

Consistency with the Concept Plan Approval

Proposed Concept Plan (Mod 2) is shown in **bold** and **blue** text

Condition	Comment
Schedule 2	
A1. DEVELOPMENT DESCRIPTION Concept Plan approval is granted to the development as described below: a) upgrade of the eastern access ways to Wynyard Station including retail areas and concourse layout; b) indicative building envelope to a maximum height to RL159.7 AHD on the land between Carrington Street and George Street; c) use of the site for a mixed use development including commercial offices, business premises, shops, general retail food and drink premises, health/medical centre, public amenities, transport facilities; and tenant car parking; a) development of former Shell House and 285-287 George Street including refurbishments for the purpose of commercial and retail use.	The proposed development is consistent with the development described in Condition A1.
A2. DEVELOPMENT IN ACCORDANCE WITH THE PLANS AND DOCUMENTATION The EA, except where amended by the PPR (including the Revised Statement of Commitments included in Schedule 4 of this approval), the updated Walkway Assessment prepared by Halcrow, and the Station Egress Report prepared by Stephen Grubits submitted to the Department on 24 November 2011, and the following drawings are approved as part of the Concept Plan: ...	The proposed development is consistent with the plans and documentation referenced in Condition A2 as modified by Concept Plan (Mod 2). The main variation from the current approved drawings relates to the inclusion of 285 George Street as part of the site and the associated cantilever over the existing building at 285 George Street and Wynyard Lane.
A3. LAPSING OF APPROVAL Approval of the Concept Plan shall lapse 5 years after the determination date in Part A of Schedule 1, unless an application is submitted to carry out a development which concept approval has been given.	The proposed development will activate the consent.
A4. INCONSISTENCY BETWEEN DOCUMENTATION In the event of any inconsistency between modifications of the Concept Plan approval identified in this approval and the drawings / documents including Revised Statement of Commitments referred to above, the modifications of the Concept Plan shall prevail.	Noted.
A5. MAXIMUM GROSS FLOOR SPACE AREA (GFSA) The maximum GFSA for the on the site shall not exceed: a) 79,370 84,621m² – the section of site being development located east of Carrington Street; and b) 5,926m² – the section of site being development located west of Carrington Street (excludes the paid ticket area and platform areas). End of Trip Facilities such as showers, change rooms and lockers can be excluded from the calculation of GFA up to a maximum of 3,463m².	The proposed development seeks approval for 84,621m ² of GFA for the section of the site east of Carrington Street and therefore is below the maximum set out in Condition A5 as proposed in Concept Plan (Mod 2). The additional GFA is the result of the inclusion of 285 George Street as part of the Concept Plan site which results in a corresponding increase in GFA.
A6. VOLUNTARY PLANNING AGREEMENT (VPA) Prior to the determination of any future application pursuant to this Concept Plan the Proponent shall provide written evidence to the Director-General that it has executed a Voluntary Planning Agreement with Transport for NSW consistent with terms outlined in the PPR, Revised Statement of Commitments and subsequent Commercial Offer dated May 2011 and Supplementary Proposal dated August 2011. The Voluntary Planning Agreement shall include at a minimum the following principles:	The proponent is in the process of entering into a VPA with Transport for NSW in accordance with Condition A6. Written evidence that the VPA has been executed will be provided to the Director-General prior to determination of the subject DA.

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• Brookfield is to provide a through-site pedestrian Transit Hall/linking George Street to the Wynyard Station concourse in accordance with Item 2 of the Statement of Commitments. • The resolution of the detailed design of the Transit Hall is to be undertaken in consultation with Transport for NSW in accordance with Items 2(c) and 2(d) of the Statement of Commitments.	
B1. CITYONE CONCEPT PLAN DESIGN CRITERIA The CityOne Concept Plan Design Criteria shall be modified as follows: a) Under the heading 'Building Design – Controls' the following existing controls under the first bullet point are to be deleted: - 3.5m setback on Carrington Street between RL56 (37m) and RL 63.6 (45m); and - 4m setback at ground level from the Carrington Street site boundary to provide the potential to continue the existing colonnade to the southern end of Carrington Street; b) Reference to 'Design Excellence' – 'Objectives' and 'Controls' shall be deleted. The modified CityOne Concept Plan Design Criteria shall be submitted to and approved by the Department prior to determining any future application on the site.	Noted.
B2 PODIUM HEIGHT AND UPPER LEVEL SETBACK The western façade of the building envelope along the Carrington Street frontage shall provide: a) a podium form with a street front height consistent with the existing parapet height of Shell House; and b) a minimum 6 metre setback from the Carrington Street frontage above the existing parapet height of Shell House. The additional level above Shell House itself shall also be setback by a minimum of 6 metres.	The proposed podium form has a street frontage height consistent with the existing parapet height of Shell House. A minimum 6m setback has been provided to the Carrington Street frontage above the existing parapet height of Shell House. The additional level above Shell House has also been setback 6 metres.
B3 TENANT CAR PARKING A maximum 84-89 tenant car parking spaces are to be provided on the portion of the site on the eastern side of Carrington Street. The existing car parking spaces provided in the Wynyard car park shall remain to be used as public car parking.	The proposed development seeks approval for 89 tenant car spaces and therefore complies with Condition B3 as proposed to be modified.
B4 BICYCLE STORAGE AND END OF TRIP FACILITIES Bicycle parking and end to trip facilities shall be provided in accordance with the recommendations of the City One Wynyard - Report in Response to Authority Submissions prepared by Halcrow dated March 2011 and submitted with the PPR. These facilities shall be located on the portion of the site to the east of Carrington Street with direct access to Wynyard Lane and to the commercial tower development.	Bicycle parking and end to trip facilities shall be provided in accordance with Condition B4 (see Appendix S).
Schedule 3 – Future Environmental Assessment Requirements (FEAR)	
1. DESIGN EXCELLENCE Future applications for any works on the portion of the site to the east of Carrington Street at the George Street level or above, shall be subject to a formal design competition in accordance with the provisions of Sydney LEP 2005 and the City of Sydney Central Sydney DCP 1996 (and any replacement provisions). The design brief for the design competition process shall incorporate the following design aspects of the approved Concept Plan: a. CityOne Concept Plan Design Criteria (as modified by Modification B1 in Schedule 2); b. presentation of the building to Carrington Street including street frontage podium and upper level setback arrangements (as modified by Modification B2 in Schedule 2); c. the revised Statement of Commitments submitted with the PPR referred to in Schedule 4; and d. reduction and reconfiguration of the upper level commercial foyer.	A Design Competition was held in accordance with the relevant City of Sydney provisions. The design brief was prepared in accordance with those matters set out in FEAR 1. A summary of the Design Competition process is provided at Section 1.1.3 of the EIS.

