

Consistency with the Concept Plan (Mod 2) Statement of Commitments

Subject	Commitment	Timing	Comment
1. Public Benefit	a. Thakral will construct a new through site link between George Street and Carrington Street and associated public infrastructure works to an equivalent value of \$20,000,000 as identified in the letter to the Department of Planning included at Appendix C of the PPR prepared by JBA dated March 2011. b. The proponent will enter into a Project Delivery Agreement with Transport for NSW, relating to the delivery of public infrastructure works on land generally west of Carrington Street.	To be demonstrated with the relevant Project Application. To be demonstrated prior to a determination of an application for physical works on land generally east of Carrington Street.	The proposed development provides a new through site link between George Street and Carrington Street and associated public infrastructure works as detailed in Section 4.23 of the EIS. The proponent is in the process of entering into the Project Delivery Agreement with Transport for NSW.
2. Design – Concourse areas	a. The detailed design of the development east of Carrington Street is to provide a provisional minimum total combined pedestrian exit to the east via George Street and the Hunter Connection of 20 metres (including the 4 metre width of the Hunter Connection) and unimpeded flow to the street. The detailed design of the eastern exit is to demonstrate that the unimpeded combined exit width to the east is via the most convenient route from the concourse to street level, and must not be impeded by obstructions to pedestrian movement. b. Thakral will undertake further detailed pedestrian demand modelling to confirm that the 20 metre provisional total combined width of pedestrian exit to George Street (including the 4 metre width of the Hunter Connection) is the appropriate requirement to ensure the necessary exit widths to meet pedestrian demand to 2060, and to test the performance of proposed access ways and vertical transport (escalators, stairs, lifts etc) as part of the resolution of the detailed design of the eastern concourse. Thakral commits to ensuring that the design of the eastern access way accords with Transport NSW functional specification requirements. c. Thakral will undertake further ongoing consultation and agreement with Transport NSW in relation to resolution of the detailed design of the eastern concourse, and will ensure that the eastern concourse design will allow for full and seamless integration with the future Wynyard Station concourse designs west of Carrington Street. d. The future Project Application(s) relating to the detailed design of the eastern access ways will include detailed information on proposed materials, fixtures and finishes. Proposed materials, surfaces, lighting etc to be used in the public station accessways will be coordinated with Transport NSW and where necessary, the City of Sydney Council, to ensure that the Wynyard Precinct reads as a totality. e. The future Project Application for the development of CityOne Wynyard will be required to demonstrate the manner in which the detailed design satisfies the design criteria included at Appendix G of the PPR.	To be demonstrated with any relevant Project Application relating to works east of Carrington Street. To be demonstrated with any relevant Project Application relating to works east of Carrington Street To be demonstrated with any relevant Project Application relating to works east of Carrington Street To be demonstrated as part of the Project Delivery Agreement. To be demonstrated with any relevant Project Application relating to works east of Carrington Street.	The required 20m pedestrian width has been provided. The design provides the most convenient route from concourse to street level. Pedestrian Modelling at Appendix X demonstrates that the proposed widths are appropriate to meet pedestrian demand modelling to 2060. The design of the eastern concourse has been prepared in consultation with Transport for NSW to allow for integration of future Wynyard Station concourse designs. The detailed information relating to the proposed materials is provided at Appendix A. A physical materials sample board has also been submitted under separate cover. The proposed development satisfies all the design criteria (see Appendix K).

