

Issue No	Categorisation of Issues	Reference	Section	Page/ Figure /Table	Type of comments	TfNSW Comments/Query	Brookfield Response	Draft Condition
1	RailCorp services	EIS	4.10	47	Request for furthur information	Confirmation needs to be provided that the demolition of the building will not adversely impact on other services in the precinct.	BPO have undertaken extensive due diligence investigations to date in order to mitigate and minimise future impacts on services. Investigations include DBYD, Utility enquiries and site services surveys. Copies of all Due Diligence reports have been provided to TfNSW noting that BPO have previously requested TfNSW provide copies of all relevant 'as-built' documentation pertaining to the site and precinct to assist in our assessment of impacts. BPO will continue to communicate with TfNSW through established protocols and procedures to be agreed in the PDA.	1 - 4
2	RailCorp services	EIS	3.9	27	Request for furthur information	No discussion is made in relation to RailCorp services and what (if any) services are impacted by the redevelopment of the site. Further details need to be provided by the applicant on the existing substations on site that will be demolished and what these serve. (We believe one may serve the RailCorp retail under the dome? – requires confirmation)	Refer Issue 1 above.  The Electrical Site Survey Report prepared by Star Group and issued to TfNSW identifies the power supply to the retail switchroom on the north boundary being fed from the Menzies sub-stations. In discussions with TfNSW a new feed to this switchroom is to be investigated as part of the Wynyard Station Upgrade works. The substation decommissioning process will include arranging alternative power supplies to services that will be retained or redirected in order to ensure business continuity.	1 - 4
3	RailCorp services	EIS		42	Request for furthur information	The Robert Bird Group review does not talk about the impact on any existing services that need to be addressed as part of the development.	Refer Issue 1 above.  With regard to stormwater impacts and civil works the proposed treatment of the open section of Wynyard Lane does not include significant lowering of road levels and therefore it is not anticipated that services will need to be diverted, however, this will be confirmed during the detailed design stage. Inspection of DBYD records has confirmed the presence of underground services in that area (including gas, drainage, potable water, electricity and telecommunications). Further investigation is required by pot hole to determine the location and depth of these services. In the enclosed section of Wynyard Lane, all existing services will be accommodated in space that has been provided below the road surface.  Existing rail services known to date are identified in reports provided to TfNSW. A construction methodology will be developed as part of the PDA to mitigate the impact on these services during the works.	1 - 4
4	RailCorp services	Statement of Committments			Request for additional information	The applicant notes that the issues in relation to Statement of Commitments 10 is addressed in appendix H. The report in appendix H identifies the Ausgird substations in the basement of the Menzies Hotel are to be demolished and that these - amongst other things - serve the Wynyard Concourse. Further details need to be provided on the impacts of decommissioning the substation and its impact on Wynyard Concourse. Also, Sydney Trains/TfNSW need to review impacts on services as detailed in s, 2.1.2 of Appendix H.	Refer Issue 2 above.	1 - 4
5	RailCorp services	Appendix H - Utilities Services Report (Arup - March 2014)			Comment/Suggestion	Rail LV supplies should be with Sydney Trains Stations Group not RailCorp. It is not certain if all rail services are identified. Also, 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.	Refer Issue 1 above.  BPO note that TfNSW are the lead coordinating agency for all discussions.  Detailed boundary services surveys and all known Rail services have been identified and provided to TfNSW. Exact positions of existing services through ceiling cavities to be further investigated prior to any proposed modifications.  Further to the above BPO request layouts and details of the Rail LV supplies and telecommunications cables which Sydney Trains Station Group have running in these areas for discussions on relocations and works during project phasing.	1 - 4
6	RailCorp Services	Appendix V - CMP (Brookfield Multiplex Constructions Pty Limited - 100314)			Comment/Suggestion	All rail services potentially impacted by the works need to be identified and protected prior to commencement of works. Under the Heritage section, mention is made of Lang Park which is well outside the zone of influence but also it does not mention that Wynyard Park was demolished in the early 1930's and rebuilt over the top of Wynyard Station. Demolition methodologies have not yet been determined but should include baseline dilapidation surveys (in consultation with infrastructure owner) 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 as it is proposed to close off Wynyard Lane and other access roads. Tower Crane details should be provided for review, including foundations. The CMP provides a basis for addressing works and monitoring regimes and the details when available need to be distributed to relevant stakeholders for input and comment.	Per discussions with TfNSW, the overall strategy for One Carrington Street is to provide independent services from the station, with no 'legacy' crossovers of services etc. As such it is intended that all non essential 'rail' services are removed from the eastern accesses.  Dilapidation surveys are identified as being undertaken prior to construction as outlined in Page 27 of the CMP (Appendix V). Noise and vibration monitoring is to be undertaken as outlined in Page 31 & 32 of the CMP.  The PDA shall be developed to outline construction methodology review processes, including access, crantage etc.	1 - 4
7	RailCorp services	Utilities Service Report		4	Comment/Suggestion	Power supply assumptions from RailCorp will have to be validated.	The identified RailCorp LV services are based on site investigations rather than assumptions.  No 'rail' areas are intended to be provisioned with power from the new substations. Discussions with TfNSW were that the existing station power supply and associated Wynyard Station Upgrade works would serve all rail areas.  TfNSW to advise on status.	1 - 4
8	Construction	EIS	4.7		Request for further review	Further reviews of impacts from rail on noise and vibration required. Also, impact on the rail infrastructure from demolition and construction activities.	TfNSW to identify and provide access to the relevant station infrastructures in order to measure baseline vibration levels and assess potential impacts from the proposed works. Noise and vibration in relation to the proposed development has been reviewed in-principle and determined not critical for the proposed commercial development. Noise and vibration monitoring can however be concurrently undertaken with the above baseline monitoring to confirm findings.	1 - 4
9	Construction	EIS		50	Request for furthur information	Further details need to be provided on the impacts of the project on the existing retailers in the Wynyard Concourse and Met Centre.	Attachment 2 of the CMP (Appendix V) clearly identifies the impacts associated with each construction phase and identifies when retail is to cease etc and this methodology will be further developed as part of the PDA.  The Met Centre will continue to operate throughout construction of the development.  TfNSW to identify specific issues with respect to the information provided.	2
10	Construction	Appendix CC - Geotech (Douglas Partners - 100114)			Comment/Suggestion	Up to 10 metres of excavation to be carried out and the report provides the basis for setting of parameters for design and construction methodologies. It will be important for the Geotech input to be followed up as it will set many of the parameters for design criteria and excavation/construction methodologies.	Noted. BM shall work closely with the Geotechnical Engineer to ensure appropriate monitoring and methodologies are utilised.	1b

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11	Construction	Appendix J - SWMP (Robert Bird Group - 120314)			Comment/Suggestion	The stormwater management strategy for the site consists of measures to reduce reliance on potable water supply, reuse of stormwater and groundwater and reduction of runoff volumes to public drains whilst also improving safety and amenity for users of the roads around the site. It does not deal with treatment of stormwater or groundwater during demolition, excavation or construction works.	<p>Stormwater shall be managed utilising the principles of "Managing Urban Stormwater - Soils and Construction"(<i>"The Blue Book"</i> - Landcom).</p> <p>Specific measures and plans shall be developed prior to construction and reflected in updated Contruction Management Plan and Environmental Management Plan as appropriate.</p> <p>Standard control measures including use of sediment fences, filters around drainage pits and settlement tanks will be employed to ensure that sediment is reduced to acceptable levels prior to discharging stormwater to the drainage systems. Shaker grids and/or wash down areas will be used to remove dirt from truck wheels which would otherwise be deposited on public roads.</p>	5
12	Construction	Appendix Y - Structural Engineering Letter (Certification by Robert Bird Group -130314)			Comment/Suggestion	Certification of structural aspects of the design and feasibility of Construction and Demolition works mitigating impact on rail infrastructure.	<p>All structural aspects of the works shall be certified for use and inherently designed to mitigate impacts upon Rail Infrastructure.</p> <p>This shall include the following: Building Isolation Temporary Structures Retained Structures including associated temporary works New Structures and new structural works for the permanent built works.</p> <p>Demolition and construction methodologies shall be developed in line with the above and to mitigate the impact upon Rail Infrastructure</p> <p>Demolition works shall be undertaken in accordance with the following requirements: - AS2601-2001 - The demolition of structures - Demolition Work - Code of Practice (Nov 2013 - Safe Work Australia)</p>	6
13	Construction	Pedestrian Planning Report			Comment/Suggestion	Construction methodologies must assess and include evacuation and emergency egress capacity for Wynyard station.	<p>Noted. All construction methodologies developed have considered evacuation and emergency egress provisions. These are outlined in the CMP (Appendix V) and are consistent with representations made through presentations to TfNSW (as lead agency) prior to submission of the Development Application.</p> <p>Interface Meeting of 17 July 2014 - BPO/BM queried any concerns with the previously presented Pedestrian and Emergency Access provisions outlined in the CMP. TfNSW advised there were presently no issues.</p>	7
14	Construction	Pedestrian Planning Report			Comment/Suggestion	Selection of staging option shall include consultation with Sydney Trains and relevant precinct stakeholders.	<p>Noted. BPO/BM has engaged with TfNSW as lead agency prior to the Project Application and to date has recieved no specific feedback on the proposed construction methodologies.</p> <p>TfNSW as the nominated lead agency is to coordinate all internal stakeholder processes and inputs to be established and agreed in the PDA.</p>	7
15	Construction	Pedestrian Planning Report			Comment/Suggestion	Construction planning assumptions should take into account the other significant construction projects at Wynyard Station which include Wynyard Walk and Wynyard Station Upgrade.	<p>TfNSW are to provide detailed programme information as previously requested together with methodologies, access requirements etc.Information to include the Wynyard Station Upgrade works design/staging/timing, Wynyard Walk design/staging/timing and also Sydney Light Rail design/staging/timing. This is an on-going request.</p>	7
16	Construction	Pedestrian Planning Report			Query	Project key events milestone program need to be provided. (design completion date, commence construction)	<p>The Project Phasing identified in the CMP (Appendix V) provides an outline to the anticipated project duration.</p> <p>Thr final programme will be determined based on receiving timely development approvals, agreeing commercial terms including the VPA /PDA and BPO securing a suitable commercial tenant pre-commitment.</p>	8
17	Construction	Pedestrian Planning Report			Comment	Methodology for measuring and advising of vibration and movement of existing structures during excavation and construction. Th details of customer focused warning processes need to be documented if there is sufficient movement to create an evacuation.	<p>TfSNW /Railcorp/Sydney Trains to advise on the vibration criteria for the station for review and incorporation into future monitoring methodologies.</p>	7
18	Construction	Pedestrian Planning Report			Comment	The details of processes need to be provided to integrate the work in line with other projects at Wynyard station.	<p>Agreed. TfNSW as the nominated lead agency is to coordinate all internal stakeholder processes and inputs to be established and agreed in the PDA.</p> <p>In addition the development of the Transit Hall Brief in consultation with TfNSW is to incorporate integration with the surrounding (and future) projects.</p>	-
19	Construction	Construction Management Plan			Comment/Suggestion	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 CBD Light Rail construction. 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, it is recommended that TfNSW proposes conditions of consent that prohibit construction traffic movements on Carrington Street during weekdays between 7:00am to 9:30am and 4:00pm to 7:30pm. Further information is required from the proponent prior to the completion of the PPR/RtS that explains how it is proposed to manage the use of the workzone in Carrington Street during the weekday off-peak and weekend periods. In particular, TfNSW requires information that sets out how construction vehicle use of the workzone will be managed and how the proponent will prevent construction vehicles queuing in Carrington Street whilst other construction traffic occupies the workzone. Information that sets out how the Construction Traffic Management Plan will prevent any adverse impact on bus movements or obstruction of bus zones within the precinct also needs to be provided. It is noted that further construction management approvals would also be required from TfNSW / RMS if the project is given planning approval. TfNSW also requests a commitment from the proponent and its contractor to share the construction program (including TMPs and diversions) during the planning and delivery stages.	<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>	9

