

ITEM	TfNSW COMMENT	Brookfield (BPO) Consolidated Response
1.00	Integration/Interface of Transport Infrastructure	
	<p>It is critical that the development achieves a seamless integration with existing and future transport services within the Wynyard precinct. As detailed below, the interface between the proposed development and existing and future transport infrastructure has not been adequately addressed.</p>	<p>BPO contend that the Development Application for One Carrington Street has developed the legacy constraints from the Concept Plan Approval and brought these forward through integration discussions with TfNSW for an optimised development outcome.</p> <p>Note that this process has involved:</p> <ul style="list-style-type: none"> - Development of integrated Reference Design - Studies and Resolution around Wynyard Lane - The Development of a Design Competition (Excellence) Brief - The execution of an Architectural Design Competition and further clarification process - Extended liaison with TfNSW as the lead agency on key parameters <p>The undertaking of this substantial body of work identifies that One Carrington Street has considered the factors and structured the proposal based on the above and integrated available information for future transport, noting the infancy of other projects and strategies at the time of the Project Application.</p> <p>We are committed to maintaining a dialogue to facilitate this continues to develop in an integrated fashion through the development of a Transit Hall Brief and the Project Delivery Agreement (PDA)</p>
	<u>Pedestrian Capacity and Movement</u>	
	<p>The information submitted with the application does not adequately demonstrate that the proposed access has been designed to cater for future pedestrian flows that have been predicted for Wynyard Station and precinct. The existing access arrangements to Wynyard Station is via ramps and arcades from the principal access point on George Street to the main concourse. The proposed pedestrian access consists of lifts, stairs and escalators, which will impact on crowd speeds and circulation. TfNSW considers that the information submitted with the application does not satisfactorily demonstrate that the proposed access arrangements are capable of accommodating future predicted pedestrian flows that will be generated with the upgrade of Wynyard Station and delivery of other transport projects.</p>	<p>The pedestrian access arrangements with the Development Application are consistent with the travel modes and the significant analysis undertaken for the Concept Plan approval.</p> <p>Arup has developed the pedestrian modelling for One Carrington Street to reflect the Development Application design as it has developed from the Concept Plan Approval. In accordance with the Concept Plan requirements, the capacity for pedestrians has been forecast to the year 2060 and considered in this analysis.</p> <p>The data used for pedestrian activity is that provided by TfNSW, from studies undertaken by AECOM.</p> <p>We note that from workshops on pedestrian planning with TfNSW prior to the submission of the DA, the criteria used in the Arup modelling was noted as being a conservative approach. At these workshops, data from TfNSW to assist in refining the analysis was requested. To date no further information has been received.</p> <p>No further details on the future proposals for the station from TfNSW have been identified for consideration in the pedestrian planning.</p>
	<p>A number of queries and comments have been raised by the various stakeholders within TfNSW regarding the adequacy of the pedestrian modelling contained in the Pedestrian Planning Report (Appendix R to the EIS). These detailed comments are provided in Attachment 2. As the pedestrian modelling underpins key assumptions about adequacy and capacity of the proposed access arrangements, TfNSW requests that an independent audit of the pedestrian modelling be undertaken.</p>	<p>The analysis conducted demonstrates that normal movement through the site meets the performance requirements for a very onerous demand, based on parameters and data established from AECOM's report for Wynyard, as provided by TfNSW.</p> <p>The design team has requested more specific data be provided by TfNSW to further refine the conservative analysis. To date, no further data has been provisioned.</p>

	The Transport Impact Assessment and other technical reports provided with the application do not sufficiently address pedestrian movements within the development and between existing and future transport hubs, in particular between Carrington, York and Clarence Streets bus stops and the proposed Wynyard Light Rail Stop. Further details are provided below in relation to each of the transport modes and in Attachment 2.	Refer to separate responses below and in Attachment 2 [Issues 72-73, 76-79, 83-87, 114]
	Wynyard Lane is proposed to remain open to one way vehicle traffic and converted into a shared zone for pedestrians. In order for the laneway to achieve the criteria for the maximum number of vehicle movements as outlined in RMS' Shared Zone technical direction, the existing public car park will need to be decommissioned. However, no plans are in place to decommission the existing public car park at this stage. The provision of a shared zone will require RMS approval and in this regard will be the subject of ongoing consultation.	The conversion of the northern section of Wynyard Lane (within the 'bounds' of the development) was a key strategy to improve the Wynyard Precinct and public realm in the vicinity of the development. The shared zone, in combination with activation to the Wynyard Lane frontages were measures outlined with key stakeholders, including RMS, TfNSW and City of Sydney Council.