Subject	Commitment	Timing	Comment
	f. The detailed design of the development is to accommodate the existing pedestrian connections to the Hunter Connection and the Met Centre as shown on the Concept Plan Drawings. This requirement relates to the final location of the connections. During the demolition and construction stages of the project, these connections may be temporarily closed or altered in accordance with any Demolition or Construction Management Plan prepared in relation to items 11 and 12 of this Statement of Commitments. If any temporary closure (or partial closure) of the Hunter Connection or Met Centre connection is necessary, the period of temporary closure will be minimised as much as is practicably possible. g. A consistent quality in design is to be achieved for retail premises outside the paid area of Wynyard Station. The detailed design of the location and configuration of retail premises is to be resolved as part of any project application relating to the detailed design of the non-paid concourse areas. h. A signage strategy will be prepared for the development to the satisfaction of Transport NSW and consistent with Transport NSW's Interchange Guidelines.	To be demonstrated with any relevant Project Application relating to works east of Carrington Street To be demonstrated with any Project Application relating to the design of the new station concourse (unpaid areas) To be submitted with any Project Application for the concourse.	The proposed design accommodates the Hunter Connection. The Met Centre connection forms part of the Stage 2 site. N/A to Stage 1. A Signage Strategy forms part of Appendix A.
3. Design – Commercial building	a. The detailed design of the commercial building lobby is to further consider the impact of the floor space in relation to both the volume of the transit hall space and the spatial experience as pedestrians move through the space between George and Carrington Street. Options for reducing and reconfiguring the foyer floor space are to be fully explored in accordance with the principles identified in the PPR prepared by JBA dated March 2011 as part of the resolution of the design of the commercial tower. The final detailed proposal submitted for the commercial foyer space is to demonstrate that the floor space does not detract from the sense of grandeur of the space, and does not obstruct sightlines for pedestrians moving through the space to the street.	To be demonstrated with any relevant Project Application relating to works east of Carrington Street	The detailed design of the commercial building lobby relocated it out of the Transit Hall and on to Carrington Street to ensure a grand civic space is provided.
	b. The detailed design of the building elevation on Carrington Street is to test a range of architectural treatments for the facade, in particular a range of fenestration options between RL 56 and RL 63m. The detailed design of the building facade is to clearly differentiate the facade treatment of the podium and tower elements. The facade treatments and materials will be detailed in the Project Application for the building.	To be demonstrated with any relevant Project Application relating to works east of Carrington Street	Different façade treatments within the same architectural language have been applied to the podium and tower elements. The treatments are shown in Appendix A .
	c. A further Accessibility Strategy is to be prepared outlining the measures that will be adopted in the detailed design to ensure that at completion, the development provides adequate access for people with disabilities in accordance with the Concept Access Review prepared by Morris Goding Accessibility Consulting. Accessibility during demolition and construction works is to be separately addressed in the Demolition and Construction Management Plans required at items 11 and 12 of this Statement of Commitments.	To be demonstrated with any relevant Project Application relating to works east of Carrington Street	An Accessibility Review is included at Appendix EE . The Review demonstrates that the development will provide adequate access for people with disabilities. The Construction Management Plan at Appendix V addresses the need to provide appropriate disabled access during construction.
	d. The future Project Application for the development of CityOne Wynyard will be required to demonstrate the manner in which the detailed design satisfies the design criteria included at Appendix G of the PPR.	To be demonstrated with any relevant Project Application relating to works east of Carrington Street.	The proposed development satisfies all the design criteria (see Appendix K).
	a. The detailed design of any public domain works proposed to either Carrington Street, or to Wynyard Park, will be subject to further consultation with public transport authorities and City of Sydney	To be demonstrated with any relevant Project Application relating to works	Initial consultation has commenced in relation to the public domain and a Public Domain Plan is

Subject	Commitment	Timing	Comment
4. Design – Public domain	Council. Future Project Application(s) will demonstrate, where applicable, appropriate pedestrian / bus user integration with the existing Carrington Street bus interchange.	within the Carrington Street road reservation or Wynyard Park	included at Appendix R . The final design of the public domain will be undertaken in consultation with the relevant stakeholders.
	b. The detailed design of the public domain east of Carrington Street is to be generally in accordance with the Public Domain Plan prepared by Hassell included at Appendix B. c. A detailed public domain plan illustrating all works proposed to be carried out is to be submitted with each relevant application. d. The detailed public domain plan(s) are to be prepared in consultation with City of Sydney Council to ensure that there is an appropriate level of integration in terms of design and standard of finishes between the development and other public domain spaces immediately adjoining the site that are the responsibility of the Council.	To be demonstrated with any relevant Project Application To be demonstrated with any relevant Project Application To be demonstrated with any relevant Project Application	The proposed public domain within Stage 1 is generally in accordance with the Public Domain Plan prepared by Hassell. See Appendix F. See above.
