

## 2 Consultation

This section has been prepared having regard to the Department of Planning's, Guidelines for Major Project Community Consultation, October 2007.

### 2.1 Government Agencies Consulted

Preliminary discussions have commenced and will commence or continue to be held with relevant local and State Government agencies, including City of Sydney Council, Department of Planning, RailCorp, Heritage Council of NSW, Roads and Traffic Authority, Sydney Water, Energy Australia, Agility, Telstra and Police NSW during the Environmental Assessment process.

To date the RWA has undertaken consultation on the planning for the North Eveleigh site for the preparation of the *Redfern-Waterloo Built Environment Plan (Stage One)* and the Environmental Assessment for the North Eveleigh site. Both these consultation phases and the outcomes are described in detail below and have informed the development of the Concept Plan for the site.

It is proposed that during the exhibition period of the Environmental Assessment that further consultation will be undertaken with the community, government agencies and stakeholders.

### 2.2 Redfern-Waterloo Built Environment Plan (Stage One) - Issues Raised During Consultation of Plan relevant to North Eveleigh

#### Consultation Program

The *Redfern-Waterloo Built Environment Plan* and amendment to the *SEPP (Major Project)* were publicly exhibited for two months between February and April 2006. The North Eveleigh site is a key site under the BEP Stage One and *SEPP (Major Project)* and therefore has been the subject of consultation prior to the preparation of the Concept Plan.

During the exhibition period of the BEP Stage One and *SEPP (Major Projects)* the RWA undertook a range of consultation approaches in order to gain stakeholder and community input into preparing these Plans. The consultation program undertaken included:

- Individual briefings to key stakeholders including the Aboriginal Housing Company, NSW Council of Social Service, Coalition of Aboriginal Agencies under the auspices of the Redfern Aboriginal Authority, The Department of Aboriginal Affairs, The Aboriginal Housing Office, The Property Council of Australia, The Roads and Traffic Authority, Railcorp, the City of Sydney Council, the NSW Department of Planning, the NSW Urban Taskforce, residents of the Watertower Building, Redfern Waterloo Ministerial Advisory Committee on Human Services, Redfern Waterloo Authority Ministerial Advisory Committee on the Built Environment and the Ministerial Advisory Committee on Employment and Enterprise.
- A public meeting attended by around 150 members of the public, elected representatives and agencies held at the Redfern Town Hall on 4th March 2006.
- The distribution of 15,000 newsletters to all dwellings in the operational area outlining the scope of the draft Plan and advertising the exhibition.
- Distribution of 2,000 copies of the Stage One draft Built Environment Plan to government authorities, Ministers, key organisations and interest groups and members of the community.
- Information and Feedback Sessions over a three week period attended by around 50 local residents.
- Eight Focus Groups facilitated by an independent consultant. Each group comprised between 6-8 community members. The focus groups were derived from residents who had expressed interest in attending, as well as randomly selected community members.
- Six interviews with individual local Aboriginal people conducted by an independent facilitator.
- Responses to telephone calls and emails in relation to the draft Plan over three months on a regular basis.

#### Issues Raised and Addressed Relevant to the North Eveleigh Site

Issue Raised	How Issue/s Was Addressed
<b>Open Space</b> - Need to indicate the locality and amount of public and private open space	The BEP Stage 2 provides an indicative layout of the proposed open space on the North Eveleigh site. The Concept Plan now provides more detail design of the open space on the North Eveleigh site, its relationship to the built form and clearly indicates the apportionment and locality of public and private open space on the site. This is discussed in detail in Section 4.3.10 and Section 6.4.5.
<b>Access from Little Eveleigh Street</b> - The proposed road layout for the eastern section of the North Eveleigh site should not use the existing road access to the site which is located at Little Eveleigh Street.	The Concept Plan proposes only a pedestrian and cycle access from Little Eveleigh Street to the North Eveleigh site. The road from Little Eveleigh Street to Wilson Street will remain closed. In addition the proposed pedestrian and cycle bridge (the subject of a Project Application) will be accessed from Little Eveleigh Street.
<b>Cycle movement along Wilson Street</b> - There was concern that the development on the site would impede the existing cycleway.	The Concept Plan has minimised vehicular entry/exist to the site, proposing two vehicle access points, one which currently exists along Wilson Street. The Concept Plan also encourages cycle movement throughout the North Eveleigh site by the provision of a shared pedestrian and cycle space which will link to the proposed cycle and pedestrian bridge at the east of the site. The proposed cycle and pedestrian bridge is the subject a separate Project Application. This is discussed in detail in Section 6.4.2 and the <i>Landscape Strategy</i> report prepared by Turf Design Studio and Jeppe Aagaard Anderson.
<b>Heritage</b> - Protection and preservation of heritage items needs to be adequately addressed.	The BEP Stage 1 and <i>SEPP (Major Projects)</i> listed heritage items on the North Eveleigh site. The Concept Plan has regard to the <i>SEPP (Major Projects)</i> and the <i>Heritage Impact Statement (HIS)</i> prepared by Weir and Phillips Architects and Heritage consultants. The Concept Plan takes into account the heritage values and significance of the site and is proposing to adaptively reuse seven significant heritage buildings. This is discussed in detail in Section 6.7 and the Heritage Impact Statement.
<b>Building heights</b> - The proposed building heights along Wilson Street should be limited to 2 storeys. The 16 storey building proposed for the eastern section of the site is out of context and scale.	The Concept Plan reinforces the existing built character of Wilson Street by proposing buildings of similar height to what currently exists along Wilson Street. The 16 storey building is intended to provide a visual anchor to the site and iconic built element.  Further discussion on the building height across the site in the Concept Plan is addressed in Section 5.2.1.