	In order to ensure the proposal is Disability Discrimination Act (DDA) compliant, TfNSW requests that the proposal be reviewed by a certified access consultant. More detailed comments relating to the accessibility of the development are provided in Attachment 2. This includes specific comments on the Access Review included at Appendix EE of the EIS.	<p>We note that Accessibility has been reviewed by Morris Goding Access Consulting (MGAC) prior to the submission of the DA and is summarised by the Access Review contained in Appendix EE of the EIS.</p> <p>MGAC staff members are accredited access consultants with ACAA. The main MGAC consultant working on this project to date, Elisa Moehtar has ACAA membership no 198.</p> <p>The Principal Certifying Authority (PCA) shall also ensure compliance with the BCA which includes requirements for DDA compliance.</p>
	Further information is also required to demonstrate that the proposed pedestrian routes are of adequate capacity to enable egress (and access) in an emergency evacuation.	Refer to Attachment 2 responses (Issue 77). In particular, note that the stair capacity is sufficient to accommodate all demand in the event of emergency evacuation. This assumes that no escalators are used for evacuation. Normal demand can therefore be met by stair provision alone. Note also information has been requested of TfNSW in Attachment 2 to allow completion of an integrated egress analysis.
	<u>Light Rail</u>	
	The interrelationship between the CBD Light Rail and One Carrington has not been adequately addressed and does not provide an understanding of the potential impacts of the proposal on the Light Rail.	<p>The One Carrington Street team has briefed the CBD Light Rail team with TfNSW prior to the issuing of the Development Application. At these meetings the construction methodology and interfaces were discussed. CBDLR/TfNSW had "high-level" information which could not facilitate in-depth discussions or consideration in the project delivery or design integration.</p> <p>TfNSW indicated that further coordination would be undertaken upon the appointment of the CBDLR contractors (Jan 2015).</p>
	The location of the proposed Light Rail Stop on George Street is not addressed in the Transport Impact Assessment or other key documentation provided with the application. From a rail passengers point of view, this stop should be as close as possible to the proposed George Street entry to the Station.	This is outside of the scope of One Carrington Street. We expect that the placement of the light rail station for Wynyard has been carefully considered by TfNSW in planning the CBD Light Rail. As such, One Carrington Street has not sought to amend these details, but to integrate with them to the extent of the information available.
	Attachment 2 identifies the following areas requiring further clarification and detail in relation to the impacts on the CBD Light Rail:	
	<ul style="list-style-type: none"> Assumptions included in the pedestrian modelling relating to Light Rail passenger numbers and frequency and pedestrian movements generally, and in particular between York and Carrington Streets bus stops and the proposed Wynyard Light Rail Stop; 	Refer to specific Attachment 2 response which notes that TfNSW's demand forecasts for the CSELR project indicates that AM peak alighting movements between light rail and Wynyard Station (and Barangaroo beyond) are lower than 20 people per service. This is therefore a conservative assumption.
	<ul style="list-style-type: none"> Construction traffic that will be generated by the proposed development, as well as the proposed construction routes and zones; and 	The CTMP and CMP outline the anticipated construction traffic, vehicular routes, construction zones and strategies for diversified deliveries.

