

One Carrington SSD

Attachment A - Response to RtS Submissions

Comment	Response
City of Sydney	
1. Proposed three-bay, 9.1m high, awnings along George Street do not relate well to the adjoining buildings or predominant streetscape character and are likely to be ineffectual in protecting pedestrians from wind and rain. The City has had considerable experience with high level awnings that do not provide adequate weather protection and created the awning controls with the Sydney Development Control Plan 2012 accordingly. Lowering the height of the awnings is considered essential. The City contends that the Wynyard Station entry does not require any particular announcement via higher awnings and lowering the height will not have an adverse impact on the view from the concourse levels to George Street. The Applicant has suggested that the awning design be resolved as part of the detailed design phase in consultation with the City via a condition of consent. Any such condition must specify that the awning design is subject to endorsement by the Director City Planning, Development and Transport. In the absence of such a condition the City objects to the proposed awning element of the current SSD application; and	The City of Sydney's comment is noted.
2. Proposed facade treatment along Carrington Street and George Street lacks the masonry and comparatively small window-to-wall elements that dominate the streetscapes in the vicinity and the City's desired future character for the northern end of the CBD. The curtain glazed podium does not relate well to the context and an insufficient response has been provided regarding the project's justification for being vastly different to the dominant character. The City contends that the street wall height of the development should be clad in sandstone with a corresponding reduction in window-to-wall ratio.	Brookfield does not believe any additional assessment is required. The Architectural Response at Attachment E of the Response to Submissions clearly demonstrates that the proposed materiality and design of the podium is appropriate.
Transport for NSW	
Construction Vehicle Access along York and Carrington Streets TfNSW does not support Brookfield's current proposal for unfettered use of Carrington Street for construction vehicles due to the following reasons: ▪ A high level of bus movement is currently occurring on Carrington Street, York Street also currently accommodates significantly more buses than Carrington Street during peak periods.	Noted.
▪ Bus movements along Carrington Street are expected to increase with the proposed changes to bus service associated with the CBD Light Rail project.	Brookfield requests that the data on the current bus frequency and intended frequency be provided as this information does not appear to be publically available through the REF or Sydney City Centre Access Strategy.

As part of the redesigned bus network identified in the Sydney City Centre Access Strategy and the recently exhibited Sydney City Centre Bus Infrastructure Project REF, there will be additional bus layover requirements on Carrington Street, as well as more bus movements undertaking the York Street- Wynyard Street- Carrington Street- Margaret Street loop around the Interchange which is the construction traffic route to access Carrington Street.	The REF provided limited information on the impact of bus movements in Carrington Street and Brookfield have subsequently been notified by TfNSW that the additional bus layover requirements that were intended as part of the REF are no longer being undertaken.
Construction vehicles using Carrington Street are therefore expected to impact on current and future bus operations, and the following measures are proposed to manage construction vehicles along Carrington Street and within the Wynyard Precinct: Preparation of Construction Pedestrian Traffic Management Plan by Brookfield in consultation with CBD Taskforce/TfNSW	Brookfield supports TfNSW request for the: - Preparation of CPTMP with CBD Taskforce; and - Monthly meetings during construction with CBD Taskforce.
Conduction monthly Public Transport Co-ordination Meetings during construction chaired by CBD Taskforce and attended by relevant TfNSW stakeholders and Brookfield to discuss construction related public transport issues and to resolve these issues; and	Whilst Brookfield would prefer there be no restriction on construction vehicle access hours as part of the DA, it acknowledges TfNSW's draft condition at E2 provides for works to occur outside these hours with approval from TfNSW and the CBD Taskforce.
During the PM Peak period (3.30pm-7.30pm), construction vehicle access to the Carrington Street construction zone is not to be permitted.	Brookfield requests that if such a condition is put in place that TfNSW provide a responsive process that enables access within the restricted hours to occur, particular in response to specific construction activities.
Proposed Car Park Operations The proposed development includes signals at the entrance to the car park within Wynyard Lane. Please note that any traffic signal on any public road requires the specific approval from Roads and Maritime under Section 87 of the Roads Act. Approval should not be given by the Consent Authority without the consent of Roads and Maritime. In this instance, consent is not granted by Roads and Maritime. No detailed queuing analysis information has been provided by Brookfield for TfNSW and Roads and Maritime review. Nevertheless, TfNSW estimates that the 95th percentile queue length at the proposed traffic signals on Wynyard Lane would have the potential to cause queuing along Margaret Street. TfNSW and Roads and Maritime require that the proponent amends the car park design to: - Remove the traffic signals on Wynyard Lane; and - Demonstrate that safe and efficient access to the car park via Wynyard Lane can be accommodated without impacting on Wynyard Lane and Margaret Street	In response to TfNSW's concerns, a revised management solution is proposed for the car park which is included at Attachment B. The amended design removes the traffic signals on Wynyard Lane and will ensure that safe and efficient access to the car park via Wynyard Lane can be accommodated without impacting on Wynyard Lane and Margaret Street.