Issue Raised	How Issue/s Was Addressed
<p><b>Traffic Impact</b> - The surrounding streets will not cope with the increase in traffic and increased parking problems are envisaged on Wilson Street.</p>	<p>Traffic and transport consultants Parson Brinckerhoff were engaged to undertake a traffic and transport assessment of the proposed development at North Eveleigh. In order to ameliorate the traffic impact from the development, the proponent has sought to achieve a mode share target of 60% non core use - this is similar to levels of mode share being achieved in other areas of the City of Sydney.</p> <p>While it is acknowledged that there will be increase in traffic flows as a result of the development, Parson Brinckerhoff conclude that:</p> <ul style="list-style-type: none"> <li>The road network within the area has the capacity to accommodate the increase in traffic volumes expected both in the short term and in 2016 if proposed minor works for intersection capacity improvements are undertaken at three intersections in Darlington.</li> <li>The car parking standards proposed for the development will provide adequate parking within the site for the proposed amount of residents and workers. Internal roads within the development should therefore be largely free of parked cars providing a significant amount of spare car parking capacity in the area and limit the need for on street car parking.</li> <li>Any car parking lost on Wilson Street as a result of the development will more than be mitigated by an increase in on street car parking within the development.</li> </ul> <p>This is discussed in detail in Section 6.5 and the Traffic and Transport Impact Assessment.</p>
<p><b>Educational facilities</b> (Department of Education and Training) – Existing schools in the area can accommodate the proposed population increases envisaged in the BEP Stage 2.</p>	<p>Noted in development of Concept Plan and addressed in Social Impact Assessment report.</p>

### 2.3 Key Government Agencies and Stakeholders Consulted in the Preparation of Concept Plan

The RWA has consulted with a number of key government agencies and stakeholders in the preparation the Environmental Assessment for the North Eveleigh Concept Plan. Consultation has been undertaken with:

- City of Sydney
- RailCorp
- Sydney Water Corporation (SWC)
- Energy Australia
- Telstra
- Transgrid
- Sydney Airport Corporation Limited
- Sydney Ports Corporation
- Sydney University

As detailed in Section 2.1 the above organisations will be further consulted during the formal exhibition of the Concept Plan.

Below are details of the consultation held with the above organisations, the issues raised and how the issue was addressed in the Environmental Assessment for the Concept Plan.

Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
City of Sydney	Meetings with representatives from City of Sydney council.	Council recognised that North Eveleigh is an important component of the LGAs growth and will provide renewal opportunities in the area.	Noted.
		Supportive of creating improved linkages – pedestrian and cycle bridge in the area.	Concept Plan proposes various linkages from Wilson Street to the North Eveleigh site.  Proposed Bridge is the subject of a Project Application currently being prepared.
RailCorp	Meetings and correspondence with relevant sections of the organisation.	Existing RailCorp services and infrastructure need to be identified on site and decommissioned.	Services search has been undertaken by the proponent and RailCorp. The proponent will continue to work with RailCorp with an aim to decommissioning all RailCorp services and infrastructure on the site.
		Access road for RailCorp use along southern boundary of site to be determined.	The proponent and RailCorp will continue to work towards determining the southern boundary of site with the rail corridor. The boundary will consider RailCorp's intention to create an access road and compound areas within the rail corridor for rail operations. RailCorp's ability to access and egress the rail corridor through the proposed development has been accommodated in the Concept Plan.
		Consideration of proposed RailCorp substation and associated infrastructure identified.	The Concept Plan for the site has determined RailCorp's required area for the provision of the substation and associated connections to Wilson Street.
		Stormwater and drainage impacts on rail corridor to be considered.	The Concept Plan proposes to utilise the existing 1,200 mm and 600mm diameter stormwater lines servicing the site from each Traverser. The proposed drainage and stormwater design in the Concept Plan satisfies RailCorp requirement that there be zero overflow results into the rail corridor and that the proposed development does not exceed the capacity of existing rail corridor drainage infrastructure.

Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
		Proximity of RailCorp's proposed future underground rail connection to be considered in Concept Plan.	The proponent has considered RailCorp's plans for any future rail tunnels and developed the Concept Plan in accordance with restrictions the tunnel imposes on the site.
		Noise and vibration of rail uses to be considered in Concept Plan.	The proponent has considered all the relevant statutory requirements and the <i>Interim Guidelines for Applicant – Consideration of Rail Noise and Vibration in the Planning Process (Nov 2003)</i> in preparing the Concept Plan. These issues will be further addressed at the detailed design stage (Project Application).
<b>Sydney Water Corporation</b>	Meetings and correspondence with the Water Servicing Coordinator.	A Notice of Requirements under Section 73 of the <i>Sydney Water Act</i> was issued for the CarriageWorks Development Application approved in 2005. The Notice of Requirements anticipated future development on the site. Discussions with Sydney Water indicated that the requirements in the Notice are likely to still apply.	A Section 73 will be applied for at the Project Application stage.
		A 200 mm diameter water main extension from Wilson Street with dual connections onto the existing 375 mm diameter water main in Wilson Street is required	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in Section 6.16 of the Hydraulic Services Concept Design report.
		As the 200mm diameter link main in the pedestrian link between the CarriageWorks and the Blacksmiths' Workshop was not constructed as part of the CarriageWorks development, it was agreed with SWC that separate looped mains were to be proposed for the western precinct and the eastern precinct of the site.	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in the Hydraulic Services Concept Design report.
		The provision of componentry to counter the effect of stray electrical currents from the railway corridor.	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in the Hydraulic Services Concept Design report.
		The provision of dead end mains is to be avoided to comply with the WSAA, Sydney Water Edition.	This has been addressed in the hydraulic concept design for the site prepared by Warren Smith & Partners and detailed in the Hydraulic Services Concept Design report.

Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
<b>Energy Australia</b>	Meetings and correspondence with officers from the Network Customer Operations.  A summary of these meetings is provided in the Electrical and Telecommunications Services Concept Report prepared by Bassett Consulting Engineers.	Due to the size of the estimated load and the complexity of the electrical network a formal application for High Voltage Planning is required to be submitted to Energy Australia.	The application has been lodged with Energy Australia to undertake detailed investigations and determine design information. This design information will be available for the Project Application stage of the development.
		Preliminary advice from Energy Australia indicates that there is insufficient capacity in the existing 11kV network to support the redevelopment of the site	Preliminary Energy Australia advice indicates that the St Peters Zone substation on Sydney Park Road can be the source of the new 11kV supply. Two new underground feeders will need to be provided between the St Peters Zone substation and the North Eveleigh site.
<b>Telstra</b>	Meetings and correspondence with officers from the Access Forecasting and Capacity Planning Telstra Operations,.	Telstra is currently undertaking an upgrade of the copper lead cable installed to meet the CarriageWorks initial connection requirements. The cable is being upgraded to multi fibre cable and the works will be completed in mid 2008. Six conduits have been installed on Wilson Street for future extension and use as the site develops.	Noted.
		Telstra's 3G Mobile Network services are available in the area.	Noted.
<b>Transgrid</b>	Discussions with Property Officer and Civil Engineer.	A Transgrid 330kV underground cable running north-south is located at the eastern end of the site. The cable is located at approximately RL -12.470 while the lowest basement is at approx. RL +19.6. Robert Bird Group consultants has assessed the proposed development and concluded that there is approximately 29 metres distance between the proposed basement level of a proposed building and the cable tunnel. As a result the building loads should spread to a degree that the tunnel is not affected by the proposal.	The Concept Plan commits to ensure the Transgrid 330kV underground cable is not impacted by the proposed development. Appropriate methods of construction and footings will be employed to ensure there is no adverse effect on the tunnel.  This has been included in the Draft Statement of Commitments and will be addressed further at the detailed design stage (Project Application stage).