	<p>Alterations to on street loading and servicing along George Street as a result on the provision of on-site servicing for the development.</p>	<p>Investigations indicate that there are currently no on-street loading facilities along George Street in the vicinity of the subject site. Bus zones and/or no stopping restrictions are in operation. On-street loading facilities on other streets in particular those along Wynyard Lane also service other nearby properties.</p> <p>It may be necessary for existing loading facilities to be relocated elsewhere to achieve Council's pedestrian activation goal on Wynyard Lane, however this is a matter for Council's consideration. It is not expected that the CBD light rail will have any effects on existing loading facilities on surrounding streets other than, potentially, those on Margaret Street.</p>
	<u>Buses</u>	
	<p>Potential impacts on bus services and facilities located within the vicinity of the site have not been adequately addressed. Further details and assessment of potential operational impacts on bus services that may arise from the proposed development, including alterations to traffic movements and loading arrangements, need to be provided.</p>	<p>The One Carrington Street development does not propose any changes to Carrington Street in the final configuration which would impact upon the current bus arrangements. The removal of Coach Zone and hotel drop off are expected to improve traffic around the development.</p> <p>Loading for the development shall continue to be undertaken from Wynyard Lane, removed from the bus operations. An off-street loading dock shall also improve the loading conditions.</p> <p>The construction methodology and strategies have been discussed with TfNSW at workshops prior to the lodging of the Development Application. A more detailed dialogue between TfNSW and Brookfield Multiplex is proposed to ameliorate impacts associated with bus operations during construction. We would encourage this further dialogue.</p>
	<p>There has been inadequate consideration of pedestrian movements between Wynyard Station, the proposed Wynyard Light Rail Stop and nearby bus services, in particular those operating from Clarence, York and Carrington streets. The Transport Impact Assessment and Pedestrian Planning Report have not addressed the potential conflicts between bus and pedestrians on Carrington Street that would arise from the increased pedestrian flows between the development and Wynyard Park to the west. Overall the number of pedestrian movements crossing Carrington Street as projected in the Pedestrian Modelling Report will result in significant conflict issues with buses and needs to be assessed further. More detailed comments regarding pedestrian and bus conflicts on bus movements on Clarence, York and Carrington Streets, including suggested management measures, is provided at Attachment 2.</p>	<p>Refer Attachment 2</p>
	<u>Cycling</u>	
	<p>The Traffic Impact Assessment (TIA) and other relevant information submitted with the application do not acknowledge that rates of cycling in the city have doubled in the past three years. As such the estimates for future demand for bicycle parking included in the proposal are likely to be too low. TfNSW requests further consideration of the amount of bicycle parking be undertaken.</p>	<p>The minimum amount of bicycle parking is set out under Condition B4 of the Concept Approval.</p> <p>Under condition B4 only 1 space per 100 employees working on the site needs to be provided. This equates to 50 spaces (based on 3,500 employees). Brookfield has proposed 446 spaces, almost 9 times the amount required under the approved Concept Plan.</p> <p>This equates to a mode share of approximately 12% riding to work, above the City of Sydney's aspirational target of 10% and significantly above other large commercial developments such as Barangaroo which aims to achieve a 5% mode share.</p> <p>On this basis we believe that bicycle provisions have been suitably addressed.</p>
2.00	Operational Integrity	
	<p>The operational integrity of Wynyard Station needs to be maintained, both during construction and in the long-term.</p>	<p>Noted</p>
	<p>As detailed in the comments provided at Attachment 2, further consideration of the following is required:</p>	

	<ul style="list-style-type: none"> Access requirements for maintenance; and 	Refer to Issue 93 of Attachment 2
	<ul style="list-style-type: none"> Access for back of house operations, such as waste removal. Sydney Trains requires that the existing access from the Station Concourse to Wynyard Lane be retained for waste removal and disposal. The current proposal impacts on this access and as such requires further resolution. 	Refer to Issue 93 of Attachment 2
	Further, ongoing consultation with Sydney Trains is necessary to ensure the railway station and systems remains operational.	Noted
3.00	Construction Impacts and Management	
	Various technical reports addressing the construction management of the project have been provided with the application. This includes a Construction Management Plan (CMP), Construction Traffic Management Plan (CTMP), Hazardous Materials Report and other technical reports that deal with specific elements or potential impacts of the construction process. Specific comments on these reports are provided in Attachment 2.	Noted. Refer to BPO responses in Attachment 2.