Fire and Life Safety TfNSW requests that the Fire and Life Safety Report be updated with the following: 1. Evacuation modelling of a fully people saturated Station with approximately 2,000 people evacuating through One Carrington Street development during operation; and	As agreed with TfNSW and its nominated fire engineer (WSP), the permanent condition must provide the same flow across the boundary from Wynyard into One Carrington as is currently provided (i.e. today, or back when the Kent Street tunnel was in place as these two are considered to be the same and the benchmark in the Warrington Exova report – <i>Mitigating measures for Kent St Tunnel closure</i>, 14/12/11). The total number of people to be accommodated is approximately 2000, noting that the One Carrington team is awaiting more definitive numbers from TfNSW. WSP advised (in the workshop held 14/11/14) that a memorandum on this matter will be provided by 18/11/14. Furthermore, the One Carrington St design team requests TfNSW provides the flow of occupants (over time) from Wynyard across the boundary into One Carrington to allow assessment of tenability against egress time. This is proposed to be demonstrated using both static and dynamic modelling, and the results incorporated into subsequent Fire & Life Safety reports prior to the issue of the Construction Certificate. As requested by TfNSW at the workshop held 14/11/14, a dynamic evacuation model will be used to visually demonstrate the safe holding capacity of occupants within the One Carrington St development (refer to comment and response below).
2. The safe holding capacity for occupants from the Station to One Carrington Street development will need to be demonstrated through tenability assessment and pedestrian modelling	As agreed with TfNSW and its nominated fire engineer (WSP), the permanent condition must provide the same flow across the boundary from Wynyard into One Carrington as is currently provided (i.e. today, or back when the Kent Street tunnel was in place as these two are considered to be the same and the benchmark in the Warrington Exova report – <i>Mitigating measures for Kent St Tunnel closure</i>, 14/12/11). If the final flow capacity from One Carrington to outside is less than the (current) flow from Wynyard into One Carrington, then One Carrington is to be designed as a place of relative safety, and sufficient queuing space is to be provided within One Carrington so as not to slow down the flow from Wynyard to One Carrington. As requested by TfNSW at the workshop held 14/11/14, a dynamic evacuation model will be used to visually demonstrate the safe holding capacity of occupants within the One Carrington St development. This will be demonstrated in subsequent Fire & Life Safety reports, prior to the issue of the Construction Certificate. A tenability assessment is proposed to be carried out to demonstrate One Carrington as a place of relative safety. Smoke flow (over time) from Wynyard to One Carrington is required to be provided by TfNSW, as discussed. WSP advised (in the workshop held 14/11/14) that they would furnish the One Carrington St design team with a Computational Fluid Dynamics model (Fire Dynamics Simulator) of Wynyard Station that can be extended into One Carrington to determine exhaust quantities and best locations. Furthermore, the One Carrington St design team requests TfNSW provides the flow of occupants (over time) from Wynyard across the boundary into One Carrington to allow assessment of tenability against egress time.

