminated soil off-site lawfully.</p>