	The key issues relating to construction impacts and management are discussed below.	
	<u>Overlap of construction projects within the Wynyard Precinct</u>	
	<p>Based on Brookfield's current delivery programme, the construction of this proposal will most likely overlap with the construction of a number of other significant projects within the precinct, including the CBD Light Rail, Wynyard Walk and the Wynyard Station Upgrade. Construction planning assumptions need to take into account other significant projects to ensure an integrated approach. TfNSW remains concerned about the potential cumulative impacts that will result from the construction of the projects running concurrently and how such impacts will be managed. It is critical that the delivery of future key transport infrastructure is not delayed as a result of the overlap in construction. It is considered that the Director General Assessment Requirements have not been adequately addressed in this regard.</p>	<p>Prior to the Project Application and the preparation of the CMP, no detailed information of programme was available in regards to Wynyard Station Upgrade, CBD Light Rail or Wynyard Walk. This makes assessing the cumulative impact of these difficult.</p> <p>In the absence of detailed information and with acute awareness of the nature and timing for these projects, Brookfield Multiplex has worked collaboratively with Arup Fire and Life Safety, Arup Pedestrian Planning and GTA Consultants (Traffic) to develop strategies which we understand minimise the impacts upon these projects.</p> <p>Key to these strategies are:</p> <ul style="list-style-type: none"> - Avoidance of George Street for construction loading - to facilitate best access for CBDLR. - Diversification of delivery paths, including eastern approach - to minimise impacts associated with Harbour Bridge & York St during morning peak - Use of Wynyard Lane, Margaret Street and the former tram tunnels in line with the above. <p>Brookfield Multiplex and the collaborators identified above would welcome detailed programmes for the adjacent projects and the opportunity to discuss the above strategies with the appropriate stakeholders for an integrated solution</p>
	<u>Pedestrians</u>	
	TfNSW is concerned that impacts on pedestrian access and flows during construction have not been sufficiently considered in the CMP, CTMP or the Pedestrian Planning Report. Specific comments are provided in relation to each of these reports in Attachment 2.	Refer Issues 14-18 of Attachment 2
	While the CTMP identifies likely road closures and the planned redirection of pedestrians, it does not sufficiently consider how this will impact on pedestrians. For example, the closure of the eastern footpath of Carrington St during construction is identified in the CMP, but is not identified in the Pedestrian Planning Report.	Refer Issue 24 of Attachment 2
	Maintenance of accessible pathways for all pedestrians during construction will be essential and requires further consideration. Construction planning should as far as possible maintain wheelchair access that is currently available from George Street.	Refer Issue 53 of Attachment 2

	Emergency egress must be maintained during the construction phases. It is critical that construction methodologies assess and include evacuation and emergency egress capacity for Wynyard Station. Further consideration of emergency egress during the construction process is required, including clarification of anomalies in the relevant construction reports, for example the Fire and Life Safety Report identifies that the MetCentre is to be used as an emergency egress during construction and cross references Section 5.1 of the CMP. However, no such section is contained in the CMP.	Refer Issue 31 of Attachment 2
	Further consideration of pedestrian access is required in future planning and detailed design phases to ensure safe, convenient, legible, comfortable access is maintained for all pedestrians during construction.	Refer Issues 33-37 of Attachment 2
	<u>Impacts on Light Rail</u>	
	A number of construction management measures outlined in the CMP and CTMP for the proposed development will impact on the construction and delivery of the CBD Light Rail. This includes, but is not limited to the estimated number of construction vehicles, construction vehicle routes, location of construction zones and provision of hoarding structures.	Detailed information in regards to the CBD Light Rail programme and methodology was identified by TfNSW to be subject to development by the CBDLR contractors. BM have worked to minimise potential impacts through the strategies and methods outlined in the CMP. Refer Items 33-37 of Attachment 2
