

Comment	Response
Department of Planning and Environment	
The Department notes that the proposed revised façade composition provides for three, rather than two, facade types. Further justification and design excellence verification is required to demonstrate that the proposed reduced depth of the vertical fins will achieve an appropriate level of contrast between the façade types, accentuate the verticality of the building and continue to achieve design excellence.	A response to this issue has been provided by Make at Attachment B .
Page 34 of the approved 'Architectural Response to Submissions' (Attachment E1) provides CGI images for Carrington Street and George Street, highlighting the differentiation of the cladding types. Updated images are required to assist in the consideration of point 1.	The CGI images submitted with the Modification were updated to reflect the refinements to the cladding. The difficulty in identifying the difference between the CGIs emphasises the subtlety of the change and reinforces the point that the modification still achieves the appropriate level of contrast between façade types and will continue to achieve design excellence.
Drawing DA6000 Rev 00 'GFA Schedule' and the approved Design Statement 'One Carrington Area Schedule' should be updated to take account of the proposed amendments to the internal layout and land-use locations.	A revised GFA schedule has been provided at Attachment B . The total GFA of 84,621m ² remains consistent with the approved development and the maximum approved under the Concept Plan of 84,621m ² .
Transport for NSW	
Proposed Stone Paving with Brass Inlay/Bollards The Public Domain Concept Plan (PDCP) prepared as part of the modification proposal includes stone paving with brass inlay/bollards to act as a speed restrictor. The proposed arrangement is not supported by TfNSW due to the following reasons: ▪ The proposed arrangement would guide vehicles to travel along the eastern side of Wynyard Lane. As a result of this, pedestrians entering Wynyard Lane opposite to the applicant's car park access from the east would step into the path of oncoming vehicles. Therefore, there is a potential conflict between pedestrians entering Wynyard Lane and the vehicles travelling along Wynyard Lane. ▪ The proposed stone paving with brass inlay/bollards area located south of Margaret Street on Wynyard Lane may have the potential to restrict the turning path of the vehicles accessing the loading bay for the proposed development at 275-281 George Street. Based on the above, TfNSW requests that the applicant demonstrates the proposed stone paving with brass inlay/bollards along Wynyard Lane would not have impact on the proposed development at 275-281 George Street and the pedestrian safety along Wynyard Lane.	A response to this issue has been provided by GTA at Attachment C .
Proposed Pedestrian Entry to Wynyard Lane	A response to this issue has been provided by GTA at Attachment C .

The PDCP shows that pedestrians enter Wynyard Lane from the east opposite the car park access for the proposed development where multiple vehicle movements will occur. This arrangement would have the potential to cause pedestrian/vehicle conflicts and is likely to increase pedestrian related incidents at this location. TfNSW requests that the applicant demonstrates the proposed arrangements at the car park access would not cause pedestrian related incidents.	
Access to Public Car Park The PDCP shows a narrow car park entry and a ramp to the public car park. It should be noted that the public car park access needs to include the vehicle entry lane as well as a pedestrian path. This would enable public to access the car park. It is not clear from the documentation prepared as part of the modification proposal whether the proposed public car park entry accommodates vehicle as well as pedestrian movements. TfNSW requests that the applicant demonstrates the width and gradient of the car park entry cater for vehicles as well as pedestrians in accordance with relevant standards.	A response to this issue has been provided by GTA at Attachment C.
Safety of Proposed Arrangements along Wynyard Lane The proposed activation of Wynyard Lane has some safety concerns due to multiple vehicle movements with limited sight distances from driveways along Wynyard Lane. TfNSW requests that a Stage 2 (Concept Design) road safety audit be undertaken for the proposed Wynyard Lane works in accordance with Austroads Guide to Road Safety Audit Part 6: Road Safety Audit by an independent TfNSW accredited road safety auditor. Based on the results of the Road Safety Audit, the applicant may need to modify their proposal for Wynyard Lane.	A response to this issue has been provided by GTA at Attachment C.
City of Sydney	
The modification application should be assessed as a Section 96(2) application rather than Section 96(1A) application. The extent of changes, in terms of qualitative and quantitative alterations, are such that the proposal is not considered an amendment of minimal environmental impact.	In order to grant consent for a modification under Section 96(1A), the Department as the consent authority must be satisfied the proposed modification is of minimal environmental impact. Whilst the proposed modification incorporates a number of minor refinements, as demonstrated in Section 4.0 these modifications will only have a minor environmental impact. Therefore the Department can continue to assess the modification as a Section 96(1A).
The George Street awnings remain too high and too open to provide adequate weather protection. The City notes that the Applicant has not consulted Council Officers to date regarding the detailed design of the awnings as per Condition B1 of the consent. The Applicant has also not satisfied part (b) to Condition B1 to date in that there has been no “further studies that demonstrate that the awning height and design provides	As noted by the City this issue was conditioned as part of the original approval. Brookfield will satisfy this condition at the relevant time and it does not require any additional assessment as part of this Section 96.