	e. The design of any proposed future station entrances within Wynyard Park is to be undertaken in accordance with the following design principles : - Improve the amenity of the Park by removing the dome structure and minimising any above ground intrusions into the Park. - Provide a clearly legible east west pedestrian connection between York and Carrington Streets to improve access to Wynyard Station. - Enhance the quality of the public domain, improve the amenity for park uses and minimise the extent of hard landscaped areas. - Design the public domain for passive uses. - Incorporate sustainability and water sensitive urban design measures and water elements where appropriate - Provide clear north-south and east-west views and visual connections through the Park. - Provide opportunities for light and natural ventilation into Wynyard Station to improve the amenity of commuters. - Ensure that the public domain is designed with regard to the heritage values of the park. - Use materials and public domain treatments sympathetic to the heritage status of the Park. - Minimise the impacts of any new station entrance(s) on existing trees and vegetation. - Provide way finding and directional signage. - Ensure that the public domain is designed with regard crime prevention through environmental design.	To be demonstrated with any relevant Project Application relating to works within Wynyard Park	N/A
5. Heritage – new built form	a. The design of the new building will maintain the clear distinction between the new building form and the adjacent heritage items through articulation and where appropriate lightness and transparency where it adjoins the more solid masonry forms of the adjacent heritage items.	To be demonstrated / submitted with any Project Application relating to the detailed design of the new commercial tower / extension and refurbishment of Shell House	The detailed design of the podium facades maintains a clear distinction between the new building form and the adjacent heritage items.

Subject	Commitment	Timing	Comment
	b. Further heritage assessment will be undertaken to support the detailed design of the future built form, including materials and finishes and facade design.	To be demonstrated with any relevant Project Application	See Appendix T .
	c. Further detailed studies on heritage items within Wynyard Station will be undertaken to assist in the design of these aspects and will need to identify original (1932) structure and finishes.	To be demonstrated with any relevant Project Application	N/A
6. Heritage – Former Shell House	a. The roof top addition will be designed to be distinguished as an addition to assist in the interpretation and evolution of the building form.	To be demonstrated / submitted with any Project Application relating to Shell House	The roof top addition can be easily read as an addition.
	b. The roof addition will appear as a light framed structure.	To be demonstrated / submitted with any Project Application relating to Shell House	The roof addition is a light framed glass structure.
	c. Further research will be undertaken into the conservation of the glazed terra cotta facing material of the west, north and part east facades and the clock tower.	To be demonstrated / submitted with any Project Application relating to Shell House	The clock tower facades are being retained.
	d. The detailed design will address deterioration of some internal structural elements of the Clock Tower: e.g. spalling concrete.	To be demonstrated / submitted with any Project Application relating to Shell House	See Appendix T .
	e. Archival recording will be undertaken of the former Shell House in accordance with the guidelines published by the Heritage Branch of the NSW Department of Planning.	Archival record will be carried out prior to commencement of internal demolition and construction, during the construction process and on completion.	Noted.
	f. Heritage interpretation of the history of the site will be incorporated into the detailed design.	To be demonstrated / submitted with any Project Application relating to Shell House.	See Appendix T .
7. Wynyard Lane	a. <Deleted>	<Deleted>	N/A
	b. The detailed design of any public domain works proposed in relation to the closure of Wynyard Lane, will be subject to further ongoing consultation with Transport NSW and City of Sydney Council and will be documented in the detailed Project Application relating to construction of the eastern concourse.	To be demonstrated with any Project Application relating to works east of Carrington Street.	N/A
8. RailCorp Infrastructure and Services	a. The future Project Application(s) will include a detailed assessment of any potential impacts to RailCorp infrastructure and mitigation and management measures, including relocation of infrastructure and services (if required). As part of the preparation of the detailed assessment and mitigation and management measures, Thakral will consult with RailCorp.	To be demonstrated with any relevant Project Application relating to works east of Carrington Street	See Appendix Q .