	The CMPs and CTMPs will need to be amended to minimise the impact on construction and delivery of the CBD Light Rail. Ongoing consultation with TfNSW and coordination with the Sydney Light Rail (SLR) project team will be essential to minimise potential impacts to the SLR delivery program.	The CMP and CTMP have considered the CBDLR and include measures aimed at minimising impacts on the delivery of the CBDLR. The provision of detailed information from TfNSW in regards to the methodology, deliveries and programme for the CBDLR programme and an opportunity to discuss these further would assist in minimising these impacts. As such it is intended to continue with dialogue with the CBDLR stakeholder group through the Project Delivery Agreement (PDA) process. Refer Items 33-37 of Attachment 2
	<u>Impacts on bus services</u>	
	The CMP does not satisfactorily address potential impacts on the operation of bus services from the adjacent bus zones on Carrington Street. Greater consideration of the potential impacts on buses should be provided, particularly given an increase in movement of larger vehicles associated with construction and road closures.	The One Carrington Street Construction Zones do not occupy any kerbside presently utilised for the delivery of bus services. This is similarly the case in the final configuration. Consideration to the number of heavy vehicle uses should also account for the movement of coaches and large delivery vehicles which attend to the hotel use at present. The removal of these shall provide a significant offset in the construction traffic, together with other strategies identified in the CMP and CTMP. The construction methodology and strategies have been discussed with TfNSW at workshops prior to the lodging of the Development Application. A more detailed dialogue between TfNSW and Brookfield Multiplex is proposed to ameliorate impacts associated with bus operations during construction. We would encourage this further dialogue.
	It is considered that the construction process may have implications for bus services which require ongoing liaison between TfNSW and the proponent. The proposed construction process needs to ensure impacts on bus services are minimised, in particular construction vehicle use of roads currently used by buses and construction work hours which coincide with the commuter peaks during which the most number of buses operate.	The project team would encourage discussion in greater detail with the key stakeholders in relation to the strategies and measures proposed in the CMP and CTMP for mitigating impacts on buses during construction. The use of diversified delivery paths and locations is a key strategy in managing working around commuter peaks.

	<p>The Wynyard Park precinct plays a critical role in the Sydney CBD bus network as a bus terminus and interchange location. It is very important that construction impacts from the project are minimised in this area, particularly given cumulative impacts of other activities such as CSELR construction.</p>	<p>The project team would welcome the opportunity to discuss the measures and strategies noted in the CMP, which seek to minimise impacts from construction, in greater detail with the key stakeholders.</p> <p>Refer Item 21 of Attachment 2</p>
	<p>Carrington Street has a large number of bus movements throughout the day and particularly during the AM and PM weekday peak periods that need to be carefully managed. The operation of construction vehicles during the commuter peak periods will adversely impact on the operation of the bus network. To this end, TfNSW proposes conditions of consent that prohibit construction traffic movements on Carrington Street between the week day peak periods of 7:00am to 9:30am and 4:00pm to 7:30pm and this condition will be managed the CBD Taskforce which is based at the Transport Management Centre (TMC) and responsible for the smooth operation of city centre transport 24/7. Any changes to this condition need to be approved by the CBD Taskforce.</p>	<p>A proposed restriction on the use of Carrington Street (and the primary Construction Zone) would have significant adverse affects on project delivery.</p> <p>In the AM, Carrington Street does not seem to experience significant traffic and the use of Carrington Street for construction access would not necessarily impact upon traffic flow in this area.</p> <p>In the PM we acknowledge that Carrington Street experiences a heavier usage. It should be noted that the kerbside area identified for the Construction Zone is not utilised as part of this PM peak by buses. Given this, and the 'natural' reduction in deliveries after 4pm we do not believe that reduction in use of these areas is justified.</p> <p>We would recommend that the establishment and use of Carrington Street be in accordance with the hours identified in the CMP and CTMP and monitored thereafter. We note that continuing dialogue with stakeholders is anticipated through the project to review.</p>
	<p>TfNSW requests further information from the proponent prior to the completion of the Preferred Project Report/Response to Submissions that explains how it is proposed to manage the use of the work zone in Carrington Street during the weekday off-peak and weekend periods. In particular, TfNSW requests the following details in relation to:</p>	