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20	Construction	Construction Management Plan			Request for further review	Unclear if there is excavation toward Wynyard Station at RL 2.4 (a) Crude scaling in CMP from phasing diagrams suggests expansion of the basement (b) Fig 5 of CMP indicates zones under Wynyard Station but has no meaning. (c) Geotech report mentions 'Basement Concourse (to Wynyard Station)' excavation. (d) CMP does not explicitly mention such excavation. Implications, if true, Excavation below Wynyard Station footings will require technical review by TfNSW, Ground anchors and easement might be required, Potential for substantial vibrations	<p>There is no excavation proposed in the area as stated. The area in question is the Railcorp/Sydney Trains Low Voltage Areas. A small portion of this area has a further basement component presently used for storage of (Railcorp/Sydney Trains) LV supplies.</p> <p>Future use of this area to be subject of further discussion with TfNSW.</p>	1
21	Construction	Construction Management Plan	4.1		Comment	Brief overview provided of impact on buses, identifying that buses will continue to be maintained in adjacent bus zones. Greater consideration on impact to buses could be provided, particularly given increase in larger vehicles associated with construction, road closures/part road closures - need for ongoing liaison with TfNSW.	<p>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.</p> <p>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.</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>	9
22	Construction	Construction Management Plan			Query	Phase 3 staging configuration with narrower access width to George St, assumes opening of Wynyard Walk in late 2015. Is there an impact if this does not occur?.	<p>The late 2015 date for Wynyard Walk opening is consistent with advice from TfNSW prior to the preparation of the CMP.</p> <p>Should Wynyard Walk not be available, then the aggregate fire egress width would need to be maintained via alternative egress paths. This will in turn impact on the tabled construction methodology, delivery programme and project feasibility.</p> <p>Refer Issue 15 above.</p>	9
23	Construction	Construction Management Plan			Query	Fig 5 indicates a zone in Wynyard Station property, below Hunter St level to RL 2.3. What is this?	<p>This is existing Railcorp/Sydney Trains Low Voltage team accommodation. BPO understands that it is presently used for storage of low voltage electrical components and is accessed via a small staircase from within the Stores at the Hunter Level.</p> <p>TfNSW to confirm and advise. Refer also Issue 20 above.</p>	-J28z
24	Construction	Construction Management Plan			Comment	Suggests Carrington St eastern footpath to be closed. However, not mentioned in the pedestrian modelling report.	B-Class Hoarding will be provided on the eastern footpath of Carrington Street, as per the traffic control plan in Appendix A. The footpath will remain open other than to undertake the public domain works. Public Domain works would be carried out on a progressive basis towards the end of the project with an appropriate pedestrian management plan in place.	9
25	Construction	Construction Management Plan			Query	Construction accommodation – proposed to be in the Wynyard Lane car park. (a) What are the lease arrangements for this activity? (b)Is Brookfield Multiplex satisfied this environment is suitable for such an occupancy? Given: (i) air is extracted from Platform 3 & 4 (ii) means of egress might be an issue.	<p>(a) - The carpark is currently leased by the project proponent. The lease is proposed to be continued until 12months after completion of One Carrington Street in accordance with the commercial terms.</p> <p>(b) - Brookfield Multiplex (BM) is generally satisfied that this environment can be suitably used for accommodation based on investigations conducted to date.</p> <p>(i) - the air 'extract' is for car-park supply air. The car park shall not operate during construction</p> <p>(ii) - BM shall undertake reviews of egress provisions, including use of existing paths for the car-park</p>	-
26	Construction	Construction Management Plan			Query	What, if any, fire protection is proposed between the development and Wynyard Station on the concourse and Wynyard Lane car park levels (i.e. how is the risk of a Barangaroo type fire to be mitigated)	<p>BM has extensive experience building in active pedestrian environments and shall provide fire protection in accordance with code requirements during construction.</p> <p>A Construction Fire Engineering Report shall be prepared and agreed with TfNSW. The report will establish the appropriate conditions for Fire &amp; Life Safety during all project phases and shall investigate and consider the following:</p> <ul style="list-style-type: none"><li>* Pedestrian Egress routes</li><li>* Intended station populations</li><li>* Fire Services available (including temporary provisions)</li><li>* Fire isolation/separations through potential use of 'improved' hoardings utilising systems, where appropriate, which provide an FRL between construction and public access areas</li><li>* Management Strategies in combination with the above.</li></ul> <p>The Construction FER would require certification and an inspection regime equal to that undertaken for Interim or Final Occupation.</p> <p>Throughout construction the following fire and life safety services are anticipated to be maintained or separately established for public access areas (and potentially associated structures).</p> <ul style="list-style-type: none"><li>* Sprinkler system – utilising the existing street mains water supply/ies or alternate supply.</li><li>* Hydrant System – utilising the existing street mains water supply/ies or alternative combined systems.</li><li>* Fire Hose Reels - utilising the existing street mains water supply/ies.</li><li>* Fire Detection &amp; Alarm System – establish a new independent system</li></ul> <p>The above measures would be in place for construction Phases 1-3 (inclusive). From Phase 4 onwards the fire and life safety systems for the publicly accessible areas shall be provided by the final building services and construction, commissioned and certified as part of an anticipated Interim Occupation Certificate.</p>	1
27	Construction	Construction Management Plan			Comment	Three Wynyard Station retail properties are noted as being affected during the works.	See further details in Attachment 2 of the CMP (Appendix V) and Issue 9 above.	-
28	Construction	FLS Report			Query	MetCentre to be used as an emergency egress during construction, however, similar statement in CMP cannot be located. Brookfield Multiplex to clarify.	MetCentre emergency egress is identified in Phase Works and Impacts Diagrams contained in Attachment 2 of the CMP (Appendix V).	1
29	Construction	Construction Management Plan		22	Comment	Note that the CBD Light Rail on George St has been nominated as a key factor affecting the site however the strategy of avoiding George St by accessing the site from the East (via Hunter & Margaret,) will also have a significant impact on the delivery of the CBD Light Rail. This strategy requires consultation and coordination.	Noted. BPO/BM would appreciate early dialogue with SLR. See Issue 15 above.	7
30	Construction	Construction Management Plan		22	Comment	The proposed Margaret Street Construction zones may have an impact on service relocations and drainage construction for the Sydney Light Rail (SLR). This will need to be coordinated.	BM would seek to explore early relocation of services to the project frontages as discussed in the coordination workshops with TfNSW to minimise impacts during construction. Also refer to Issue 15 above.	

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31	Construction	Construction Management Plan		23	Comment	The design, erection, and demobilisation of class B hoardings along both George and Margaret Streets will need to be coordinated with the SLR. The design of Class B hoardings and the support structures will need to facilitate the relocation of services, works associated with the creation of the pedestrianised zone and general construction activity coordination.	Refer Issue 30 above - BM would seek to undertake services relocations early to minimise potential impacts	7
32	Construction	Construction Management Plan		27	Comment	Note that the SLR is not noted as an adjacent neighbour. In addition to regular construction logistics coordination meetings, it will be necessary to develop a coordinated communications strategy for our shared adjoining and adjacent neighbours.	Noted, although the definition of the SLR as a 'neighbour' is questioned. See Issue 15 above.	7
33	Construction	Construction Management Plan		33	Comment	Note the stated preference for maximising traffic movements via an eastern approach (via Hunter/George/Margaret.) Whilst the SLR has George Street closed during construction, maintaining traffic flow on the stated intersection will be critical. Furthermore it will be necessary to close the Hunter/George/Margaret intersection at nights and weekends to build the CBD Light Rail.	Access to the work zone on Margaret Street and the Wynyard Lane site access will be modified when the intersection of Hunter/ George/ Margaret Street intersection is closed during the weekend period, if required.  BPO/BM would encourage a coordinated approach to traffic management in this regard. Given the nights and weekend undertaking of the SLR works in this area ('off-peak'), these are times when York/Carrington Streets are less busy and therefore these can be further utilised.  Overall this reinforces the 'diversified deliveries' strategy which One Carrington Street redevelopment is proposing through the CMP and CTMP. See also Issue 15 above.	7
34	Construction	Construction Management Plan			Comment	Further to the above, detailed coordination will be required with the SLR project team with regard hoarding design and construction and proposed construction zones, noting also the knock on impact of closing Wynyard lane on the development of 333 George St.	Refer Issue 15 above.  TfNSW to provide more detailed strategy on Construction Access to George St. BM understand that 333 George Street project access is anticipated through Regimental Square during the SLR works duration.	7
35	Construction	Construction Traffic Management Plan (CTMP)	1.2		Query	Query whether DGRs have been sufficiently addressed, particularly in relation to the CBD light rail project and the recently announced Wynyard Station Upgrade.	Refer Issue 15 above.  At the time of writing the CTMP & CMP TfNSW had not provided details on timing or methodology for the construction of the SLR works in the development zone and advised that these were subject to agreement with the preferred SLR tenderer. Similarly, no specific details or work methods are currently available for the Wynyard Station Upgrade (as advised by TfNSW).  Should detailed information on these projects now be available, BPO/BM would encourage an early dialogue and formulation of suitable works plans.	7
36	Construction	Construction Management Plan		8	Comment	Note that anticipated start date is third quarter of 2015 (with 39 month construction period). Likely overlap in construction period with Wynyard Station Upgrade and CBD light rail.	Noted. Refer Issue 15 above.	7
37	Construction	Construction Management Plan		8	Request for consultation	Staging / simultaneous construction with Wynyard Station Upgrade, CBD Light Rail, Wynyard Walk and Barangaroo has potential for major impacts on the community. For example, unclear whether phases 2-4 will involve pedestrian spaces behind hoardings, whether retail spaces will remain operational, how the space will be activated to provide a suitable customer experience, how this may interact with other concurrent construction works. Ongoing consultation with TfNSW will be required to manage these impacts.	Refer Issue 15 above.  Phase impacts are identified in Attachment 2 of the CMP (Appendix V) and have been presented to TfNSW and associated agencies (as determined by TfNSW) prior to the submission of the Project Application.	7
38	Construction	Construction Management Plan		19, 23	Query	Has visual impact of scaffolding as described (scaffold, chain mesh, shade cloth) been considered? Not identified as consideration in methodology. Duration of works using scaffolding unclear, but may need to consider ameliorating impact, especially given the numerous simultaneous construction projects occurring. Consider same for hoardings.	Scaffolding shall be used during initial periods for the demolition process and shall be progressively removed with the demolition for the Tower components. Scaffolding would be re-erected for the podium façade cladding durations.  Shell House will have scaffolding for longer durations, to undertake the facade remediation works and window replacements.  We expect that hoarding/scaffolding would be commensurate with that typically used on CBD projects including 333 George Street, 20 Martin Place, 200 George Street etc.	7
39	Construction	Construction Management Plan		30	Comment	"Flexible working hours avoiding noisy work during peak business operation times" Support this work practice and encourage widening its operation to consider peak commuter times	The implementation of flexible work hours for noisy activities needs to give due regard to a number of factors, including:  - Peak noise levels vs. continuous noise levels. - Noise levels and conditions on similar construction projects - What application of flexible hours is most appropriate noting that implementing all desirable periods would occupy the entire day. + AM Peak Commute Period + Business Hours (AM) + Lunchtime + Business Hours (PM) + PM Peak Commute Period + Evening Period for Residential Receivers.  A balanced and timely approach shall be required to the implementation of any flexible working hours arrangement to ensure that there is no delay to project delivery nor financial penalty.  BPO/BM will continue to communicate with TfNSW through established protocols and agree procedures to be included in the PDA.	7 and 10
40	Construction	Construction Management Plan		31	Query	"Provide acoustically improved hoardings for public access paths which are maintained through the site" . Has this been factored into noise modelling which suggest 90dBA in Transit Hall during certain work stages? Is there any data on the likely resulting noise levels with hoarding in place?	The 90dB(A) predicted noise levels were for peak operations during demolition and not expected to be continuous throughout work hours.  The proposed construction hoarding, including consideration for 'improved' hoardings, is expected to provide further noise reductions, and would otherwise be considered reasonable given the short exposure time of pedestrians.	10
41	Construction	Construction Management Plan			Comment	The construction phase is likely to have significant impacts on customers – while the proposed construction management plan appears to mitigate risks in terms of pedestrian capacity, there will be a need for careful consideration in later planning/design phases to ensure safe, convenient, legible, clean and comfortable access is provided for customers during construction.	Noted. Customer impacts have been a primary consideration in the development of the CMP.  BPO/BM request detailed responses and comments from TfNSW on these matters in order to progress the PDA.	7 and 10