Pedestrian Modelling TfNSW requests that the Pedestrian Modelling Report be updated with the following: 1. The report will need to show the pedestrian flows currently achieved through the George Street ramps are maintained in the final One Carrington Street proposal; and	The Arup Pedestrian Planning Report demonstrates that future (up to 2060) flows can be accommodated which are far higher than current levels. Furthermore, we have agreed with TfNSW that the acceptance criteria used for the future years is to provide an average Level of Service (LOS) C Walkways or better for circulation spaces during the peak 15 minute periods of the day. Queuing at vertical transport elements is to be negligible.
2. Through Static or Dynamic modelling the report will need to show how pedestrian flows between Wynyard Stations' unpaid concourse and George Street are maintained through the various stages of construction	It should be noted that the proposed design's walkway circulation and the vertical transport node at George Street is able to meet this criterion even if 30 eastern station gatelines are fully utilised at a capacity of 25 people per minute (assuming similar splits to George Street) as per today. The Report also uses modelling to provide an assessment on the impact of construction on the pedestrian flows, which shows that an appropriate level of service can be maintained through the various stages of construction. Whilst it is noted that this assessment will need to be updated with the finalised construction methodology, the assessment for the purposes of the DA demonstrates that the level of service is appropriate (Level of Service C). As discussed and agreed with TfNSW, a target peak 15 minute of no worse than LoS D (walkways) is to be provided. But that the aim should be to be better than this performance level. In light of the above no further updates to the Pedestrian Modelling Report is considered necessary.
Access During Construction TfNSW requires that the application provides an alternative access to rail tenants and rail operations impacted by the closure of Wynyard Lane during demolition and construction	Noted. Brookfield Multiplex shall further develop the solutions tabled (with TfNSW) for access to operating rail tenants and rail operations through the use of the former tram tunnels and existing passenger lift to Carrington Street. The developed strategies and considerations shall be incorporated into the Project Delivery Agreement (PDA) as appropriate. Further, Brookfield Multiplex seek detailed programme from TfNSW/Sydney Trains on the intended upgrade of the (atrium) lift which serves from Concourse to Carrington Street, and whether this can be advanced to be prior to commencement of works on One Carrington Street to assist in minimising impacts.
Security Management TfNSW requires that prior to the issue of relevant construction certificate; the applicant undertakes security risk assessments and prepares security management plans for construction, prior to occupation and post occupation stages for the endorsement of TfNSW. TfNSW endorsed security plans need to be implemented during each stage.	Noted.

Tab A Conditions	
Bicycle Facilities Condition C1 The layout, design and security of bicycle facilities either on-street or off-street must comply with the minimum requirements of Australian Standard AS 2890.3- 1993 Parking Facilities Part 3: Bicycle Parking Facilities except that: a. all bicycle parking for staff / employees of any land uses must be Class 2 bicycle facilities, and b. all bicycle parking for visitors of any land uses must be Class 3 bicycle rails.	The reference to systems as described in the Australian Standard may prevent the opportunity to utilise more effective systems. It is requested that the standard be referenced but the classifications removed with a note that allows for proposals to meet the functional objectives of the standard without interpretation around the 'minimum requirements'. <i>The layout, design and security of bicycle facilities either on-street or off-street must comply with the minimum requirements of Australian Standard AS 2890.3- 1993 Parking Facilities Part 3: Bicycle Parking Facilities. Alternative designs can be accepted if they meet the objectives of the standard.</i>
Condition C2 The number of storage, change room and shower facilities for the commercial use shall comply with the details provided in the development application. Details shall be submitted to the satisfaction of the Principal Certifying Authority (PCA) prior to the issue of the relevant Construction Certificate for services and finishes works.	Noted.

Information to be provided to TfNSW

Condition C3

Prior to the issuing of the relevant Construction Certificate the Applicant is to submit to Transport for NSW (TfNSW) the following documentation for review and endorsement:

- a. Building services studies, identifying the location of existing services and any impacts associated with their relocation or decommissioning;
- b. Geotechnical and Structural report/drawings that meet TfNSW requirements. The Geotechnical Report must be based on actual borehole testing conducting on the site closest to the rail corridor/property;
- c. Construction methodology with construction details pertaining to structural support during excavation;
- d. Cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor/Property. All measurements are to be verified by a Registered Surveyor;
- e. Detailed Survey Plan showing the relationship of the proposed developed with respect to Sydney Trains/TfNSW land and infrastructure;
- f. If required by TfNSW, an Finite Element Analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor/property;
- g. Fire and Life Safety Report for construction and operation. The report should include, but not limited to the following:
 - Evacuation modelling of a fully people saturated Station with approximately 2,000 people evacuating through One Carrington Street development during operation; and
 - The safe holding capacity for occupants from the Station to One Carrington Street development will need to be demonstrated through tenability assessment and pedestrian modelling.
- h. Pedestrian Modelling Report for construction and operation. The report should include, but not limited to the following:
 - The report will need to show the pedestrian flows currently achieved through the George Street ramps are maintained in the final One Carrington Street proposal; and
 - Through Static or Dynamic modelling the report will need to show how pedestrian flows between Wynyard Station's unpaid concourse and George Street are maintained through the various stages of construction.
- i. Security risk assessment and security management plan- prior to the issue of the relevant construction certificate, the applicant undertakes security risk assessments and prepares security management plans for construction, prior to occupation and post occupation stages.