9. Crime and Public Safety	a. Thakral will be responsible for the operational management of the Thakral owned and leased areas of the non-paid concourse of Wynyard Station.	To be demonstrated as part of any relevant Project Application	Noted.

Subject	Commitment	Timing	Comment
	b. All elements of the future development east of Carrington Street are to be designed in accordance with the principles of Crime Prevention Through Environmental Design c. A Crime and Public Safety Management Plan for the non-paid concourse areas owned and leased by the proponent is to be developed in consultation with Sydney Trains and is to provide details with respect to operational management by trained staff and security personnel, regular patrolling of the leased areas, and installation of CCTV to provide a higher level of security and safety for the area.	To be demonstrated as part of any relevant Project Application To be demonstrated with a letter of support from Sydney Trains to the certifying authority prior to the issue of a Construction Certificate for the non-paid concourse areas.	See Appendix AA. Noted.
10. Infrastructure and utility services	a. A detailed survey of existing utility services impacting on the site is to be undertaken. The survey is to identify the type, extent and location of existing utility services including power, gas, water, sewer, stormwater and communications. b. The detailed design of the proposed development is to identify the required capacity and intended location of new infrastructure services required by the development. Identification of site utility services requirements is to occur in consultation with all relevant authorities, including but not limited to Energy Australia, RailCorp and Telstra. c. Further investigation of the existing Railcorp substations beneath Wynyard Park (Upper concourse level 2) and on Basement Level 1, and their connecting high voltage cables is to be undertaken if (at the next stage of design development) it is determined that major works are likely to occur in these areas.	To be submitted with the first Project Application To be submitted with any relevant Project Application Details to be submitted with any Project Application proposing the carrying out of works beneath Wynyard Park that impacts this infrastructure	See Appendix H. See Appendix H. N/A
11. Water management	a. Stormwater drainage from roof and terrace areas is to be sized to cater for a 1:100 year ARI storm frequency event and connected to a rainwater re-use tank. b. The potential for reuse of rainwater using a suitable filtration method for water closet and flushing and landscape irrigation is to be explored during the detailed design stage. c. The City of Sydney Council is to be consulted during the preparation of the Stormwater Management Plan.	To be submitted with any relevant Project Application To be submitted with any relevant Project Application To be submitted with any relevant Project Application	The stormwater system has been designed to cater for a 1:100 year storm. A rainwater reuse tank is proposed. See Appendix J.
12. Traffic, Parking and Servicing	a. A detailed Traffic and Parking Report will be submitted with the future Project Application in the Wynyard Park precinct, including along George Street and Carrington Street. b. The Traffic and Parking Report will address impacts on traffic flows, road closures, provision of taxi ranks, bicycle parking travel demand management, CBD Light rail extension and impacts on proposed metro corridor.	To be demonstrated with any relevant Project Application for works east of Carrington Street To be demonstrated with any relevant Project Application for works east of Carrington Street	See Appendix S. See Appendix S.

Subject	Commitment	Timing	Comment
	c. <Deleted>		N/A
	d. Vehicular egress from the car park to Cumberland Street will only be available until such time as Transport NSW terminates Thakral's existing lease over the former tram tunnels. At this time, vehicles will exit the development onto Margaret Street	Proponent, ongoing	Noted
	e. <Deleted>		N/A
	f. All onsite parking areas are to conform to the requirements of AS2890.1:2004.	To be demonstrated with any relevant Project Application for works east of Carrington Street	See Appendix S .
	g. All service / delivery areas are to conform to the requirements of AS2890.1:2002 subject to driveways complying with City of Sydney DCP 1996.	To be demonstrated with any relevant Project Application for works east of Carrington Street	See Appendix S .