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42	Construction	Construction Management Plan			Comment	It is noted that there are a number of other projects which interface with this development. The cumulative impacts of the construction of these various projects need to be taken into consideration and appropriate solutions provided for customers. The final outcome should be seamless integration for customers.	Refer Issue 15 above.  Cumulative impacts are difficult to estimate as little detail is available for the other projects. Notwithstanding this, the proposed regular meetings with BPO/BM, TfNSW and other responsible agencies will assist in understanding and resolving potential customer interface issues.	9
43	Construction (traffic)	Construction Traffic Management Plan (CTMP)			Comment	During light rail construction and operation, certain movements such as the right turn from Margaret Street into Wynyard Lane may need to be prohibited at times such as weekday peak periods. The design and approval of the intersection shall be done in conjunction with RMS, TfNSW and City of Sydney and be considerate of light rail, bus service changes and developments such as Barangaroo that will affect the intersection and the Hunter Street/Margaret Street corridor.	Noted	9
44	Construction (traffic)	Construction Traffic Management Plan (CTMP)			Comment	The SLR will not be able to accommodate the anticipated vehicle quantity detailed in the Construction Traffic Management Planning table. Specifically it will not be possible to provide access via Hunter/George and Margaret on Weekends and week nights.	BPO/BM note the primary consideration of the CMP and CTMP is for diversified access paths for construction traffic. The intended times stated for the closure of Hunter-Margaret intersection for SLR works being nights and weekends during 'off-peak' periods are noted.  In the absence of detailed information from TfNSW current BM assumptions are that any SLR works at night would not occur until after 8 9pm. In this regard that would be outside of normal work hours and also alternate paths, namely access via Carrington Street, would be less congested and conducive to deliveries. TfNSW to confirm.  Similarly at weekends, there is not expected to be a specific 'peak' period in Carrington Street that would prevent use of this access path in lieu of an eastern approach.  During normal working hours the main premise for use of the Hunter-Margaret eastern approach is to avoid the morning peak traffic loads across the Harbour Bridge.  Refer also Issue 15 above.	9
45	Construction (traffic)	Construction Traffic Management Plan (CTMP)	3.6		Comment	Note construction vehicle access routes likely to overlap with same for CBD light rail and Wynyard Station Upgrade. This has not been adequately addressed in the CTMP. The proposed haulage route along Hunter Street which crosses George Street may not be feasible depending on the timing of construction of the CBD light rail project at this location.	Refer Issue 15 above.  Construction vehicle access routes for the SLR and Wynyard Station Upgrade were not able to be provisioned (by TfNSW) prior to the CMP preparation.  No significant issues were raised with the strategies outlined in the CMP and CTMP during dialogue with TfNSW regarding One Carrington Street prior to the submission of the Project Application.	9
46	Construction (traffic)	Construction Traffic Management Plan (CTMP)	4.3		Query	This section does not appear to have satisfactorily addressed the relative impacts of construction vehicle trips when compared with traffic currently generated by the site. While numerically construction vehicles may be fewer, the validity of any assumption of lower impact must be questioned given the predominance of larger, slower moving vehicles for construction. The assessment of other areas seem to be based on this potentially invalid assumption. Is information available on the breakdown of existing vehicles and construction vehicle types which may help substantiate this claim.	Carrington Street is presently also utilised by heavy vehicles including coaches and delivery trucks to the Menzies Hotel which would be removed as part of the development.  Notwithstanding this, BPO/BM would encourage early dialogue with key stakeholders to review specific concerns and the scope for any further reviews or analysis, such that an integrated approach to Carrington Street can be undertaken.	9
47	Construction (traffic)	Construction Traffic Management Plan (CTMP)		Figure 4.1	Comment	Substantial construction traffic generation particularly between months 17-30. Will need to consider cumulative impacts with CBD light rail and Wynyard Station Upgrade. Unclear if all construction traffic generation during standard working hours or if some deliveries are expected out of standard hours.	Refer Issue 15 above.  TfNSW are to provide detailed programme information as previously requested together with methodologies, access requirements etc.Information to include the Wynyard Station Upgrade works design/staging/timing, Wynyard Walk design/staging/timing and also Sydney Light Rail design/staging/timing.  The construction traffic shall generally be in accordance with the hours of operation for the Construction Zones as proposed in the CMP. Exceptions to this shall be for items such as hoarding erection and tower crane erection, where after hours work is expected to reduce impacts on pedestrians and traffic.	9
48	Construction (traffic)	Construction Traffic Management Plan (CTMP)	4.5		Comment	Cumulative impact with construction activities involved with Wynyard Station Upgrade has not been addressed. Appendix E suggests substantial closures (eg Hunter Connection for 4 months) and redirections of pedestrians are planned however pedestrian impacts appear not to have been sufficiently considered in the text of this report.	Pedestrian Impacts have been a primary consideration in the development of the construction methodology and have been discussed with TfNSW in detail prior to the submission of the Development Application.  No specific details were made available to BPO/BM regarding Wynyard Station Upgrade prior to submission of the Development Application and the preparation of the CMP/CTMP	9
49	Construction (traffic)				Comment	Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to the Council prior to the issue of a Construction Certificate.	It was noted at meeting of 17 July 2014 that Development Consent would include approval for Construction Zones, through review by the CBD Transport and Traffic Taskforce.  Not withstanding the above, we anticipate that the relevant CTMP and CMP shall be provided to Council prior to works, including prior to the issue of a Construction Certificate.	9
50	Construction (traffic)				Comment	Road Occupancy Licences will need to be obtained from the Council/ TMC throughout the works.	It was noted at our meeting with TfNSW on 17 July 2014 that Development Consent would include approval for Construction Zones.  Any Road Occupancy Licenses for special works (such as tower crane erection etc.) shall be sought through stakeholder process established with the PDA.	11



Issue No	Categorisation of Issues	Reference	Section	Page/ Figure /Table	Type of comments	TfNSW Comments/Query	Brookfield Response	Draft Condition
51	Access	Access Review	3.2		Comment/Suggestion	Consideration is given to the use of directional tactile indicators to guide visitors from the entrance in George Street to the lifts and to the station gateline.	<p>The provision of directional tactile indicators is to be further reviewed at design development stage in consultation with TfNSW and key stakeholders.</p> <p>It is noted that under BCA Part H2.11 and AS1428.2 Cl 18.1(i) directional indicators are to be provided where indication of a change in direction is required. However this is a very broad area and needs an overall consistent approach (across stations) to effectively direct people with vision impairment on the required path of travel. Which path of travel is 'required' also becomes the critical question? Railcorp guidelines ESB 002 2.5.3.1 notes a preference for other means of guidance over the use of directional TGSIs (which are to be minimised). There is no specific requirement within Codes for directional TGSIs leading to lifts and we generally discourage as they can impede access for wheelchair users and people with luggage and prams that must use the lifts. Many people with vision impairment prefer the use of stairs over lifts, therefore consideration of use of directional to/from stairs to the wide access gate at station gate-line may be more suitable approach.</p> <p>TfNSW to confirm preferred brief consistent with Wynyard Station Upgrade Works, Wynyard Walk and 'whole-of-network' approach.</p>	12
52	Access	Access Review	3.6		Comment/Suggestion	Recommendation (ii) should be strengthened to ensure that procedures are in place for the emergency evacuation of people with disability as required by AS3745:2002.	The framework for development of a suitable emergency evacuation plan, including the terms for consideration and the strategy, shall be addressed in the development of the PDA and Transit Hall Brief between TfNSW and BPO.	2
53	Access	Access Review			Comment/Suggestion	It is noted that as construction is likely to coincide with the construction of the George Street light rail, maintenance of accessible pathways for all pedestrians will be a major consideration and construction planning should as far as possible maintain wheelchair access that is currently available through George Street.	<p>The current path of travel from George Street is not compliant with AS1428.1 for wheelchair users due to having ramp gradients over extensive lengths (approx. 80m lengths) without level landings.</p> <p>The temporary access arrangements during construction phasing will provide ramping and access that is consistent with and not less than the existing gradients.</p> <p>This will need to be developed when more detailed information is available for the George Street works for the SLR (in line with BPO/BM requests). Consultation and liaison should take place between various parties responsible for construction planning of both areas to ensure temporary access provisions are consistent with processes to be agreed and established in the PDA.</p>	9
54	Access	Architectural Design Drawing			Query	<p>In current plans, DDA compliant access is proposed between George St and Wynyard Lane via a right-angle lift (i.e. enter from George St, disembark to left on Wynyard Lane level). Although this resolves some of the previously mentioned issues, it is recommended this proposal be reviewed by DDA and BCA specialists to ensure:</p> <ul style="list-style-type: none"><li>- Landing areas on both levels are sufficient to allow waiting for and circulation into and out of the lift;</li><li>- The lift is a sufficient size to facilitate the required change in exit for persons with a mobility impairment; and,</li><li>- Lift entrances are wide enough to facilitate DDA compliant movement in/out (noting that the lift approach from the Wynyard Lane level in particular appears very narrow and there is a fire stair doorway immediately adjacent the lift door).</li></ul> <p>It should also be noted that there is no pedestrian flow assessment of this access route, although judging from the proposed uses of Wynyard Lane, one would expect this to be far lower than other cross-site movements between George &amp; Carrington streets.</p>	<p>DDA compliance has been reviewed with a certified access consultant (Refer Appendix EE of the EIS) and BPO confirm that DDA compliant circulation paths and vertical transport elements will be adopted in the development.</p> <p>Specifically the landing area at George Street level (Drawing DA2006) is 2.5m which is sufficient to allow 1.54m x 2.07m waiting zone adjacent to the lifts to allow wheelchairs to turn 180 degrees compliant with AS1428.1:2009. Pedestrians using the George Street and Wynyard Lane link may pass by the wheelchair waiting area which, as acknowledged by TfNSW, will be lightly used by pedestrians. The overall waiting and circulation zone allows a 360degree wheelchair turn if required which requires a zone of 2.25m x 2.25m.</p> <p>Landing and circulation zone between lift and Wynyard Lane (Drawing DA2007) is 1.8m wide to allow two wheelchairs space to pass each other in accordance with AS 1428.1-2009.</p> <p>The key clear internal lift dimensions are as follows: a) Lift car doors 1,000mm (900mm minimum required to satisfy AS1735.12) b) Lift car width 1,500mm (compliant with AS1428.1:2009) c) Lift car depth 2,000mm (compliant with AS1428.1:2009)</p> <p>The clear dimensions of the lift car sufficient space to turn a wheelchair through 90 degrees and successfully use the right-angle lift door configuration will be in accordance with AS 1428.1-2009 clause 6.5.1.</p>	-
55	Access	Pedestrian Planning Report			Comment/Suggestion	TfNSW has concerns that the proposed option for access for customers with mobility issues at 7.1 Central Option (5) will mean much longer distances to traverse during the construction period. If possible it would be preferable to retain partial access to the George Street ramp during the construction phase.	<p>The Central Option is not the method adopted for the CMP, rather it is a previous iteration which has been identified to illustrate that pedestrian movements can be delivered by various means.</p> <p>It is important to note that there is presently no compliant access to George Street through the development (in current state). Therefore a central path would not diminish any accessible path available.</p> <p>Notwithstanding the above, the present methodology, as presented to TfNSW prior to submission of the Development Application envisages retention of one (of the existing) ramps to George Street.</p> <p>Consultation and liaison with TfNSW required to establish processes and agreed approach as part of the PDA.</p>	2
56	Access	Pedestrian Planning Report			Comment/Suggestion	Accessible route signage will be a key requirement throughout construction.	<p>Noted and agreed. This recommendation was included within Access Review Section 9 (ii) 'Provide appropriate signage strategy throughout all project phases to direct users, including people with disabilities to the temporary access-ways required for use during demolition and construction and to assist way-finding/orientation.'</p> <p>See also Issue 53 above.</p>	7
57	Access	Transport Impact Assessment			Comment/Suggestion	Appendix C Car park layouts shows one accessible parking spot next to the lift, while the other is located much further away. It would be better to consolidate the spaces and use a single shared zone of 2.4 metre which is allowable under the relevant Australian Standards.	<p>Noted and agreed.</p> <p>The accessible car-parking locations will be addressed during design development stage in line with traffic/transport requirements and the recommendations in Access Review section 8 to satisfy AS2890.6 requirements.</p> <p>Note that these car parks are solely for the use of the commercial tenants.</p>	-