Any conditions issued as part of the TfNSW approval/certification of the above documents will also form part of the consent conditions that the Applicant is required to comply with. The Principal Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the TfNSW confirming that this condition has been satisfied.

Noted. We have comments on the points as follows:

- a. Noted. (Brookfield have requested the detailed services investigations undertaken as part of Wynyard Station Upgrade be provided – by TfNSW)
- b. Noted.
- c. Noted.
- d. Brookfield seek re-drafting/clarification from TfNSW as to the extent of such a requirement, consistent with discussions from meeting 14 November 2014.
- e. Noted.
- f. TfNSW must determine from the Geotech information, borelogs and proximity to the rail infrastructure provided with the SSD if they require this now. The current wording is not appropriate as there is no timeframe in which it could be requested (e.g. if it was only considered the day before Brookfield makes its CC request it could take weeks to get resolution and cause unnecessary project delay.
- g. Noted. (see notes on modelling criteria above – prior to conditions)
- h. Noted. (see notes on modelling criteria above – prior to conditions)
- i. Noted.

As the last paragraph repeats the intent of the first paragraph, it is also requested that it be deleted:

~~The Principal Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the TfNSW confirming that this condition has been satisfied.~~

Car Parking Condition C4 The applicant must ensure that the car park entries/exits are designed in such a manner as to ensure that the future queuing areas and capacity requirements comply with Appendix D of AS 2890.1-2004.	Noted.
Condition C5 Traffic signals must not be provided on Wynyard Lane.	Noted, as the signals have been removed in response to TfNSW's comment this Condition can be deleted.
Condition C6 The layout of the proposed car parking areas associated with the subject development (including driveways, ramps, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) shall be accordance with AS 2890.1-2004, AS 2890.6 for accessible spaces and AS2890.2-2002 for heavy vehicles where applicable.	Noted.
Condition C7 Prior to the issuing of the relevant Construction Certificate the Applicant is to submit to the Principal Certifying Authority written confirmation from TfNSW that the following issues have been resolved under the Project Delivery Agreement: - Relocation / augmentation of services; - Management of the existing retail tenancies; - Emergency evacuation; - Temporary access to the Station during construction and around the interchange precinct; - Sydney Trains operations; - Selection of materials for the Transit Hall and walkways; - The hours of operation of the Transit Hall and Bay 3 which provides access to Carrington Street; - The detailed design complies with the relevant ASA or Sydney Trains Standards; and - Way finding plans for construction and operation that complies with the TfNSW Wayfinding Planning Guidelines.	As these matters will be captured in the PDA, it is requested that the condition be amended as follows: <i>Prior to the issuing of the relevant Construction Certificate the Applicant is to submit to the Principal Certifying Authority written confirmation from TfNSW that the Project Delivery Agreement has been executed.</i> Should the condition remain then the following comments are provided in relation to the listed issues: - Noted. (See previous in regards to provision of services investigations undertaken through Wynyard Station Upgrade) - Noted. (Brookfield have requested detailed programme information regarding Wynyard Station Upgrade timing for retail tenancies being online). - It is requested that TfNSW specify what areas they are requiring the detail for the emergency evacuation. It is Brookfield's intention to develop a plan for evacuation of their construction areas including the One Carrington site and any areas utilised in Wynyard Lane Car Park. TfNSW/Sydney Trains need to provision their emergency evacuation procedures, process etc. for Brookfield to suitably integrate with. - Noted. - Noted. - Noted. - The following amended wording is requested for clarity: <i>g. The hours of operation of the Transit Hall and Bay 3 which provides the pedestrian access link to Carrington Street;</i> - TfNSW should amend this condition to provide the relevant extracts or requirements in their Transit Hall Brief. It is not appropriate to refer their generic standards TfNSW/Sydney Trains which have not been made available. - Noted. (Brookfield has requested TfNSW provide the referenced Guidelines)