	<ul style="list-style-type: none"> management of construction vehicle use of the workzone. 	<p>The CTMP and CMP identify methods of management including:</p> <ul style="list-style-type: none"> - Scheduling of Deliveries - Diversifying deliveries such that other areas can be utilised in lieu - Communications between the site and delivery drivers - Traffic Control (using measures to manage and control the movement of heavy vehicles entering and exiting the Work Zone on Carrington Street, as per the traffic control plan in Appendix A of the CTMP) <p>Refer Item 19 of Attachment 2</p>
	<ul style="list-style-type: none"> proposed measures to prevent construction vehicles queuing in Carrington Street whilst other construction traffic occupies the workzone. 	<p>The CTMP and CMP propose methods of management including:</p> <ul style="list-style-type: none"> - Scheduling of Deliveries - Suitable 'Out-of-vicintiy' holding area - outside of the Wynyard Precinct - Communications between the site and delivery drivers (radio & mobile phone) allowing for vehicles to be 'called up' to the construction zone when space becomes available. <p>Refer Issue 19 of Attachment 2</p>
	<ul style="list-style-type: none"> proposed measures in the Construction Traffic Management Plan that will prevent any adverse impact on bus movements or obstruction of bus zones within the precinct. 	<p>Further to the measures outlined above, local traffic and buses will have priority on Carrington Street and traffic controllers are to provide assistance to construction vehicles once there is a suitable gap in traffic.</p>

	TfNSW also requests that the proponent agrees to suitable access arrangements with TfNSW during construction which allow construction vehicle movements and bus operations to occur within the Wynyard Park Precinct, prior to the issue of the Construction Certificate. An agreement should include but not be limited to, the following commitments from the proponent:	BPO agree that the development of suitable access arrangements which facilitate construction whilst seeking to minimise the impacts on the precinct would be encouraged.
	· attend monthly meetings with TfNSW to resolve public transport issues arising during construction.	Noted
	· share the construction program (including Traffic Management Plans and diversions) during the planning and delivery stages.	Noted
	· management of the workzone in Carrington Street.	Noted
	· restriction of construction vehicle movements along Carrington Street between weekday peak periods of 7.00am to 9.30am and 4.00pm to 7.30pm. TfNSW requests that this restriction be agreed between the CBD Taskforce and Brookfield prior to the issue of the Construction Certificate and monitored by the CBD Taskforce and any changes to the proposed restriction need to be approved by the CBD Taskforce based on the results of before (prior to construction) and after (during construction) traffic surveys undertaken for all vehicle movements along Carrington Street.	Refer Issue 19 of Attachment 2
	· provision of contact details of Brookfield and its contractor's representatives to attend to urgent issues.	Noted
	<u>Impacts on existing retailers</u>	
	The construction impacts on the existing retailers in the Wynyard Concourse and Met Centre are not adequately addressed. Several retail tenancies will be directly impacted by the construction. Further details need to be provided as to the extent of impacts on existing retail tenancies and whether they will continue to operate during the construction.	Refer Issue 9 of Attachment 2
	Further consideration of construction noise impacts on existing retail premises/workers is also required as detailed in the specific comments on the Acoustic Assessment and CMP reports provided at Attachment 2.	Refer Item 65 of Attachment 2
	<u>Impacts on Rail Services (utilities and infrastructure)</u>	
	All rail services potentially impacted by the works need to be identified and protected prior to commencement of works. Demolition methodologies have not yet been determined but should include baseline dilapidation surveys and monitoring regimes for noise and vibration, particularly when working over or in close proximity to the pedestrian tunnels. All Demolition Excavation and Construction methodologies should be provided to RailCorp for review and comment prior to commencement and for each phase as applicable. Sydney Trains should be consulted in regard to access requirements during the works.	Refer Issue 65 of Attachment 2
4.00	Rail Services	
	Item 10 of the Statement of Commitments 10 - Infrastructure and utility services, specified requirements for the identification of existing utility services, including Railcorp services. The EIS and supporting documents do not adequately identify the existing services or potential impacts on these services from the development.	Refer Issue 1 of Attachment 2 and specific responses provided in Attachment 2.