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58	Access	Pedestrian Planning Report	13		Query	Does not show/discuss impacts from lack of lift waiting areas to the Wynyard Lane entrance. Ditto during construction?	<p>Landing and circulation zone between lift and Wynyard Lane (Drawing DA2007) is 1.8m wide to allow two wheelchairs space to pass each other in accordance with AS 1428.1-2009.</p> <p>Whilst lift usage was not modelled explicitly within the dynamic pedestrian models the analysis indicated that the number of lifts provided (x2) were reflective of the demand and network chain, as such waiting areas were not seen as a concern. This shall be addressed further during design development.</p> <p>The proposed project construction phasing identifies the new lifts are activated in phase 4 and prior to that temporary access will be equivalent to existing site conditions. There is presently no existing lift from Wynyard Lane that will be impacted.</p>	-
59	Structural	Appendix M - Wind Report (Cermak Peterka Petersen - March 2014)			Comment/Suggestion	The Wind Report deals with pedestrian comfort issues and not wind load structural impact or recommendations.	<p>A structural wind analysis report is not a requirement for a Development Application. Structural wind loadings for the DA design are based on code compliance.</p> <p>A structural wind engineering study will be undertaken at design development stage to address impact on primary structure and facades.</p>	-
60	Structural	Appendix Q - Rail Corridor Impact Letter (Certification by Robert Bird Group -130314)			Comment/Suggestion	Structural Engineering Assessment by comparison with Thakral proposal, noting excavation RL differences and confirmation that One Carrington could be designed and constructed without impacting rail infrastructure. There is a discrepancy between the southern half Shell House excavation RL (-1.8) and the Geotech Report RL (2.4).	<p>The Geotechnical report is incorrect in this instance with respect to the report.</p> <p>The impacts and measures associated with the lower excavation are generally commensurate with that identified within the report.</p>	-
61	Acoustics/noise	Appendix P - Acoustic Assessment (Renzo Tonin and Associates - 110314)			Comment/Suggestion	Generally just establishes criteria for control measures during demolition and construction activities and operating environment noise emissions.	Noted. TfNSW to identify any further specific items they believe need to be covered, other than the undertaking of background vibration and noise analysis within the station as identified in Issue 8 above.	10
62	Acoustics / noise	Acoustic Assessment			Comment	<p>"The proposed activation of Wynyard Lane should have regard to noise impact upon commercial offices, particularly 283 George St, that front the lane way."</p> <p>Specifics of "activation" of Wynyard Lane and interaction with surrounds unclear from other documents. This makes it difficult to consider potential implications for Wynyard Station Upgrade and any other CBD projects. Further consultation should occur with TfNSW once the details have been progressed.</p>	<p>Wynyard Lane activation (in an urban design context) is a key criteria in improving the Wynyard Precinct. This has been discussed through presentations with TfNSW as the lead agency and the aspirations of the City of Sydney. "Activation" strategies include retail/bar in Shell House and retail in 285 George St and potential pedestrian link from George St.</p> <p>BPO will consult with TfNSW as further details are progressed.</p>	-
63	Acoustics / noise	Acoustic Assessment		Table 18	Comment	Noise effected levels expected to be exceeded for most activities for the duration of the One Carrington project. This has potential to have increased cumulative noise impacts when considered together with the CBD light rail and Wynyard Station Upgrade projects.	Noted, however the noise predictions presented were for indicative peak periods of work and do not constitute the noise levels to be experienced on a continuous basis.	10
64	Acoustics / noise	Acoustic Assessment	7.2.1		Query	Query whether further noise shielding for pedestrians is reasonable given the very high 90dBA exposure anticipated. Potential to impact on public transport use patterns if noise levels are sufficiently high to act as deterrent. May need to consider stop works in peak travel times?	<p>Refer Item 40 above.</p> <p>The 90dB(A) predicted noise levels were for peak operations during demolition and not expected to be continuous throughout work hours.</p> <p>The proposed construction hoarding, including consideration for 'improved' hoardings, is expected to provide further noise reductions, and would otherwise be considered reasonable given the short exposure time of pedestrians.</p> <p>Any stop work during peak commuter times would be considered unreasonable and likely conflict with any requirements to provide respite to adjacent offices during work hours or after hours.</p>	10
65	Acoustics / noise	Acoustic Assessment			Comment	Whilst the assessment considers the impact of noise on pedestrians passing through, impacts on workers within the station area/nearby retail premises do not appear to have been addressed.	Noise emission during the construction phase and its potential impact upon adjacent retail premises is to be managed and addressed consistent with other surrounding commercial premises specifically assessed in the report. Further detailed assessment and development of management and monitoring plans can be developed prior to commencement of works.	10
66	Acoustics / noise	EIS	4.7		Comment	Potential for noise impacts of One Carrington, CBD light rail and Wynyard Station Upgrade to have cumulative impact on receivers during construction. This does not appear to have been addressed.	<p>It is acknowledged that the concurrent construction works related to the One Carrington Project may overlap with works associated with the SLR, Wynyard Station Upgrade and Wynyard Walk projects. However, the project can only be responsible and manage noise from the One Carrington site.</p> <p>Consultation should occur with representatives of each project to review methodologies and noise and vibration management strategies. Further assessment would be required, with consideration of expected schedules and hours of operation, in order to review any peak periods of overlapping works.</p> <p>TfNSW, as the nominated lead agency, is to coordinate in a timely manner all internal stakeholder processes and inputs to be established and agreed in the PDA.</p> <p>See also Issue 15 above.</p>	10
67	Electrolysis and vibration	Appendix Z - Electrolysis Report (Cathodic Protection Services - 110214)			Comment/Suggestion	Demonstrate compliance with Section 8 of the Report.	BPO/BM confirm that the recommendations as outlined in Section 8 of the report shall be incorporated into the detailed design and implemented during construction.	10
68	Overshadowing	EIS	4.6.4		Query	Would overshadowing have any impact on light within Wynyard Station, particularly light penetration through the glass dome in Wynyard Park?	<p>The shadow impacts, including any impacts on the Wynyard Station glass dome were assessed and approved as part of the Concept Plan.</p> <p>The proposed One Carrington Street development is consistent with the Concept Plan envelope, and therefore its shadow impacts.</p> <p>As such, no further environmental assessment on this issue is appropriate.</p>	-

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69	Safety and security	General				Security in Wynyard Lane could be a concern for bicycle users - depending on the level of passive surveillance in Wynyard Lane, additional security measures may be necessary to ensure security of the visitor bicycle parking spaces.	Passive surveillance to Wynyard Lane is provided through: - Access and egress to the carpark and loading bay - Active frontage to rear of 285 George Street at Wynyard Lane level - The proposed creation of a shared zone to the northern section of Wynyard Lane - Visual connectivity between the through-site-link and Wynyard Lane - Reduction in concealment spaces with new development - Improved lighting and CCTV  These measures together with bicycle parking increase the opportunity for passive surveillance and improve security for pedestrian and bicycle users.	-
70	Pedestrian modelling	Pedestrian Planning Report	Executive Summary	Figures 1 + 2	Query	What time period (AM Peak?) is the estimated demand period referencing? Source data is not referenced specifically, particularly cross-concourse movements, which seem very low.	The demand is reflective of data that could be derived from AECOM report 'Wynyard Station Precinct Pedestrian Modelling Review' dated 13 September 2013 as provided to BPO by TfNSW. Further requested data is yet to be provided by TfNSW. Demand reflects 8am - 9am. Arup agree that cross movements are low - but would indicate others are higher (i.e. the aggregate data is correct) in which case the overall impacts to the site are reasonable.  As per previous requests TfNSW to provide additional station modelling data and co-ordinate suitable work sessions to agree any outstanding issues.	-
71	Pedestrian modelling	Pedestrian Planning Report	1		Query	2015 + 2036 are sensible horizon years; 2060 is referenced as a 'future rail initiative' year. Unclear what this rail initiative is. 2021 would be a better reference point for continuity as it will be a peak demand period, after light rail and Wynyard Walk are on line but prior to Second Harbour Crossing. It also aligns with current updated modelling by AECOM.	2060 year was a requirement from the Concept Plan Approval by TfNSW and the consent authority.  It is not clear what the 'rail initiative' responds to because it was unknown by the design team whether TfNSW or Government had any commitment to the site related to a project akin to a WEX, 2nd Harbour Crossing, Metro etc.. The term 'rail initiative' was used in lieu of a specific project/study reference to future proof the precinct in case a new rail station is considered by Government.  TfNSW to provide updated AECOM modelling demand. 2036 has consistently been the maximum demand forecast year used in all previous TfNSW analysis of Wynyard Station and represents the maximum realistic capacity of the station in it's present state. BPO and its consultants are not privy to unpublished information regarding TfNSW's future plans.  As per previous requests TfNSW to provide additional station modelling data and co-ordinate suitable work sessions to agree any outstanding issues.	-
72	Pedestrian modelling	Pedestrian Planning Report	1.3.3		Query	Arup has assumed 20 people getting off a Light rail vehicle every three minutes heading to/from the office. What is the basis for this assumption?	TfNSW's demand forecasts for the SLR project indicates that AM peak alighting movements between light rail and Wynyard Station (and Barangaroo beyond) are lower than 20 people per service.  Therefore the figures utilised are believed to be a conservative assumption.	-
73	Pedestrian modelling	Pedestrian Planning Report	8		Comment/Suggestion	Level of Service (LoS) C is the deemed average employed to maintain best practice in safe station operations in peak periods. Exceeding LoS C must be justified. The Interchange Planning team is unaware of any 'LoS D' application that applies purely for construction (or limitations to construction periods) and the report should be updated to reflect this. Text should read: 'For this investigation a maximum of an average LoS C should be provided for the future year assessments on walkways for the peak 15 minutes of the peak periods. For the construction phase, periods exceeding an average LoS C require justification'.	Arup advise that LoS C is not a deemed maximum for safe station operation. It is an appropriate target for a comfortable customer experience. LoS higher than C can be tolerated safely where appropriate and documentation from other standards can be provided to this affect.  BPO request TfNSW provide documentation which outlines standards and justification for where 'Level of Service - C' implies safe operations.  The LoS D criteria for construction is used widely within London, New York and Singapore metros to reflect that provision of pedestrian infrastructure during periods, such as construction works, is constrained.	-
74	Pedestrian modelling	Pedestrian Planning Report	9-11		Suggested text change	Some labelling on heat maps would assist orientation.	TfNSW's comment is noted. However as the report has now gone on public exhibition this suggested text change cannot be made.  Updated pedestrian planning reports shall seek to provide improved labelling for discussion and review at future work sessions.	-
75	Pedestrian modelling	Pedestrian Planning Report	9		Suggested text change	Should read: 'The Carrington Street crossing has been modelled to simulate jaywalk behaviour' and note that there is currently no formalised crossing of Carrington Street. References to a crossing should stress this is informal. A significant variable in this location is the safe operation of buses in Carrington Street. This does not appear to be discussed in the report and should be discussed further.	The through site connection between George and Carrington Street is defined within the Statement of Commitments point 1 (Public Benefit) and associated pedestrian movement addressed within the Concept Plan Approval.  The report notes that the Carrington Street movement requires further review. This review is to be led by TfNSW and holistically consider the future intent of bus operations and opportunities to aid passenger waiting performance, safety, crowding on pavements and existing jaywalking behaviour throughout the Wynyard precinct.  The report notes: "Further analysis is required to understand what treatments are feasible at the midblock given the demand. This requires a review of bus operations and wider Transport for New South Wales strategies to allow the storage and safe movement of pedestrians crossing Carrington Street, recognising the performance of existing conditions".  BPO/BM would seek to align with TfNSW's strategies on pedestrian safety improvements, noting this as a key consideration in the (RMS/TfNSW) bus network REF presently on public exhibition.	-
76	Pedestrian modelling	Pedestrian Planning Report	13	Figure 25	Query	Indicates significant problems with either the operation of the Carrington St frontage, the lack of modelling data (bus behaviour has not been modelled for the most part) or both. This needs to be addressed.	Bus operations and the operations of the Carrington Street bus stops falls outside of the scope of this project. The development does not change the bus operations or impact upon the queueing of passengers on the west side of Carrington Street.  Refer also Issue 75 above.	-