Stormwater Management Condition C8 Soil erosion and sediment control measures shall be designed in accordance with the document Managing Urban Stormwater - Soils & Construction Volume 1 (200a) by Landcom. Details are to be submitted to the satisfaction of the PCA prior to the issue of the relevant Construction Certificate for below ground works.	Noted.
Shared Zone Condition C9 Any proposed shared zone along Wynyard Lane shall be in accordance with the Roads and Maritime Technical Direction (TTD 2014/003 July 2014) Design and implementation of shared zones including provision for parking. Prior to issue of the relevant Construction Certificate, an approval for the proposed shared zone arrangement must be obtained from Roads and Maritime.	Noted.
Construction Program Condition C10 Prior to the issue of a Construction Certificate the Applicant is to provide evidence to the PCA that it has provided TfNSW with its milestone construction program.	Noted.
Facilities for Disabled Condition C11 The development must be designed to provide access and facilities for people with a disability in accordance with the Building Code of Australia. The PCA must ensure that evidence of compliance with this condition from an appropriately qualified person is provided and that the requirements are referenced on the relevant Construction Certificate drawings.	Noted.
Pre-Construction Dilapidation Report Condition C12 In relation to the rail corridor, the dilapidation survey will be undertaken via a joint inspection with representatives from Sydney Trains and TfNSW. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to Sydney Trains and TfNSW will be required unless otherwise notified by Sydney Trains and TfNSW.	Noted.

Construction Management Plan

Condition D1

Prior to the commencement of any works on the Site, a Construction Management Plan (CMP) shall be prepared in accordance with the requirements of all TfNSW stakeholders, and submitted to the PCA. The CMP shall be informed by the Construction Management Plan submitted with the EIS. The Plan shall address, but not be limited to, the following matters where relevant:

- a. evacuation and emergency egress capacity;
- b. the staging of works and simultaneous construction with other projects in the Wynyard Precinct;
- c. hours of work;
- d. 24 hour contact details of site manager;
- e. construction noise and vibration management, prepared by a suitably qualified person;
- f. management of dust to protect the amenity of the neighbourhood;
- g. use of hoardings and scaffolding;
- h. way-finding signage;
- i. erosion and sediment control;
- j. measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the Site;
- k. air quality management including issues associated with odour, minimising dust on site and prevention of dust from leaving the site during construction works; and
- l. incorporation of all acoustic management and treatments.

To ensure that the coordinated requirements of TfNSW are reflected in this condition, Brookfield suggest the following amended paragraph:

“Prior to the commencement of relevant works on the Site, a Construction Management Plan (CMP) shall be prepared in consultation with TfNSW, and submitted to the PCA. The CMP shall be informed by the Construction Management Plan submitted with the EIS. The Plan shall address, but not be limited to, the following matters where relevant:”

Construction Pedestrian and Traffic Management Plan Condition D2 Prior to the commencement of any works on the site, a Construction Pedestrian and Traffic Management Plan (CPTMP) prepared by a suitably qualified person shall be submitted to the PCA. The Plan must be prepared in consultation with City of Sydney, Roads and Maritime, TfNSW and the CBD Taskforce. The Plan shall address, but not be limited to, the following matters: a. bus operation on Carrington Street, York Street, Margaret Street and Wynyard Street; b. details of specific measures to ensure the arrival of vehicles to the site does not cause queuing on Carrington Street, York Street, Margaret Street and Wynyard Street; c. details of response to traffic incidents on Carrington Street, York Street, Margaret Street and Wynyard Street; d. details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on Carrington Street, York Street, Margaret Street and Wynyard Street; e. potential overlap with the CBD Light Rail construction; f. ingress and egress of vehicles to the site; g. loading and unloading, including construction zones; h. the staging of works and simultaneous construction with other projects in the Wynyard Precinct; i. predicted traffic volumes, types and routes; j. details of construction vehicle marshalling areas outside the CBD on the fringes; and k. pedestrian and traffic management measures.	Noted. In relation to point b, in order to account for the fact that queuing already exists it is requested that it be reworded to say “does not cause queuing minimises additional queuing”.
Condition D3 The Construction Traffic and Pedestrian Management Plan shall include, where relevant, the cumulative construction impacts of all the projects listed below: • CBD & South East Light Rail (CSELR), 2014/15 to 2020; • Sydney City Centre Bus Plan, 2014 to 2015; • Wynyard Station Upgrade Works, 2015 to 2017; and • Wynyard Walk, now to 2016. Note: Dates above are indicative and are subject to confirmation with project owners.	Noted. (Brookfield have requested detailed programmes on these projects from TfNSW such that the impacts can be duly assessed).