suitable weather protection, sightlines, architectural expression, and relationship to the Wynyard Station transit hall entrance.”	
The proposal includes additional horizontal glazed segments between the three bays of the awnings that bridge existing gaps. However, these infill panels lack architectural integrity and look clearly to be an afterthought. The concept of the “three bays” and their excessive heights should be reimaged. The City continues to argue for significantly lower awning heights in keeping with the provisions of Sydney DCP 2012.	A response to this issue has been provided by Make at Attachment A .
The Section 96 Architectural Plans and Section 96 Public Domain Plans are not consistent in relation to openings and features onto Wynyard Lane. Footpath build outs for pedestrian protection and vehicle control around lifts, loading docks and stairs openings, which are achieved by bollards in the public laneway, are shown in the Public Domain Plans in locations where there are no building openings in the Architectural Plans. Regardless of the design intent, the City notes Conditions B14 and B16 requiring detailed Public Domain Plans to be lodged for approval with the City. Early consultation with the City’s Public Domain Unit and Transport for NSW (in the event that a shared zone application is progressed) is necessary. Reducing the functional width of the laneway to cater for a private development may not be supported, therefore openings toward the laneway from the existing and proposed buildings need to function on their own.	The Public Domain Plans have been updated (see Attachment D). The plans have been prepared using the architectural drawings as a base. The Architectural Plans note that the detail relating to Wynyard Lane and the public domain is provided in the Public Domain Plans. Brookfield will undertake the necessary consultation with the City as part of satisfying the relevant conditions of consent already in place. This issue therefore does not require any further assessment as part of this modification. It is further noted that the provision of the shared zone and laneway activation have been provided in direct response to the City of Sydney previous requests.
The Statement of Environmental Effects refers to the recommendations of the Transport for NSW Design Panel being incorporated “where possible” into the modification. One of the recommendations of the Panel was to incorporate public art into the development. However, the Section 96 modification fails to identify how this recommendation is achieved or capable of being achieved. Opportunities created by the modification should be highlighted by the Applicant. The City notes Condition B2 on the existing consent requiring a Public Art Strategy for works to the value of \$500,000 to be submitted to the City. The location and desired outcomes for public art should be considered holistically as the detailed design is progressing.	As noted by the City this issue was conditioned as part of the original approval. No modification to public art is proposed as part of this modification. Brookfield will satisfy this condition at the relevant time and it does not require any additional assessment as part of this Section 96.
The Section 96 modification presents an appropriate opportunity to incorporate a greater extent of masonry materials at the George Street and Carrington Street podium levels. The City’s submissions to the SSD application raised this issue repeatedly. The glazed facades are not in keeping with the existing and desired character of the surrounding streetscapes. The Section 96 modification should be accompanied by revised plans incorporating sandstone or stone cladding up to the street wall height.	The Department considered this issue as part of its original assessment of the DA and concluded that additional masonry materials were not required. The proposed Modification does not seek to change the approved materiality of the podium levels and therefore no further assessment is required as part of this Section 96.
Photomontages lodged with the SSD and Section 96 are indicative of excessive retail signage at both the George Street and Carrington Street frontages. The City notes Condition E21 requiring a signage strategy to be submitted to the City for approval and directs the Applicant to the Sydney	Noted. Brookfield will satisfy this condition at the relevant time and it does not require any additional assessment as part of this Section 96.

Development Control Plan 2012 for the future strategy and for discussions with future tenants.	
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