Organisation	Consultation Technique	Issues Raised	How Issue has been Addressed in EA
<b>Sydney Airport Corporation Limited (SACL)</b>	Meeting with Senior Planning Manager and Airport Design Officer.	The Obstacle Limitation Surfaces (OLS) defines the airspace to be protected for aircraft operating visually during the initial and final stages of flight, or manoeuvring in the vicinity of the airport. The site lies within the OLS for Sydney Airport therefore an application will be forwarded to SACL. If the maximum height of the development is below the OLS, SACL can issue an approval. However, if the maximum height of any building penetrates the OLS, the application is forwarded to the relevant Authorities (CASA, AsA & the Airlines) for an operational assessment. The result of these assessments, along with SACL's comments is then forwarded to the Department of Infrastructure, Transport, Regional Development & Local Government (formally DoTRS) for consideration.	The Concept Plan commits to include the requirements of SACL.  This has been included in the Statement of Commitments and will be addressed further at the detailed design stage (Project application stage). An application to SACL will be made at the Project Application stage.
<b>Sydney Ports Corporation</b>	Discussions with Senior Manager Engineering Services.	The proposed 16 storey building at the eastern section of the site is directly in line with Sydney Port's communication link between Botany Bay and Harbour Control located at Darling Harbour (the link carries radar and CCTV information). The two 8 storey buildings closest to it would probably also interfere with the link.  A possible solution is the installation of a repeater. A new repeater would need to be commissioned before the existing signal path is blocked, and the repeater site would need to be clear of obstructions in both directions.	The Concept Plan commits to ensure that the Sydney Ports' communication link between Botany Bay and Harbour Control is maintained.  This has been included in the Statement of Commitments and will be addressed further at the detailed design stage (Project Application stage).
<b>University of Sydney</b>	Several meetings have been held with representatives from the University of Sydney.	The University is in the process of preparing a Concept Plan for its Darlington Campus.	Noted and further discussions will occur with the University.  The proponent and the University have worked collaboratively in developing the traffic and transport management plan for the site taking into account cumulative traffic impacts.  The University has been kept informed on the proposed development as it has progressed.

## 2.4 Further Consultation on the Concept Plan

In conjunction with the formal public exhibition of the Concept Plan by the DoP, the proponent will undertake further consultation with the community, key stakeholders and government agencies. The proposed consultation process is detailed below:

### RWA Newsletter and RWA Website

The RWA currently prepares and circulates a newsletter called Redfern-Waterloo Update to over 15,000 properties in the area, informing the community of RWA activities. The RWA will prepare a special edition newsletter for the month that the Environmental Assessment is on formal exhibition. The newsletter will provide details of the North Eveleigh Concept Plan and outline how the community can make a submission on the Environmental Assessment.

It is proposed that the Environmental Assessment for the Concept Plan will be placed on the RWA website. The Department of Planning website will then provide a direct link to the Environmental Assessment and all related documentation. The RWA will also clearly detail how the community can make a submission on the Environmental Assessment.

### Information Sessions

During the formal exhibition period of the Concept Plan, the proponent will be undertaking weekly information sessions. These sessions will be informal and allow the community to ask questions to RWA staff about the proposal, planning process and submission process. These sessions will be open from 4 – 6 pm Tuesday or Wednesday during the exhibition period and on the second and last Saturday of the exhibition period from 2 - 4 pm. The sessions will be held at Yaama Dhiyaan, which is a facility located on Wilson Street, Darlington. The sessions will display various panels illustrating the Concept Plan, a 3 D model of the proposed plan for North Eveleigh, a 3D computer simulation fly over the site and will have hard copies of the Environmental Assessment to view.

It is proposed that these sessions are informal (not a sit down session) and that the community can view the display and ask questions to RWA staff at any time within the proposed opening hours of the sessions. People will be able to come and go as they require and meet with staff on a one to one basis.

These sessions will be advertised in the Redfern-Waterloo Update, local paper and RWA website.

### Consultation with Key Stakeholders and Government Agencies

As indicated above the RWA will undertake detailed discussions with officers from the RTA, Heritage Office, Police NSW and Agility during the exhibition period to inform them about the Concept Plan and discuss any initial issues they may have with the proposal. A summary of the discussion and outcome of these meetings will be documented and forwarded to the Department of Planning.

### Community Meetings

A successful consultation approach was undertaken by RWA during the exhibition of the *BEP Stage One* including meetings with individual community members and community groups. It is envisaged that the proponent will meet with individuals, community and resident groups as required. This will provide individuals the ability to ask questions about the proposal and raise any issues. The proponent will make clear at these meetings that a formal written submission will still be required to be submitted to the Department of Planning.