Construction Noise and Vibration Condition D4 Prior to the commencement of construction activities, a detailed Construction Noise and Vibration Management Plan (CNVMP) shall be prepared by a suitably qualified person. TfNSW endorsed plan shall be submitted to the PCA. The Plan shall include, but not be limited to: a. identification of each work area, site compound and access route (both private and public); b. identification of the specific activities that will be carried out and associated noise sources at the premises and access routes; c. identification of all potentially affected sensitive receivers; d. the construction noise objectives identified in accordance with the Interim Construction Noise Guidelines (OECC 2009); e. assessment of potential noise and vibration from the proposed construction methods (including noise from construction traffic) against the objectives identified in (d); f. where the objectives are predicted to be exceeded an analysis of feasible and reasonable noise mitigation measures that can be implemented to reduce construction noise impacts; g. description of management methods and procedures and specific noise mitigation treatments that will be implemented to control noise and vibration during construction, including the early erection of operational noise control barriers; h. procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity; and i. measures to monitor noise performance and respond to complaints.	Noted.
Construction Waste Management Plan Condition D5 Prior to the commencement of any works on the Site, a detailed Construction Waste Management Plan prepared by a suitably qualified person, in consultation with TfNSW, shall be submitted to the PCA. The Plan shall address, but not be limited to, the following matters: a. recycling of demolition materials including concrete; and b. removal of hazardous materials and disposal at an approved waste disposal facility in accordance with the requirements of the relevant legislation, codes, standards and guidelines, prior to the commencement of any building works. The Applicant shall submit a copy of the Plan to the Department of Planning and Environment, TfNSW and the City of Sydney Council, prior to commencement of work.	Noted.

Road Occupancy Licence Condition E1 A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met. Proponents must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application.	Noted.
Construction Traffic & Pedestrian Management Condition E2 Construction vehicles shall not use Carrington Street and access the construction zone on Carrington Street between 3.30pm and 7.30pm on weekdays without approval of TfNSW and the CBD Taskforce.	As per our response above, Brookfield does not support the restriction on construction vehicle access hours as part of the DA. Brookfield is strongly of the view that the hours should be informed by the outcome of the consultation that is being suggested by TfNSW.
Public Transport Coordination (PTC) Meetings Condition E3 The applicant shall provide the following information to TfNSW and its internal stakeholders at monthly Public Transport Coordination meetings which will be set up and chaired by CBD Taskforce. • update of construction activities; • the details in relation to date and timing of construction activities such as concreting etc. that are likely to generate high volume of construction vehicles; • the details of full or part road closures that are likely to impact on traffic and bus movements in the vicinity of the site; • update of the CTPMP if any changes to the original CTPMP is required ; • safety incidents associated with pedestrian and public transport movements adjacent to the site; and • actions by the applicant for the safety and traffic management issues raised by TfNSW and its internal stakeholders which are relevant to the construction activities or operation of the construction site.	Noted. In relation to reporting on safety incidents, it is requested that the wording be amended to clarify that these only relate to construction activities: • <i>safety incidents as a result of construction activities associated with pedestrian and public transport movements adjacent to the site; and</i>
Condition E4 The relocation of any TfNSW services or infrastructure as a direct result of the proposed development are to be at the Applicant's cost and to TfNSW requirements and standards.	Brookfield does not support this condition as proposed. Brookfield has sought to simplify the configuration as part of the development in relation to crossovers etc. This includes works suggested to be undertaken with Wynyard Station Upgrade (WSU), including: • Electrical Supplies from existing Basement Substations which serve retail areas (and Car Park) on the concourse should be fed from upgraded WSU electrical systems/infrastructure. • Ventilation Systems for limited retail tenancies which presently comprise elements in the One Carrington site should be resolved through the WSU design to be contained and serviced from the 'station/concourse side'. It is requested that the condition be revised to reflect these items.
Condition E5 The Applicant shall be responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.	Noted.