Condition	Comment
2. DETAILED PEDESTRIAN MODELLING Any future application for works east of Carrington Street shall be provided with detailed pedestrian demand modelling to ensure the necessary exit widths will meet pedestrian demand to 2060 and to demonstrate the performance of proposed access ways and vertical transport (escalators, stairs, lifts etc.).	A Pedestrian Planning report which includes detailed pedestrian demand modelling is provided at Appendix R . The report demonstrates that the design provides for the necessary exit widths to meet pedestrian demand modelling to 2060.
3. WYNYARD LANE Any future application for works east of Carrington Street incorporating the use of Wynyard Lane as part of the pedestrian concourse (being offsite works) shall be provided with a Traffic Management Plan (TMP) prepared in consultation with TfNSW and the City of Sydney that addresses the closure of the section of Wynyard Lane to traffic as outlined in the PPR and shall set out alternative traffic arrangements and conditions, for approval by the relevant authority. <Deleted>	N/A – As it is no longer proposed to close Wynyard Lane this condition is not applicable and will be deleted as part of Concept Plan (Mod 2).
4. CONSTRUCTION MANAGEMENT A Construction Management Plan is to be submitted as part of any future application for the site. The Construction Management Plan shall be prepared in consultation with Transport for NSW and the City of Sydney and is to include consideration of the following: a) timelines and timeframes for staging and completion of works; b) pedestrian accessibility, legibility, safety and prioritisation; c) operational integrity of Wynyard Station including the continuity of utility services and goods access to the station complex; and d) potential impacts on rail, bus and taxi operations	A Construction Management Plan is included at Appendix V . The CMP provides consideration of those matters set out in FEAR 4.
5. STAGING OF DEVELOPMENT Details of the intended staging of the development are to be submitted with the first stage application to ensure the orderly and coordinated development of the site.	Details of the staging of development are included at Appendix V .
6. CONTINUITY OF SERVICES Any future application for works east of Carrington Street shall identify in detail: a) the organisation of utility services in the area surrounding the station interface point between the Proponent and RailCorp controlled land to ensure that the operational integrity of these systems will not be affected as a result of the proposal; and b) the location and design of the proposed loading dock that is capable of providing goods and services access to the tenancies west of Carrington Street.	A Utilities Services Report is included at Appendix H . The Report identifies those matters required under FEAR 6.
7. WORKPLACE TRAVEL PLAN Any future application for works east of Carrington Street seeking approval for commercial or retail (or similar) floor space shall provide details of a Workplace Travel Plan (WTP), prior to issue of the relevant Occupation Certificate for that application, which shall include travel demand management measures aimed at increasing the use of sustainable travel modes.	Noted. The WTP will be provided in accordance with FEAR 7.
8. ESD Any future application for works east of Carrington Street shall demonstrate that any future development will incorporate ESD principles as outlined in the Sustainability Report prepared by Cundall, submitted with the EA in the design, construction and ongoing operation phases of the development, including water sensitive urban design measures, energy efficiency, recycling and water disposal.	The ESD Report at Appendix L demonstrates that the proposed development incorporates the principles outlined in the Sustainability Report prepared by Cundall.
9. HERITAGE Any future application for works east of Carrington Street shall demonstrate consistency with the recommendations Section 9 of the Heritage Impact Assessment Report prepared by HBO & EMTB Heritage Pty Ltd dated 12 October 2010 and submitted with the EA except as amended by the Heritage Impact Statement prepared by Godden Mackay Logan dated March 2014.	The Heritage Impact Statement at Appendix T demonstrates consistency with the recommendations in Concept Plan heritage assessments.

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10. SYDNEY AIRPORT Any future application for works east of Carrington Street shall demonstrate prior to determination that all necessary approvals have been obtained from Sydney Airport Corporation Limited and any other relevant government authority in relation to air safety matters.	Approval from SACL is included at Appendix D .
11. NO ADDITIONAL OVERSHADOWING TO GPO BUILDING Any future application for the commercial tower east of Carrington Street shall demonstrate that no additional overshadowing to the GPO steps or northern façade shall occur.	The shadow diagrams at Appendix O demonstrate that no additional overshadowing will occur on the GPO steps or its northern façade.