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77	Pedestrian modelling	Pedestrian Modelling Report		1	Query	Second Row – Vertical transport to George St is again a mix of stairs (~5m) and escalators (x6). Stairs are provided for redundancy and emergency evacuation. The demand can be met by the escalators alone. Can demand be met by stairs for a reasonable closure of escalators (i.e. for maintenance?)	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.	-
78	Pedestrian modelling	Pedestrian Modelling Report			Query	Arup used the AECOM 2013 report to project 2060 from 2011 and extrapolated by 2% and 1% for Barrangaroo and other pedestrians respectively. Why did they not extrapolate from AECOM 2036 numbers?	Arup reviewed this process and calculated from 2011 as it believed that this represented the most straightforward / transparent process. Extrapolating from 2036 would be equally viable.  2060 is understood to be a fundamentally significant volume as a result of a significant future change to the rail offering. Refer Issue 71 above.  The TfNSW point is noted, but is not expected to change any of the fundamental outcomes.	-
79	Pedestrian modelling	Pedestrian Modelling Report			Comment	In 2060 there will be some undesirable Level of Service D on the Wynyard Station concourse at MetCentre and the atrium escalators (Carrington st escalators)	Agreed. The demand has implications to Met Centre and is noted in the Arup report. The design aids the MetCentre by providing an alternative pedestrian route. However, the desire lines still mean that people heading north on George would try to use MetCentre if they can regardless of the pedestrian capacity provided to George Street.  The design does not aim to fix all issues associated with the precinct, but provides opportunities to alleviate the congestion. The development will provide a far greater pedestrian experience to travel to George Street than the existing ramps and hence there is a far greater chance that people may tradeoff shorter distance with an improved user experience.	-
80	Pedestrian modelling	Pedestrian Modelling Report			Request for further review	Further review by TfNSW will be required at later stages of the design.	Noted	-
81	Pedestrian modelling	Pedestrian Modelling Report			Query	Discussion of the closure of the eastern footpath of Carrington St during construction is not apparent, however, this treatment is raised in the CMP.	Refer Issue 24 above.	9
82	Pedestrian modelling	Pedestrian Modelling Report	3.2	3		Please provide reference to pedestrian information provided by TfNSW.	This is provided as a footnote in the report.	-
83	Pedestrian modelling	Pedestrian Planning Report (PPR)	3.3		Query	What is the basis for the assumption of 20 people per light rail vehicle every three minutes? Does it impact the model if the figures are higher or if the movements are not direct to the office as assumed, or is the light rail load share low enough not to impact the model?	Refer Issue 72 above.	-
84	Pedestrian modelling	Pedestrian Planning Report	3.3, 3.4, 3.5		Comment	Better explanation required supporting station demand and station concourse splits - it is not clear how the splits provided equate to the total demand identified.	BPO request TfNSW organise a briefing session with their consultants/advisor to allow Arup to explain their modelling approach in detail based on information received from TfNSW to date.  As per previous requests TfNSW to provide additional and /or updated station demand data for review and analysis by Arup.	-
85	Pedestrian modelling / flows	Pedestrian Planning Report			Comment/Suggestion	PM Demand 2036:George Street west pavement operates at Level of Service C with one small pocket of Level of Service D/E at the south side. The design should not include congestion points such as to generate Level of Service D or worse.	The design will be refined in detailed design noting that the current analysis is based on the limitations imposed by existing George Street footpath widths. The 2036 performance as modelled is comparable to the existing situation where the George St ramps meet George St.  The pedestrian demand model will also be updated to consider the future pedestrianisation of George Street once details are provided by TfNSW. This can be expected to further improve the pedestrian flows.	-
86	Pedestrian modelling / flows	Pedestrian Planning Report			Comment/Suggestion	AM Peak - 2060: Hunter Connection:Level of Service D performance is observed along the Hunter Connection underneath George Street as the corridor narrows to under 4m. The design should not include congestion points such as to generate Level of Service D or worse.	The Hunter Connection is constrained by the width of the existing pedestrian tunnel below George Street and falls outside of the scope of this development.  BPO/BM have identified to TfNSW and the City of Sydney that the SLR works on George Street may be an opportune time to undertake improvements to this connection to relieve congestion and improve the customer experience.	-
87	Pedestrian modelling / flows	Pedestrian Planning Report			Comment/Suggestion	AM Peak - 2060: Level of Service D at Concourse Level? The design should not include congestion points such as to generate Level of Service D or worse.	The predicted 2060 demand levels would occur based on movement from gateline, across the concourse to the existing ramps and through to the MetCentre regardless if the future development occurred. Reducing the areas of LoS D would be in liasion with TfNSW given the station concourse boundary and future development opportunities for the station, gateline etc.  BPO request TfNSW organise a briefing/working session with their consultants/advisor to review future strategies.	-
88	Pedestrian modelling / flows	EIS	4.8.3	45	Comment/Suggestion	RMS will need to endorse the approach of not offering a marked midblock crossing on Carrington St.	Refer Issue No 75 above.	-
89	Pedestrian modelling / flows	Transport Impact Assessment	2.4	6	Suggested text change	A comment should be added that the existing Wynyard Lane is not suited for pedestrian access due to its narrow width.	The current configuration of Wynyard Lane is not conducive for pedestrian use due to the narrow footpath widths and parking/loading zone arrangements.  The proposal to provide a shared zone from Margaret Street to the southern boundary of the site seeks to improve the safety and amenity of the lane in this section, in line with discussions with TfNSW and the City of Sydney regarding the improvement of the Wynyard Precinct.	13
90	Pedestrian amenity	General				It is not clear how temperatures in the pedestrian walkways will be maintained at a comfortable level for customers – this requires clarification.	Natural ventilation from the main entrances and air conditioned spill air from the retail spaces will temper the pedestrian walkways. Supplementary air conditioning will be investigated and considered during design development.	-
91	Rail operations	Pedestrian Planning Report			Comment/Suggestion	Sydney Trains needs to be consulted in the Concept review for aspects being relevant to Sydney Trains operations and maintenance.	BPO will continue to communicate with TfNSW (and Sydney Trains as deemed appropriate) through established protocols and procedures to be agreed in the PDA.	2
92	Rail operations	Pedestrian Planning Report				Consideration for the access requirements for maintenance and back of house operations (e.g.. Rubbish removal). Need to maintain or provide alternative solutions.	Two new dedicated retail goods lifts provide access between the concourse levels and Wynyard Lane loading bay for the One Carrington Street development. A suitable management plan will be agreed between parties for the provision of access to the dock and Wynyard Lane via these goods lifts to support agreed station operations including waste removal, maintenance etc.	2

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93	Rail operations	Architectural Design Statement			Requested amendments	Sydney Trains have specified a requirement to retain garbage removal/disposal access from the existing Station Concourse to Wynyard Lane. The current access path will be impacted under the One Carrington proposal. Transport for NSW and Sydney Trains wish to work with One Carrington to understand the opportunities for resolving this issue.	Refer Issue 92 above.  BPO will work with TfNSW to agree a suitable management plan as part of the PDA.	2
94	Fire safety	Statement of Significant Design – EIS			Request for further review	Section 4.16 “Fire Safety”, (a) There is no mention of the FLS interface and requirements for Wynyard Station (b) “...Arup considers there are no issues...”. However, Arup’s FLS Report acknowledges a number of optimistic assumptions that require validation with more design. See below.	Noted - see responses to Fire & Life Safety Report comments below.	-
95	Fire safety	FLS Report			Query	Arup assume smoke from Wynyard Station will not cause 1 Carrington to become untenable. This assumption may prove invalid. Furthermore, if TfNSW provide ‘smoke modelling data’ makes 1 Carrington untenable, additional fire safety measures will be need to be incorporated by Brookfield. Furthermore Brookfield is to demonstrate that the 1 Carrington St proposed configuration does not increase the risk of harm to the public using the Wynyard Station precinct.	BPO/Arup has requested a Wynyard Station tenability assessment report from TfNSW in order to inform the fire safety strategy at the interface between Wynyard Station and One Carrington Street.  To date, no tenability assessment report or smoke modelling results have been received from TfNSW. In the absence of such information, Arup have provided a report which is based on what are understood to be reasonable assumptions.  To progress a more detailed fire safety strategy at the interface and determine if additional fire safety measures are required BPO/Arup requests that TfNSW provides the requested information for review and establish suitable work sessions to resolve issues.  Furthermore, should there be any fire safety issues arising from the report outcomes (e.g. involving tenability at the interface), BPO/Arup would seek to understand how TfNSW intend to deal with these issues for fires originating in Wynyard Station.	-
96	Fire safety	FLS Report			Query	Arup do not appear to discuss the possibility of egress from 1 Brookfield into Wynyard Station. Brookfield Multiplex to clarify.	The proposed egress strategy from One Carrington Street does not rely on egress into Wynyard Station.  Furthermore, the egress direction of occupants from Wynyard Station and One Carrington is to outside, which will assist unfamiliar occupants in selecting the correct direction of egress (in addition to exit signage throughout the development).	-
97	Fire safety	FLS Report			Query	Wynyard Lane carpark - Arup assume ‘...DTS compliant fire separation and egress requirements are provided [currently?] between Wynyard Lane car park and 1 Carrington Site’. This is a significant assumption that must be validated, or made valid in the final design solution. No interface details were provided, though it is noted elsewhere vehicle connectivity from Wynyard Lane to the carpark will remain.	The assumption referred to in the Fire & Life Safety Report is in regard to the final condition, i.e. DTS fire separation and egress provisions will be provided.  This is an improvement over the existing condition, which does not have fire separation. In order to maintain vehicle connectivity into the car park, it is anticipated that the fire separation will be in the form of an active system, such as a fire shutter, sliding fire door or the like. Further details of this interface will be provided through design development.	-
98	Fire safety	FLS Report			Query	Further to the note above, if the above assumption is invalid, how is Wynyard Station protected from the spread of fire from 1 Carrington into the station? And how will Brookfield validate this assumption?	As the connection between One Carrington and Wynyard Station at concourse level is to have the same use as the existing condition (i.e. circulation areas and retail), the risk of fire spread from One Carrington to Wynyard Station is in line with the existing condition.  No physical fire separation is proposed to be provided at the concourse interface. In the absence of input from TfNSW prior to the application the design approach assumes that alternate separation measures (such as fire doors on magnetic hold-open devices) across the entire width of the George St access would be unacceptable to TfNSW.  Notwithstanding the above, the provision of a new sprinkler system to the One Carrington concourse and retail areas, with fast response heads throughout and in accordance with AS2118.1, is considered to significantly reduce the risk of a significant fire spreading into Wynyard from One Carrington. The new sprinkler system is considered to be an improvement on the existing system for the concourse and retail areas, which is understood to be ageing. The smoke hazard management strategy for One Carrington will also be designed to limit smoke spread into Wynyard Station.  As per previous requests TfNSW to provide station tenability reports and co-ordinate suitable work sessions to agree the preferred strategy and to address any outstanding issues. Refer also to Issue 95 above.	-
99	Fire safety	FLS Report			Query	Egress for numbers at 2060 have been used. Where have these been derived from? Do these include people passing through the station from Wynyard Walk to 1 Carrington St.	The assessment does not actually use occupant numbers at 2060. It is based on egress widths from the existing platforms to paid concourse and the resulting requirements in order to match or surpass that flow rate.  Should a major future station development be undertaken it would require appropriate emergency egress to be provided.  As the assessment deals with emergency egress provisions only, and because Wynyard Walk is an important egress path from the station, it is assumed in the assessment that occupants arriving from Wynyard Walk would evacuate via Wynyard Walk, rather than continuing through the station during a fire emergency.  As per previous requests TfNSW to co-ordinate suitable work sessions to discuss and agree these assumptions and to address any outstanding issues.	-
100	Fire safety	FLS Report			Query	Static analysis of egress widths has been applied. Dynamic analysis is often used. Have both forms of analysis been considered?	Both forms of analysis were considered. Static analysis has been adopted for the following reasons:  - the purpose of the egress assessment presented in the Fire & Life Safety Report is to help inform the required width of exits from the concourse. The governing factor is the flow of occupants coming out of Wynyard Station and through One Carrington, rather than the occupants within the One Carrington retail space. A static analysis, applied correctly, is an appropriate means of determining the required egress width from One Carrington such that the flow rate of occupants from the platforms matches the flow rate of occupants out of the unpaid concourse, in order to prevent queuing in the unpaid concourse.  - detailed dynamic analysis has been carried out by Arup’s pedestrian modellers to determine appropriate concourse widths for normal circulation. Please refer to the Pedestrian Planning report for more details.	-