Condition E6 All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW and Roads and Maritime.	It is requested that the condition be amended to reference construction instead of 'works': "works/regulatory signage" replaced with "construction or regulatory signage"
Access during Construction Condition E7 The applicant shall provide an alternative access at all times to rail tenants and rail operations impacted by the closure of Wynyard Lane during demolition and construction that meets TfNSW requirements.	Refer to Brookfield notes on this item prior to the conditions.
Security Management Condition E8 The applicant shall implement the security management plan during construction as agreed with TfNSW.	The following minor changes are requested: The applicant shall implement the a security management plan during construction which has been agreed with and endorsed by TfNSW.
Wayfinding Signage Strategy Condition F1 A Way Finding Signage Strategy is to be prepared in accordance with Transport NSW Wayfinding Planning Guidelines and in consultation with Transport NSW and submitted for approval and implemented prior to the final Occupation Certificate for the site. The signage strategy must include information and scale drawings of the location, type, construction, materials and total number of signs appropriate for the building.	Noted.
Facilities for Disabled Condition F2 The development must be constructed to provide access and facilities for people with a disability in accordance with the Building Code of Australia. The PCA must ensure that evidence of compliance with this condition from an appropriately qualified person is provided and that the requirements are referenced on the relevant Construction Certificate drawings.	Noted.
Loading Dock Management Plan Condition F3 The applicant shall develop and implement a Loading Dock Management Plan which will manage delivery vehicles to the site. The loading dock management plan shall include restriction of delivery vehicle access between 6.30am and 9.30am on weekdays. This plan is to manage cars and trucks accessing the applicant's car park, public car park and loading dock in an efficient manner along safe and controlled routes, whilst minimising queuing along Margaret Street at all times. Such Plans may also involve scheduling of delivery vehicle movements to site in advance by the loading dock master.	Brookfield supports preparing the Loading Dock Management Plan but not the restriction on hours at this point in time as it is of the view that this is something that should be addressed during the preparation of the Traffic Management Plan under the PDA, which can then inform the Loading Dock Management Plan. Accordingly it is requested that the second sentence of the draft condition be removed: <i>The applicant shall develop and implement a Loading Dock Management Plan which will manage delivery vehicles to the site. The loading dock management plan shall include restriction of delivery vehicle access between 6.30am and 9.30am on weekdays.</i> <i>This plan is to manage cars and trucks accessing the applicant's car park, public car park and loading dock in an efficient manner along safe and controlled routes, whilst minimising queuing along Margaret Street at all times. Such Plans may also involve scheduling of delivery vehicle movements to site in advance by the loading dock master.</i>

Post-Construction Dilapidation Report Condition F4 In relation to the rail corridor, the final dilapidation survey will be undertaken via a joint inspection with representatives from Sydney Trains and/or TfNSW. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to Sydney Trains/TfNSW will be required unless otherwise notified by Sydney Trains or TfNSW. The final occupation certificate shall not be issued until written confirmation has been received from Sydney Trains and TfNSW confirming their satisfaction with the dilapidation survey and/or rectification of any damage.	Noted.
Sign posting Condition F5 Car parking area and Loading Dock (in particular overhead clearance) are to be suitably signposted and be restricted to commercial tenant only.	Noted.
Security Management Condition F6 The applicant shall implement the security management plan prior to occupation of the site as agreed with TfNSW	In line with previous, the following minor changes are requested: The applicant shall implement the a security management plan prior to occupation which has been agreed with endorsed by TfNSW.
Security Management Condition G1 The applicant shall implement the security management plan during occupation of the site as agreed with TfNSW.	In line with the previous, the following minor changes are requested: The applicant shall implement the a security management plan during occupation which has been agreed with endorsed by TfNSW.
OEH (Heritage Division)	
OEH does not propose to provide further comments additional to what was provided in July 2014.	Noted.
Environment Protection Authority	
The EPA believes that this project is being undertaken by a private developer and does not constitute an activity carried out by or on behalf of the State or a public authority. In this situation, the EPA is not the appropriate regulatory authority and has no comments on the recommended conditions of consent.	Noted.
OEH (Aboriginal Heritage)	
While OEH notes that a separate site specific excavation methodology will be developed for the site, the response also states that it will be based on the Code of Practice where feasible. OEH considers that the previous comments regarding the use of the Code of Practice remain relevant.	Noted. A site specific excavation methodology would be developed and included as a future requirement for the project.