	The Utilities Services Report prepared by ARUP (Appendix H) identifies the Ausgrid substations in the basement of the Menzies Hotel are to be demolished and that these serve the Wynyard Concourse. Further details need to be provided on the impacts of decommissioning the substation and its impact on Wynyard Concourse. TfNSW, including Sydney Trains will need to review impacts on services.	Refer Issue 2 and 4 of Attachment 2.

	It is unclear whether the ARUP report identifies all the rail services. It is understood that there may be telecommunications cables and equipment contained in the ceiling cavities above the pedestrian network that should be identified and addressed. In addition, it is noted that the Rail LV supplies are under the control of Sydney Trains and not Railcorp as specified in the report. Power supply assumptions from RailCorp will also need to be validated.	Refer Issue 5 of Attachment 2.
5.00	Fire safety and security	
	Comprehensive comments have been provided on the Fire and Life Safety Report (Appendix X to the EIS) and are included at Attachment 2.	Refer to specific responses provided in Attachment 2 (Issue 95-104).
	Further information is required in relation to security and safety systems and how these are to be incorporated into the overall development. Adequate security systems/process and fire engineering services need to be properly integrated and incorporated into the development. Further ongoing consultation with TfNSW is necessary to ensure the applied security measures are effective and fully integrated.	Refer Issue 26 of Attachment 2
6.00	Specific Environmental Impacts	
	Further consideration or information is required in relation to the environmental impacts as outlined below.	
	<u>Heritage</u>	
	<p>Wynyard Station (excluding the modern retail areas) is listed as an item on the State Heritage Register under the NSW Heritage Act. The Station's functional layout and a number of remnant original features date from the early 1930s period of construction. Some original decorative elements which exist in parts of the ramped arcades connecting the station concourse with George Street do not appear to have been adequately addressed in the Heritage Impact Statement prepared by Godden Mackay Logan. Further physical analysis of certain areas associated with the station could potentially reveal additional early fabric that may have heritage significance. Details of the physical analysis undertaken for Wynyard Station in the preparation of the Heritage Impact Statement are required, in order to determine whether further analysis is required.</p>	<p>Wynyard Station is listed on the RailCorp (Sydney Trains) Section 170 Heritage and Conservation Register as an item of local significance. The station itself is not listed on the State Heritage Register. Elements of the station that are part of Transport (Railway) House, York Street, are listed on the State Heritage Register (listing no. 01271)—but this is part of the Transport House listing, not Wynyard Station, and is also outside the site boundary for the proposed One Carrington Street development. Early/original fabric of Wynyard Station remains within the station concourse and platforms. Parts of the Wynyard Station cafeteria's decorative ceiling remain within a shop on the station concourse and parts of the station's original tiling also remain in the sections of the station below Railway House. This fabric is located in areas of the station that are outside the site boundary of the proposed One Carrington Street development.</p> <p>In preparing the Heritage Impact Statement (HIS) for One Carrington Street, GML carried out historical research using primary sources to determine the development history of the station and arcades and conducted a visual inspection of the publicly accessible areas of the Wynyard Station arcades, including the Hunter Connection arcade.</p> <p>The historical research suggested that the arcades, including the Hunter Connection arcade, were refurbished extensively in the 1960s, when the Menzies Arcade and Menzies Hotel were constructed. Our research was not able to confirm whether the Wynyard Station arcades, other than the Hunter Connection arcade, were constructed at the same time as the station.