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101	Fire safety	FLS Report			Request for further review	Many of the stated assumptions may be optimistic. In particular the non allowance for contra flow is significant. As stated in the report these are subject to further design, however, these assumption require resolution before TfNSW ‘acceptance’. How does Brookfield propose to do this?	It is acknowledged that some of the stated assumption are optimistic, as is outlined in the report. To account for these optimistic assumptions, a generous excess in aggregate egress width is provided. Arup intends to better quantify the effects and sensitivities to these assumptions in the forthcoming Fire Engineering Report. For example, the potential impact of contra-flow will be evidenced on human behaviour literature, past fire incidents in other transport locations and analysis undertaken based on crowd movement and anthropometric data. A preliminary assessment of contra-flow occurring simultaneously in Wynyard Walk, Hunter Connection and the open stairs from the concourse to George St has determined that there is still excess egress width provided, assuming a reduction in clear width on both sides of these egress paths (based on anthropometric data of British adult males, with a 95th percentile shoulder width of 510mm).  As per previous requests TfNSW to co-ordinate suitable work sessions to discuss and agree these assumptions and to address any outstanding issues.	-
102	Fire safety	FLS Report			Request for further review	“the design results in 38% more exit width from the station concourse than the platform to concourse widths....this is considerec by Arup to be a reasonable allowance at this stage of the project”. This is a judgement that requires validation with further validation of assumptions and analysis.	As per Issue 101 above. To be quantified and further discussed in the Fire Engineering Report and in consultation with TfNSW advisors/consultants via establishment of suitable work groups as previously requested by BPO.	-
103	Fire safety	FLS Report			Comment	This report should provide reference to any Wynyard Station proposed upgrade information that this report is based on, if any. The proposed upgrade may change and it is appropriate to be able to trace the source of information to track its currency. Furthermore, the previous station upgrade configuration is likley to be ammended before finalisation.	Future documentation (e.g. Fire Engineering Report) to reference Wynyard Station proposed upgrade information for clarity and currency, when such information is available.	-
104	Fire safety	Appendix X - Fire Report DA (Arup - 140314)			Comment/Suggestion	Considered by Arup to be no issues with the building design, but reviews will continue.	Noted. No action required at this time.	-
105	Fire safety	Construction Management Plan				Brookfield is to demonstrate that the staged temporary pedestrian paths through the construction site does not reduce the risk of harm to members of the public. In particular, the effect of configuration change on smoke and temporary FLS protection systems proposed.	Refer Issue 95 above.  BPO/Arup have been seeking a Wynyard Station tenability assessment report from TfNSW for some time to help inform whether any configuration change has an impact on smoke movement. Thus far, no tenabilitiy assessment report or smoke modelling results have been received from TfNSW.  Without this information, Arup is unable to determine any impact on smoke movement during construction. Arup requests that TfNSW provides this information for review.  Brookfield Multiplex, together with Arup Fire & Life Safety have used presently available information in the strategies presented to ensure that suitable conditions are provided through construction, in line with or better than the existing situation.  Fire Engineering for the construction phasing is intended to be undertaken to ensure these appropriate conditions are implemented. As per previous requests TfNSW to co-ordinate suitable work sessions to discuss and agree strategies and processes as part of the PDA.	-
106	Integration	Transport Impact Assessment	5.3		Comment	The section on the inter-relationship between the CBD light rail and the One Carrington development is lacking in detail and does not assist with understanding the impacts of the proposal.	Refer Issue 15 above.  From preliminary briefings with TfNSW and the SLR team there has not been an issue raised with regard to integration. The construction interface has been identified and BPO/BM/GTA would welcome detailed information and early dialogue to develop an integrated solution.  Should TfNSW have specific concerns, can these be articulated for addressing in discussions and stakeholder processes moving forward.	-
107	Integration	Transport Impact Assessment	6.2		Query	Confirm whether internal service and loading bays mean that no/reduced loading facilities required on George Street and surrounding streets? How is this anticipated to work in with the CBD light rail?	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 and removal/relocation of these facilities is not a matter for consideration for this development application.  Loading for the new development will occur off Wynyard Lane and will therefore not impact the operation of the CBD Light Rail.	-
108	Integration	Transport Impact Assessment	8.1		Comment	Note absence of train as an access option listed in section 8.1. DGRs requested all access options be addressed.	Whilst the DGRs in Section 8.1 do not identify rail as a mode to address, there is a significant body of work in relation to rail access in the Pedestrian Planning Report, Fire and Life Safety Report and Construction Management Plan.  BPO/BM consider that the information referenced above is sufficiently detailed to address this mode without further repetition in the TIA.	-
109	Integration	Transport Impact Assessment	Whole document		Comment	TIA does not deal sufficiently with pedestrian movements within the development and between key transport hubs via the development (eg between light rail and Wynyard Station, between buses and light rail etc)	Information on these connections is made outside of the TIA, particularly in the Pedestrian Planning Report. Refer also to Issue 15 above.	-
110	Integration	Pedestrian Planning Report		1	Comment	DGRs - C - Specific to Pedestrian Movement: Re seamless integration with Wynyard Station Upgrade, further consultation will be required to facilitate this. The current report does not include sufficient information to satisfy this requirement.	Refer Issue 15 above.  We agree that further consultation shall be required. To successfully integrate with the Wynyard Station Upgrade we request TfNSW provide detailed information in regards to the project for consideration and discussions in line with the process and procedures to be established in the PDA.	-
111	Integration	Statement of Significant Design – EIS	4.4		Comment	Ongoing consultation with TfNSW should be undertaken to ensure suitable interface between materials described for Transit Hall, walkways through One Carrington and Wynyard Station concourse/CBD Light Rail.	Refer Issue 15 above.  Detailed information regarding these projects has been requested to ensure due consideration can be given. We expect that the principles of this are established in the Transit Hall Brief to be agreed with TfNSW moving forward.	2

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112	Buses	Transport Impact Assessment			Comment/Suggestion	The Transport Impact Assessment states, in regards to potential conflicts between bus movements on Carrington St and increased pedestrians between the development and Wynyard Park, that the volume of pedestrians crossing Carrington St is likely to be minimal. The separately submitted Pedestrian Planning Report indicates that in 2036 during the AM peak 1300 pedestrians will wish to cross Carrington St and 3250 pedestrians during the PM peak. It is considered that this number of pedestrians crossing Carrington St in this location is unacceptable without management measures to ensure that moving buses and pedestrians are not mixing. Any traffic management solution needs to be designed such that the capacity of the bus interchange is maintained and demonstrated using current and future demand and bus dwell times. If any traffic management measures are proposed, then the proponent needs to demonstrate that the interchange could operate with reduced bus stands (based on a design that complies with RMS guidelines). Alternatively, if the crossing at this location is prohibited, the applicant should demonstrate that the design prevents the crossing of Carrington St along it's full length and ensures that pedestrian movement is directed to using the signalised pedestrian crossing at the intersection of Carrington and Margaret Streets.	Refer Issue 75 above.	-
113	Buses	Transport Impact Assessment			Comment/Suggestion	The Transport Management Plan should also provide greater detail and assess any operational impact of proposed traffic changes and loading arrangements on bus services and facilities in the vicinity of the site.	Refer Issue 21 above	-
114	Buses	Pedestrian Planning Report	10		Comment/Suggestion	The increased pedestrian flows and bus operations in Carrington Street are likely to be an issue well before 2036. The need for a traffic management measure is likely to be a significant constraint on the safe and effective operation of the bus interchange.	Refer Issue 75 above.	-
115	Suggested Amendments	EIS	4.1	31	Query	Comments on the Infrastructure SEPP – the commentary is not correct. JBA has misinterpreted what the SEPP does i.e it is stated that there is no excavation within 25 metres of underground rail lines but the SEPP defines “rail corridor” as including land that is owned, leased, managed or controlled by a public authority for the purpose of a railway or rail infrastructure facilities. This also means the Robert Bird Group assessment is also incorrect as the advice is based on this interpretation.	Noted and therefore clause 86 of the ISEPP does apply and the EIS was incorrect in relation to this matter. As a result TfNSW will need to provide its concurrence. Notwithstanding the application of the wider definition of a rail corridor, the findings in terms of the impacts on the 'rail corridor' do not change.	-
116	Suggested Amendments	EIS		5	Suggested text change	Amend the following statement to include bolded text: <i>'The number of passengers boarding per day at Wynyard Station is estimated to increase significantly by the year 2060 due to growth in CBD office and residential occupation, and the progressive opening of Barangaroo. The Station currently operates near capacity and will not be able to meet the anticipated growth in patronage over the next 40 years without a significant upgrade and/or the addition of new rail infrastructure through the CBD.'</i>	Noted, however, as the report has now gone on public exhibition the requested text change cannot be made.	-
117	Suggested Amendments	EIS		17	Suggested text change	Amend the following statement to include bolded text: <i>Wynyard Station is the 3rd most patronised railway station in Sydney, with an average of approximately 58,000 passengers boarding per weekday (2012). The Station has four platforms which service the T1 North Shore, Northern &amp; Western Line, the T2 Airport, Inner West &amp; Southern Line and the T3 Bankstown Line</i>	Noted, however, as the report has now gone on public exhibition the requested text change cannot be made.	-
118	Suggested Amendments	EIS		22	Suggested text change	Amend the following statement by deleting the strikethrough text <i>'Transit Hall (see Figure X): The 13m high 25m wide transit hall will provide a grand civic entry to Wynyard Station from its main-eastern entry off George Street.</i>	Noted, however, as the report has now gone on public exhibition the requested text change cannot be made.	-
119	Suggested Amendments	EIS		43	Suggested text change	Amend the following statement to include bolded text: <i>'Level of Service (LOS C) is considered an average acceptable LOS for a metropolitan station during peak periods.</i>	Noted, however, as the report has now gone on public exhibition the requested text change cannot be made.	-
120	Suggested Amendments	Appendix BB - Hazardous Materials Report (Airsafe - 100114)			Comment/Suggestion	The report highlights that much of the ceiling space was not able to be inspected. It is not clear whether this report includes the ceiling space above the railway pedestrian tunnels accessing the Station itself. This information may be contained in a rail register probably with Sydney Trains. However, recommendations for containment and removal are made within the report.	Limited samples were taken at the railway pedestrian tunnels (See page 33,34, 36, 42, 48, 49 of Carrington Hazmat Report) due to the live nature of these areas. These areas are stable until such time the areas are closed off for Hazmat removal. The removal of Hazardous Materials shall be undertaken in accordance with the codes of practice, within a confined environment, implementing negative pressurised areas, air monitoring and the provision of clearance certificates upon completion (of areas).  We would appreciate the provision of any relevant reports held by Sydney Trains which may include more detail in these areas.	14
121	Suggested Amendments	Appendix W - CTMP (GTA Consultants Office - 110314)			Comment/Suggestion	Still refers to closure of Wynyard Lane although other documents suggest that this is not going to be the case.	For clarity, there are two cases for activity on Wynyard Lane.  <b>During construction</b> the lane is to be closed to through traffic and <b>traffic managed</b> two-way operations implemented, as outlined in the CTMP and CMP.  <b>Upon completion</b> the lane shall be one way operation, with the modifications as outlined in the Development Application with regard to shared zone, changes in loading etc.  The CTMP shall indicate the (temporary) closure of the lane as it deals with the 'during construction' case.	-
122	Suggested Amendments	EIS		14	Requested wording change	<p>‘Note: The eastern accessways of the station, east of Carrington Street, form part of the Development Application. A further application will be lodged for the upgrade of the station.’</p> <p>This is incorrect. Replace with the following:</p> <p>‘Note: The eastern accessways of the station, east of Carrington Street, form part of the Development Application. They are an integral access point for Wynyard Station and easements protect this access. The Wynyard Station Upgrade Project was announced by the Minister for Transport on May 5th 2014 and will be undertaken by Transport for NSW. Environmental assessment will be undertaken separately for the upgrade of the station.’</p>	At the time the EIS had been prepared no announcement had been made in relation to the Wynyard Station Upgrade Project and therefore the EIS could not have anticipated the planning process TfNSW may ultimately take for the upgrade. The term 'further application' was used as it generically refers to an application and not specifically a DA, SSD, SSI or REF.	-