13. Geotech	a. A detailed geotechnical investigation is to be carried out to inform the detailed design of the proposed development. b. A monitoring regime will be required for continuous monitoring of movements during excavation. Regular inspection of adjacent buildings will be required during excavation to identify any minor structural damage to be repaired as required. Arrangements for ongoing approval and monitoring of rail infrastructure will be agreed with RailCorp. c. All geotechnical investigations and subsequent specification and programming of shoring and excavation will be carried out in co-operation with RailCorp, State Transit, RTA and Sydney City Council.	Detailed investigations to be staged in accordance with the staging of demolition and bulk excavation works and prior to the commencement of construction works for the relevant stage	Noted
14. Noise, Vibration & Electrolysis	a. Building facade treatment is to ensure compliance with internal noise levels recommended in Australian Standard AS2107. b. Mechanical services equipment must not, either singularly or in total, emit noise levels which exceed the noise limits in DECC's Industrial Noise Policy and / or the City of Sydney Council DCP. c. All demolition and construction work on site will comply with the noise level and operating time schedule in the City of Sydney 'Code of Practice – Construction Hours/Noise 1992'. Details of the specific noise control measures to be adopted to ensure compliance with the Code of Practice are to be provided with the Construction Management Plan referred to at Item 13. d. The detailed design of the development is to take into consideration electrolysis from rail operations.	To be demonstrated / submitted with any relevant Project Application	See Appendix P. See Appendix P. See Appendix P. See Appendix Z.
15. Demolition	a. A Demolition Management Plan is to be prepared detailing the proposed staging and methodology of demolition works and demonstrating the manner in which the safe operation of the station and its accesses will be maintained. b. The Demolition Management Plan is to identify plans of any temporary or permanent shoring, underpinning and / or retaining walls around the site.	To be submitted with any Project Application that includes demolition To be included in the Demolition Management Plan	See Construction Management Plan and Staging Drawings at Appendix V .

Subject	Commitment	Timing	Comment
	c. The proposed demolition methods and sequencing are to be reviewed by RailCorp, State Transit, and RTA prior to demolition commencing. d. Future Project Application(s) will demonstrate an appropriate demolition and construction management methodology to ensure appropriate impacts on existing bus operations and pedestrian safety and amenity.	To be demonstrated with the relevant Project Application To be demonstrated with the relevant Project Application	
16. Construction	a. A Construction Management Plan is to be submitted as part of any future development on the site. The Construction Management Plan is to be prepared taking into consideration the likely timing of construction of Barangaroo, particularly in relation to potential cumulative traffic impacts. In this regard consultation is to be undertaken with the Barangaroo Development Authority and City of Sydney Council. b. The Construction Management Plan will be prepared in consultation with Transport NSW and City of Sydney Council and will include details: ■ in relation to scheduling and staging of demolition and construction works; ■ on how access between George Street and Wynyard Station will be maintained; ■ on the pedestrian access arrangements during construction works including the appropriate staging, methodology and management requirements to ensure that access to relevant adjoining development is maintained during construction; and ■ noise and dust management measures. c. The Construction Management Plan will take into account Wynyard Park's use as an evacuation point for the tenants of 60 Margaret Street. d. A detailed Construction Traffic Management Plan will be submitted as part of any future development on the site.	To be submitted with any relevant Project Application To be submitted with any relevant Project Application To be submitted with any relevant Project Application To be submitted with any relevant Project Application	See Appendix V. N/A See Appendix W.
17. ESD	a. The detailed design of the commercial office component of the development is to achieve a minimum 5 Green Star rating. b. The potential for delivery of a central plant for the office component of the development is to be considered at the detailed design stage. c. <Deleted> d. The detailed design of the non-commercial office components of the development is to implement the guiding principles of Green Star to the greatest extent reasonably practical.	To be demonstrated / submitted with any Project Application relating to the design of the commercial tower To be demonstrated with any Project Application relating to the design of the station concourse	The proposed development will achieve a 5 Green Star rating. See Appendix L. Noted. See Appendix L.