</p> <p>GML's site inspection and historical research for the HIS suggest that the current fit-out of the Hunter Connection arcade, including aluminium-framed shopfronts, orange and brown mosaic tiled sections dividing the shopfronts, and orange and cream terrazzo flooring, laid in diagonal stripes, date from the 1960s (see attached Image 1). There is a remnant original (1930s) balustrade on either side of the stairs from the station concourse down to the Hunter Connection arcade (see attached Image 2), but no other early/original fabric was visually evident.</p> <p>The current shop fit-outs and floor and ceiling finishes of the Wynyard Station arcades appear to date from later than the 1960s. Historical images from 1962 (titled 'New Wynyard Station Arcade'), 1964 and 1968, indicate that the shopfronts at that time were similar to those that remain in the Hunter Connection arcade—aluminium-framed with mosaic tile sections dividing each shopfront, and the floors of the arcades laid in stripes of some unidentified material (most likely terrazzo, as per the Hunter Connection arcade). The current fit-out of the Wynyard Station arcades of brown floor tiles, marble tiled walls and metal and timber-framed shopfronts, appears to date from a later, potentially 1980s, fit-out (see attached Image 3), and match those in the Menzies Arcade above the station. No early/original fabric was visually evident.</p> <p>We have not noted any evidence of 1930s fabric in the arcades, apart from the balustrades on either side of the stairs to the Hunter Connection arcade. However, it is possible that original or early fabric remains behind more recent fit-outs in the Hunter Connection arcade, and potentially the Wynyard Station arcades. If this fabric exists, it would be likely to have heritage significance at the local level (as per Wynyard Station itself), as evidence of the original fabric of Wynyard Station. If this fabric does exist, it should be photographically recorded prior to demolition.</p>

	<u>Noise</u>	
	Noise impact associated with construction and ongoing operation of the development has been assessed in the Acoustic Assessment, CMP and other documents appended to the EIS. Specific comments on each of the reports are provided on Attachment 2.	Refer to specific responses provided in Attachment 2.
	The acoustic assessment and related report have not adequately addressed the potential for noise impacts of One Carrington, CBD Light Rail and Wynyard Station Upgrade to have cumulative impact on public during construction. Noise affected levels are expected to be exceeded for most activities for the duration of the project. This has potential to have increased cumulative noise impacts when considered together with the CBD Light Rail and Wynyard Station Upgrade projects.	Refer Issue 63 of Attachment 2
	The need for the provision of further noise shielding for pedestrians requires consideration given the anticipated noise exposure (90dBA) in order to minimise impacts on public transport patterns.	Refer Issue 40 and 64 of Attachment 2
	<u>Overshadowing</u>	
	Comprehensive shadow diagrams and modelling is included with the SSD application, however the location of the glass dome is not clearly identified to enable an assessment of potential loss of light penetration into Wynyard Station as a result of the building.	Refer Issue 68 of Attachment 2.
	<u>Stormwater Management</u>	
	The Stormwater Management Plan prepared by Robert Bird Group (Appendix J) outlines measures to reduce reliance on potable water supply, reuse stormwater and groundwater and reduction of runoff volumes. It does not address the management or treatment of stormwater or groundwater during demolition, excavation or construction works. It is noted that some information on groundwater management is included in the CMP, but not stormwater management.	Refer Issue 11 of Attachment 2.
7.00	Errors, Misdescription and Anomalies	
	A coordinated review of the Environmental Assessment Report, EIS and appendices, revealed some errors, inconsistencies and misdescriptions in the documentation. These are detailed in Attachment 2. TfNSW requires that all errors and misdescriptions are rectified in the final documentation submitted with the Response to Submission/Preferred Project Reports.	Where appropriate, any errors, inconsistencies and misdescriptions have been addressed and/or clarified in responses provided in Attachment 2.