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123	Suggested Amendments	EIS	4.1	29	Comment/Suggestion	Sydney City Centre Access Strategy and Sydney's Cycling Future need to be included. NSW Bike Plan should be deleted as it has been superseded by Sydney's Cycling Future. It should be noted that most of the City of Sydney Cycle Strategy Action plan has been superseded by the Sydney City Centre Access Strategy.	<p>The two high-level strategy documents cited were not considered in the EIS as they did not form part of the DGRs. Consideration of the proposal's consistency with the two documents is provided below:</p> <p>The Sydney City Centre Access Strategy provides a fully integrated transport network for Sydney's city centre. The proposed development is consistent with the key outcomes in the Strategy in that it will:</p> <ul style="list-style-type: none"><li>- make public transport transfers easier</li><li>- improve access to commercial and retail activity</li><li>- improve safety in the city centre</li><li>- increase public transport access to and capacity in the city centre</li></ul> <p>Sydney's Cycling Future is a high-level strategy document with the overarching goal to make cycling a safe, convenient and enjoyable transport option for short trips. The proposed development is consistent with the aims of the document through promoting a bicycle friendly environment that integrates bicycle end of trip facilities in an accessible location that is near integrated transport.</p>	-
124	Suggested Amendments	Transport Impact Assessment	2.5	6	Suggested text change	Opening sentence should be "City of Sydney in conjunction with the NSW Government is delivering the CBD cycle network as identified in the Sydney City Centre Access Strategy.	Noted. Refer Issue 123 above.	-
125	Suggested Amendments	Transport Impact Assessment	2.5	7/ <b>Figure 2.2</b>	Suggested text change	Map is difficult to read and does not reflect the CBD cycleway network in the Sydney City Centre Access Strategy	Noted. Refer Issue 123 above.	-
126	Suggested Amendments	EIS	4.25	56-57	Comment/Suggestion	This section should outline main issues raised by TfNSW not just merely say consultation has occurred.	It was not considered appropriate to represent the views of TfNSW in the EIS, which is a public document, without TfNSW formally providing those views. Brookfield can attach the minutes of all meetings held with TfNSW in relation to the DA if that is requested by TfNSW.	-
127	Suggested Amendments	Pedestrian Planning Report	9		Suggested text change	Should read: 'As noted in section 5.2, the criterion assessed is against:A Fruin LoS C as maximum (walkways) during the peak 15 minutes'	Disagree with 'maximum' wording, Refer Issue 87 above.	-
128	Suggested Amendments	Pedestrian Planning Report	12-13	<b>Figure 24</b>	Comment/Suggestion	Not possible to see the extent of LoS C or worse in the concourse. Please reissue image so this can be clearly seen.	TfNSW's comment is noted, however as the report has now gone on public exhibition this suggested change cannot be made. Diagrams can be reviewed at future work sessions.	-
129	Design Review	Architectural Drawings			Comment/Suggestion	George Street Entrance - It is recommended that the depth of the commercial lift pits be reduced or the Vertical Transport be moved 2m closer to George Street to improve headroom over the entry to Vertical Transport.	The minimum vertical dimension between the underside of the eastern passenger lift pit soffit and the escalator/stair flight is 5m. This acts as a transition between the minimum 13m tall George Street concourse areas (compliant with Statement of Commitments) and lower concourse levels. Therefore, the current configuration successfully manages the change in scale between George Street entrance and Wynyard Station concourse level.	-
130	Design Review	Architectural Drawings			Comment/Suggestion	George Street Entrance - Consideration should be given to setting back the retail frontages on George Street by 3-5m, (subject to pedestrian modelling) to provide a transition zone between footpath and entry plaza and improve sightlines to the Vertical Transport, where pedestrian traffic is highest.	<p>The retail façade is set-back 1.35m (Drawing DA2006) on George Street and provides a clear width of pedestrian entry/exit via George Street significantly greater than the 16m requirement to George Street identified in the Statement of Commitments and Concept plan Approval.</p> <p>The provision of visible active retail frontage to George Street is a key urban design principle and it should be noted that stepping back the façade further from George Street, as suggested by TfNSW, will create a problematic pinch point between the retail and the column to the south.</p> <p>Therefore, the current configuration is optimal and an enhancement to the Statement of Commitments.</p>	-
131	Design Review	Architectural Drawings			Comment/Suggestion	Vertical Transport to the concourse - Improved lift visibility and way-finding would be achieved by deleting the deep retail frontage (vitrine) or stepping back the retail façade in front of the lifts. Providing glazing to the three (3) public sides of the lift would increase passive surveillance.	<p>The new active retail frontage is a key design element to animate the exposed southern elevation of 285 George Street (currently a party wall) and to provide a consistency of retail offering flanking the expanded George St station entry width.</p> <p>The lifts are highly visible within the 13m tall George Street concourse area adjacent to circulation at each level providing sufficient passive surveillance. Furthermore, the lift doors are glazed to optimise passenger surveillance and user safety.</p> <p>Therefore, the current configuration is optimal and an enhancement to the Statement of Commitments which increases visibility between George Street and the vertical transport to Wynyard Station concourse level.</p>	-
132	Design Review	Architectural Drawings			Comment/Suggestion	Vertical Transport link to Carrington Street - The design of this link requires careful consideration to ensure adequate landings and a gradient that would eliminate the need for handrails, as well as reduce opportunities concealment. Providing glazing to the three (3) public sides of the lift would increase passive surveillance.	<p>The gradient of the link between Carrington and George Streets is 1:20, therefore, handrails are not required.</p> <p>The active retail frontage and enhanced surveillance of adjacent office lobby mitigates opportunity for concealment between columns at the Carrington Street end of the Wynyard Lane Bridge.</p> <p>The lifts are highly visible within the 13m tall George Street concourse area adjacent to circulation at each level providing sufficient passive surveillance. Furthermore, the lift doors are glazed to optimise user safety.</p>	-
133	Design Review	Architectural Drawings			Comment/Suggestion	Vertical Transport link to Wynyard Lane - The western lift of the bank of two (2) lifts rising to Wynyard Lane should be glazed to the full extent possible to provide passive surveillance.	The lift doors are glazed to optimise passenger surveillance and user safety.	-
134	Design Review	Architectural Drawings			Comment/Suggestion	Sub-surface Interface with Concourse - Every attempt should be made to maximise headroom reducing the depth of soffit fabric and minimising structural depth, throughout the concourse 'arcade' to improve the pedestrian experience.	Noted and agreed.	-
135	Design Review	Architectural Drawings			Comment/Suggestion	Sub-surface Interface with Concourse - No built form of the goods lifts should be located within eye level over the Vertical Transport voids to the lower retail concourse, to open line of sight between the entry escalators and the main Wynyard station concourse and facilitate passage of movement. This will require detailed lift design, with consideration of reduced lift pits and potential ramp access to a raised level lift in the loading dock.	<p>The internal pit dimension for the goods lifts is 4.4m (plus structure and cladding) below Wynyard Lane loading bay level, therefore, the lift pits are unavoidable at eye level at Wynyard Station concourse level.</p> <p>The total clear width of pedestrian circulation in the area of the goods lift pits meets or exceeds the minimum 16m width requirement in the Statement of Commitments. As a further enhancement, the suspended goods lift pits sit over the voids to the Hunter Connection and visually connect the George Street entrance with the lower levels and clearly define the circulation routes between them. Therefore, the architectural treatment of the goods lift pits has been given great consideration to create a positive visual impact.</p>	-