Subject	Commitment	Timing	Comment
18. Wind	a. A detailed wind tunnel model will be prepared demonstrating that the detailed design of the development will maintain wind flows in adjacent streets, Wynyard Park and Station entries at an acceptable criterion for walking comfort. The study will demonstrate that Council's DCP standards relating to wind will be met.	To be submitted with any Project Application relating to the commercial tower	The development will achieve an acceptable criterion for walking comfort (see Appendix M).
19. Fire & Life Safety	a. A comprehensive and detailed Fire & Life Safety Report is to be prepared for the unpaid concourse and retail area and tower building east of Carrington Street demonstrating that at completion, the detailed design of the proposed development will comply with current industry standards as specified by the Building Code of Australia. The comprehensive Fire and Life Safety report will provide further analysis of fire and life safety issues, consider the relevant requirements of emergence egress / access within the wider Wynyard Station precinct, and address an integrated fire and life safety system as relevant. The detailed Fire & Life Safety Report is to demonstrate specific measures for implementation of the preliminary: * Emergency Egress Strategy; * Smoke Hazard Management Strategy; and * Fire Resistance Strategy	To be submitted with any Project Application relating to the design of the station concourse east of Carrington Street	See Appendix X .
20. Structure	a. The structural design of the development is to comply with the most current version of the following Codes of Practices: * AS1170.0/2002 Structural design actions; * AS1170.1/2002 Permanent imposed & other actions * AS1170.2/2002 Wind actions * AS1170.4/2007 Earthquake loads * AS3600/2001 Concrete structures * AS 4100/1998 Steel structures * AS3700/2001 Masonry structures * AS4678/2002 Earth retaining structures b. The condition of existing structures to be kept is to be inspected to establish the extent to which items require repair, replacement or modification. c. The fire resistance levels of all structural elements shall comply with the relevant requirements of the BCA code or the requirements of a suitably qualified Fire Engineering Consultant where this supersedes the BCA. d. A structural engineering report will be prepared to consider any potential impact of demolition or construction activities on the Metcentre.	To be demonstrated with any relevant Project Application	See Appendix Y .
21. Dilapidation survey	a. A dilapidation inspection of all properties and infrastructure services adjoining the development on land east of Carrington Street will be carried out to establish the extent of any existing damage and enable any deterioration during construction to be readily identified. b. A copy of the dilapidation inspection is to be provided to the Director General of the Department of Planning	To be submitted to the Director General of the Department of Planning prior to the commencement of any demolition works	Noted.

Subject	Commitment	Timing	Comment
22. Hazardous Materials Survey	a. A Hazardous Materials Survey is to be prepared for existing building structures.	To be submitted with any Project Application proposing demolition works	See Appendix BB .
23. Contamination	a. If impacted fill is identified during excavation, a plan and procedures should be prepared to manage the assessment and disposal of any surplus material.	During construction.	Noted.
24. Overshadowing	a. Future Project Application(s) will verify that the overshadowing impacts of the detailed design of the future building are within the shadow impacts assessed as part of the Concept Plan and that there is absolutely no overshadowing of the heritage listed GPO facade or steps in Martin Place.	To be submitted with the Project Application relating to the commercial tower.	See Appendix O .
25. Archaeology	a. Further detail with respect to the potential archaeological impacts of the proposed works and identification of any recommended mitigation measures will be included in the future Project Application(s) that will identify the extent of excavation / subsurface works.	To be submitted with any relevant Project Application.	See Appendix FF .
26. Further Assessment	a. Future Project Application(s) will be accompanied by the following relevant studies: ■ Heritage Impact Statement; ■ Construction Management Plan; ■ Acoustic Assessment; ■ Electrolysis Impact Assessment; ■ Dilapidation Survey; ■ Geotechnical Assessment; and ■ Structural Engineering Assessment.	To be submitted with any relevant Project Application.	See: Appendix T Appendix V Appendix P Appendix Z Appendix V Appendix CC Appendix Y