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136	Design Review	Architectural Drawings			Comment/Suggestion	Sub-surface Interface with Concourse - It will be necessary to review and align the aesthetics, materials and lighting to ensure the concourse arcade is synthesised with Wynyard walk and the proposed upgrade to the station concourse. This should be achieved by ongoing design review panels and liaison between MAKE/Architectus, and all other architects engaged in the design development of Wynyard Station’s paid and unpaid concourse areas, associated retail, customer and staff facilities.	Agreed. Refer to Issue 15 above.	-
137	Design Review	Architectural Drawings			Comment/Suggestion	Interface with Hunter Arcade - Voids to lower level need to be open for their full extent. Balustrades need to be glazed and fully translucent to provide height and openness and enhance passive surveillance.	The generous voids to the Hunter Arcade have been carefully considered to provide visual connection between the Hunter Arcade and the Concourse (and vice-versa). This includes glazed balustrades to improve these connections.  The connection to the the Hunter Connection Tunnel at the George Street interface has been optimised by void space over and flanking with active retail frontages for openness and improved passive surveillance.	-
138	Design Review	Architectural Drawings			Comment/Suggestion	Interface with Hunter Arcade - The Arcade Level landing appears to be approximately 1m for a 6m wide ramp which in the public domain is restrictive. The ramps will require handrails to both sides (not shown) which will impede the shop front design. Consideration should be given to the provision of a 1:20 walkway to eliminate the need for handrails, provide a more generous landing to the ramp.	Drawing DA2004 describes two ramps between Hunter Arcade and lowest concourse level each with a gradient of 1:14, length 6.225m long an intermediate landing 1.2m long compliant with AS1428.1 - 2009 clause 10.8.1. The ramps and landing may be adjusted to maintain 1:14 gradient and provide a 1.54m landing which is sufficient to allow wheelchair users and people with walking aids to turn through 180 degrees compliant with AS1428.1 - 2009 clause 6.5.3  A 1:20 ramp is possible if extended east into Hunter Arcade - westward extension will compromise circulation within concourse under One Carrington Street.  Handrails will be provided to each side integrated into shopfront design.	-
139	Design Review	Architectural Drawings			Comment/Suggestion	Interface with Hunter Arcade - Every attempt should be made to maximise headroom and reduce the depth of soffit fabric and minimise structural depth through the lower retail concourse to improve the pedestrian experience.	Agreed. The area is surrounded by active retail frontages to provide height and openness and enhance passive surveillance.	-
140	Design Review	Architectural Drawings			Comment/Suggestion	Carrington Street Entrance - The increased public benefit of setting back the lobby and retail façade on Carrington Street at ground level by 3m to open up views to the park need to be considered to improve the amenity at the footpath and allow for an undercover trading space for the café/retail outlet.	The column line is set back 4m from Carrington Street kerb line compliant with the Concept Approval.  The City of Sydney DCP supports the absence of a colonnade to Carrington Street specifically in the Footpath, Awnings and Colonnades Map 14. Furthermore, within the DCP Section 3 General Provisions there are a number of clauses that discourage the use of colonnades along Carrington Street (3.2.2 Addressing the street and public domain 3.2.5 Colonnades).  Therefore, current design is optimal and in accordance with Sydney’s DCP and Concept Approval for the site.	-
141	Design Review	Architectural Drawings			Comment/Suggestion	Carrington Street Entrance - The facade to the café should be flush or near flush to the columns to refine the edge of the inclined access to the Wynyard Lane bridge. Furthermore, the facades to the walkway must be un-encumbered by handrails and landings must be generous and evenly spaced.	Gradient of the Wynyard Lane Bridge link is 1:20, therefore, handrails are not required.  The active retail frontage and enhanced surveillance of the adjacent office lobby ensure the facade line between columns on the Wynyard Lane bridge successfully provides opportunity for sheltered external café seating if desirable.	-
142	Design Review	Architectural Drawings			Comment/Suggestion	Wynyard Lane - Passive surveillance to users of the lane needs to be provided through street activation by way of retail / food and beverage, good street lighting and overlooking from the pedestrian bridge, commercial lobby and upper level retail tenancies.	Noted.  These elements are incorporated into the design together with additional active frontage provided to the rear of 285 George Street at Wynyard Lane level, as well as the further measures outlined in Issue 69 above.	-
143	Design Review	Architectural Drawings			Comment/Suggestion	Wynyard Lane - Providing views down into the station entry hall and to George Street – integrated with design of the transport information display screen needs to be considered.	Structurally, additional penetrations in the shear walls parallel to Wynyard Lane are not possible	-
144	Design Review	Architectural Drawings			Comment/Suggestion	Built Form - The tower block forms would benefit from greater definition to be read as distinct elements that break down the overall building mass. The definition of the ‘building blocks’ would also be enhanced by increasing the height difference between them at the top of the building.	Noted. The architecture has been developed by Make Architects from the scheme selected from the competitive design process determined in accordance with the Design Excellence and Competitive Design Process provisions of Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012.	-
145	Design Review	Architectural Drawings			Comment/Suggestion	Built Form - The relationship of the 6m cantilever over 285 George Street (the former Beneficial House) could be improved by aligning its base with the parapet of Shell House so that there is more ‘breathing space’ between the tower form over and the much smaller scale heritage building below.	Noted. The architecture has been developed by Make Architects from the scheme selected from the competitive design process determined in accordance with the Design Excellence and Competitive Design Process provisions of Sydney Local Environmental Plan 2012 and Sydney Development Control Plan 2012.	-
146	Other	EIS		14 & 16/ 3&4 Fig	Request for further review	These figures identify the area the subject of the application as Stage 1 SSD Site. This should be reviewed as there may not be any further stages of development under the Concept Plan approval.	The wider Concept Plan site is relevant for the purposes of the planning context of the application. The figures clearly identify that the DA only relates to the 'Stage 1 SSD Site'. Whilst there may be no future stages 'under the concept plan' this doesn't change the fact the Concept Plan still applies to the wider site.	-
147	Other	EIS		33	Request for further review	Integration with stage 2. This statement needs review	We are unclear what TfNSW’s specific concern is in relation to this text. We note that if they were concerned with the scope of the interface works, a detailed section of the interface was included in Section 3.2 following the Department’s comments during ToA to illustrate the interface.	-
148	Other	EIS	3.11	28	Request for further review	Hours of the transit hall will need to be reviewed.	Noted. The transit hall will reflect the operational/ opening hours of the Wynyard Train Station to be agreed with TfNSW.	2
149	Other	EIS	4.17	52	Request for additional information	Lists all of the Australian Standards engineering standards that apply but provide no details of any ASA or RailCorp/Sydney Trains standards which are also applicable.	The development shall be undertaken in accordance with the BCA and Australian Standards which are referenced therein or relevant to the site.  The details or particulars of any ASA or RailCorp/Sydney Trains standards which are relevant to the site and development have been requested by BPO and are to be provided by TfNSW in order to progress the PDA, CMP and Transit Hall Brief.	2

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150	Other	EIS		5	Request for text change	<i>'In light of the strategic importance of Wynyard Station and the established need for an upgrade to its capacity, a Concept Plan to guide the redevelopment of Wynyard Station was approved by the Planning Assessment Commission as delegate of the Minister for Planning and Infrastructure in April 2012.'</i> <i>This DA represents the first stage of the detailed design of the redevelopment approved under the Concept Plan.</i>  Text does not explain how One Carrington proposal will increase station capacity. Further stages are not mentioned.	Increases in station capacity are considered in the Pedestrian Planning Report included at Appendix R.	-
151	Other	EIS		22	Request for text change	<i>The proposed development seeks approval for the construction of a new world class transport interchange to support Wynyard Station, the Wynyard Bus Interchange and future CBD Light Rail</i>  Pursuant to specific comments about the design of this space, referring to the retail-oriented 'transit hall' as a 'world-class interchange' needs to be supported by discussion of interchange-promoting or considering aspects of the design.	Section 3.3 is a description of the development. An assessment of the design of the Transit Hall and role as an interchange is considered in Section 4.0 of the EIS.	-
152	Other				Comment	Various approvals will be required as due process such as the CSTTC, RMS for WADs, local traffic committee, etc.	Noted. BPO/BM would seek to engage with TfNSW and the CBD Transport and Traffic Taskforce, in line with the procedures and processes outlined in the PDA, to review the project and the traffic and construction zone approvals, such that an integrated approach which facilitates construction can be developed together with the appropriate approvals.	-
153	Other	Traffic Impact Assessment	7.1	28	Comment	Question validity of assumption that the carpark will be decommissioned in the future as basis for decision making on Wynyard Lane treatment as shared zone. This appears to be at odds with RMS guideline.	Noted. The Wynyard Lane shared zone was offered by BPO as an enhancement to the existing condition of the northern section of Wynyard Lane (in consultation with TfNSW and the City of Sydney) to improve the pedestrian and traffic environment and to provide improved opportunities for retail and laneway activation. Further discussion will be required with TfNSW/RMS should the carpark remain open.	15
154	Other	Make Design Statement				To reiterate, the design of the proposed signage and information boards will need to be confirmed by TfNSW's wayfinding team.	Noted.  Any proposed Rail-specific signage or information boards shall be undertaken in consultation with TfNSW and the requirements are expected to be identified in the Transit Hall Brief, to be prepared in consultation with TfNSW.  The extent of signage and information boards described in the Design Statement is in accordance with discussions at a meeting with TfNSW Design Working Group on 28 January 2014. In principal, signage for the new development shall have it's own identity noting that TfNSW may grant a restricted 'licence' for elements of the TfNSW wayfinding system to be incorporated into the project signage.	-
155	Other				Comment	The NSW Government recently released new plans for walking and cycling - Sydney's Walking Future and Sydney's Cycling Future. These documents set a new direction for planning and prioritising investment in walking and cycling. A copy of each of these documents is provided in the weblinks as follows. <a href="http://www.transport.nsw.gov.au/media-centre/publications-reports">http://www.transport.nsw.gov.au/media-centre/publications-reports</a> , <a href="http://www.transport.nsw.gov.au/sydneys-cycling-future">http://www.transport.nsw.gov.au/sydneys-cycling-future</a> and <a href="http://www.transport.nsw.gov.au/sydneys-walking-future">http://www.transport.nsw.gov.au/sydneys-walking-future</a> . These documents reinforce the important contribution walking and cycling make as part of an integrated transport solution, advocating that walking and cycling should be included in the planning, design and construction of new developments. New links should in future be designed to provide adequate separation of pedestrians and cyclists from motor vehicles. The focus will be connecting people to places through safe walking and cycling networks in 2km catchments for walking and 5km catchments for cycling around centres and public transport interchanges, in accordance with existing DP&E and RMS guidelines. The documents identify the keys findings of the Customer Value Propositions which can be provided upon request. The CVPs articulate the importance of safety, personal security, connectivity and facilities (during and after a trip, including protection from weather) for customers who walk and cycle. Many facets of this development recognise these needs with, for example, the through site links and proposed shared zone in Wynyard Lane (4.2), bicycle parking (6.4) and a proposed Green Travel Plan (8.4, GTA Transport Impact Assessment).	The two high-level strategy documents cited were not considered in the EIS as they did not form part of the DGRs. Consideration of the proposal's consistency with the two documents is provided below:  Sydney's Cycling Future is a high level strategy document with the overarching goal to make cycling a safe, convenient and enjoyable transport option for short trips. The proposed development is consistent with the aims of the document through promoting a bicycle friendly environment that integrates bicycle end of trip facilities in an accessible location that is near integrated transport.  Sydney's Walking Future is a high level strategy document with a focus on getting people walking for transport purposes more often. The proposed development is consistent with the aims of the document as it will provide a safe walking network in and around a public transport interchange, encouraging walking for transport purposes.	-
156	Misc				Comment/Suggestion	The following issues need to be addressed. More detailed comments can be provided once more detailed plans become available: <ul style="list-style-type: none"><li>• Engineering solutions integrate with Sydney Trains' existing systems where applicable.</li><li>• Achieve an environmentally sustainable outcome.</li><li>• Satisfy any Sydney Train's legislative and regulatory requirements where applicable.</li><li>• Solution is secure against potential threats.</li><li>• Residual risk, associated with operation and maintenance, is tolerable to Sydney Trains.</li><li>• Avoid creation of maintenance difficulties.</li><li>• No impediment to rail network maintenance tasks.</li><li>• Avoid creation of operational difficulties.</li><li>• No reduction in Sydney Trains system performance.</li><li>• Avoid disruption of passenger train services.</li><li>• Preserve the service life of existing Sydney Trains infrastructure assets where impacted by the development.</li><li>• Satisfy Sydney Train's safety obligations.</li></ul>	The Transit Hall Brief, to be prepared in consultation with TfNSW should identify any such items as applicable to this development for integration. Any specific concerns should also be discussed in the ongoing workshops and the development of the PDA.  TfNSW as the nominated lead agency is to coordinate all internal stakeholder processes and inputs to be established and agreed in the PDA and for integration into the detailed design.	-
157	Not Used							
158	Misc				Comment	It should be noted however that: rates of cycling in the city have doubled in the past three years so estimates on bicycle parking to meet future demand is too low, Margaret and Hunter Streets are priority pedestrian improvement sites in the Sydney City Centre Access Strategy and should not be compromised, the impact of Wynyard Walk must be considered carefully, the RMS shared zone technical direction is currently under review, lighting will be a necessary consideration Wynyard Lane, a second harbour crossing and other possible subterranean connections may have implications for this development, the location of facilities will have an impact on pedestrian movements (or lack thereof with queuing and sojourning), critical assumptions have been made about future pedestrian demand in the Pedestrian planning as at 2060 due to the absence of some necessary data from TfNSW, pedestrian planning has not taken into account the pedestrian zone on George Street from Hunter Street, a definition of "DDA movements" would be useful and consideration of older passengers, those with bicycles, luggage, strollers etc must be given and a higher level of pedestrian service than C should be aimed for wherever possible.	Refer to responses to specific issues raised above.  With regard to bicycle parking the minimum requirement is set out under Condition B4 of the Concept Approval.  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.  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.  On this basis we believe that bicycle provisions have been suitably addressed.	-

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159	Misc				Comment/Suggestion	<p>There are three projects at Wynyard Station, Wynyard Walk (TPD), Wynyard Upgrade(TPD) and One Carrington Street. Some of the main issues to be considered are as follows:</p> <ol style="list-style-type: none"><li>1. Access/ egress to Wynyard Station for Emergencies.</li><li>2. Wynyard Station Incident Management Plan (SIMP) to be updated to reflect changes to access pathways during the course of the development</li><li>3. Coordinated approach for design of Fire Systems and Pedestrian modelling.</li></ol> <p>A Safety Interface agreement needs to be developed which includes all three projects and regular meetings held in relation to risks for Wynyard Station Operations, Customers and Sydney Trains Assets. Station Construction Liaison Meeting (SCLG) to occur regularly with Station Staff to assess impact of construction works. Coordination at some level of design of fire systems and BCA / Emergency Egress as applicable.</p>	<p>Noted. Refer Issue 15 above.</p> <p>BPO/BM would request the information on how these issues/systems are presently implemented at Wynyard Station to assist in the development of an integrated solution.</p> <p>We would also encourage appropriate dialogue be established to further communicate the One Carrington Street strategies with TfNSW as the nominated lead agency coordinating all internal stakeholder processes and inputs into the process.</p>	-