One Carrington SSD and Concept Plan (Mod 2)
Attachment A - Response to Department's Key Issues

Comment	Response
CONCEPT PLAN MODIFICATION (MP09_0076 MOD2)	
Public Benefits	
1. The current proposal amends the proposed Transit Hall and includes additional floor space and 285 George Street. The following additional information is required:	See below.
a. an updated public benefit analysis confirming how the proposed amendments impact the approved scope of public benefits; and	The offer which underpins the public benefit for the development is being negotiated with Transport for NSW (TfNSW) through the NSW Government's Unsolicited Proposal (USP) framework. Under the USP, the public benefit will be delivered via a Project Delivery Agreement (PDA) and Voluntary Planning Agreement (VPA) The Concept Plan scheme, incorporating the proposed amendments, formed the basis for the offer within the USP. This offer reflects the value, risk and upside of the amended scheme. Should the NSW Government accept the offer made in the USP it will have determined that the public benefit, and any variation to the public benefit originally considered under the Concept Plan is acceptable, and in the State's, and therefore public's, best interest.
b. a status update and likely timescale for the preparation of the Voluntary Planning Agreement.	The VPA has been prepared and is awaiting Cabinet endorsement as part of the USP process. Once endorsed it will be made publicly available and placed on public exhibition. It is anticipated this will occur in mid to late September 2014.
Exclusion of End of Trip Facilities	
2. As part of its assessment of the concept plan, the department considered the site area to be 8,828m^2 (not 11,124m^2) for the purposes of GFA calculation. As a result of the inclusion of 285-287 George Street, the revised site area is 9,248.1m^2 (8,828m^2 + 420m^2). The GFA calculation is to be amended accordingly and detailed justification provided should the proposal exceed the Council's LEP exclusion rate (0.3:1) for end of trip facilities or the overall concept approval GFA.	Brookfield agree the calculation of site area should exclude the land zoned open space and therefore the total site area is 9,248m^2. Accordingly, the area of end of trip facilities that may be excluded from the total GFA calculations should be 2,774m^2 (0.3:1 of the site area).
STATE SIGNIFICANT DEVELOPMENT (SSD 5824)	
Built Form	

3. As part of its assessment of the concept plan, the department considered that the scale of the Transit Hall space, which included a substantial internal void, provided a significant public benefit and represented a considerable amenity improvement for Wynyard Station. Further justification is required for the proposed Transit Hall space, which by comparison, has a reduced void space and narrowed visual sight line through to Carrington Street/Wynyard Park.	The key difference between DA and the indicative schemes shown as part of the Concept Plan is that the DA scheme encloses Wynyard Lane, whereas the Concept Approval kept the lane open. This change, which forms part of the modifications sought under Concept Plan (Mod 2) was the result of the outcome of the Wynyard Lane Working Group and contemplated as part of the Architectural Design Competition. Following the Stage 1 Architectural Design Competition, the Jury's feedback on Wynyard Lane was for: *A clear architectural and functional design solution on the basis that Wynyard Lane remains fully open to one-way vehicular traffic whilst maintaining and re-enforcing the importance of the station entry and through site links.* The Wynyard Lane Working Group was subsequently established to test the feasibility of closing Wynyard Lane to vehicular traffic. The recommendation was that keeping the lane open to vehicular traffic was the only feasible option, even though the sight lines between George and Carrington were reduced compared to the Concept Approval. Minute 3.1 of the Working Group's first meeting held on 26 November 2013 is as follows: *Wynyard Lane Working Group meeting 1 (26 November 2013) minute 3.1* *CoS noted that the objectives of the City had been addressed through the design competition process, being:* ▪ *New public station entry to George Street* ▪ *Carrington St - George St connection* ▪ *George St -Concourse connection* Notwithstanding the constraint that retaining the lane and closing it placed on the design, the proposed scheme is fully compliant (and exceeds) the design parameters established by the Concept Approval. The figures at **Attachment E** and the table below compare the key numeric standards established for the spaces and demonstrate that the proposed scheme is in many cases more generous in terms of the spatial provision than the indicative Concept Design in every aspect, and will provide a significant amenity improvement. Whilst it is noted that the sight is narrowed as a result of Wynyard Lane remaining open, as discussed in further detail below and as shown in **Attachment E**, the design will still achieve the desired intent of creating the visual connection through the Transit Hall.

Dimension	Concept Plan (Mod 1)	Proposed SSD DA	Difference
George Street Entry Width	20m	27.7m	**+7.7m**
Carrington Street Entry Width	7m	9m	**+2m**
Unobstructed George Street Entry Depth	9.8	15m	**+5.2m**
George Street Height	13	13	**0**
Carrington Street Height	8	8	**0**

4. Further analysis of the sight line through the George Street entrance to Carrington Street/Wynyard Park is required, including:	See below.
a. section/s taken through the proposed east/west route confirming that there would be an unobstructed view line (from pedestrian perspective) from the western side of George Street ; and	The requested section is included at **Attachment E**. The section demonstrates the unobstructed view line from a pedestrian perspective from the western side of George Street.
b. a new image from the western side of George Street (from pedestrian perspective) providing a realistic representation of what the termination of the view will be (i.e. sky, trees, retaining wall and/or Wynyard Park station entrance).	A sequence of views along the route of the link between George and Carrington Streets has been prepared to illustrate the different views of Wynyard Park as pedestrians move from one street to the other (see **Attachment E**). The views are as follows: ▪ Eastern George Street pavement aligned with link to Carrington Street looking west (View 01) ▪ Middle of George Street aligned with link to Carrington Street looking west (View 02) ▪ Western George Street pavement aligned with link to Carrington Street looking west (View 03) ▪ Transit Hall entrance from George Street aligned with link to Carrington Street looking west (View 04) ▪ Base of stairs at George Street level leading to Carrington Street looking west (View 05) ▪ Near top of stairs leading to Carrington Street looking west (View 06) ▪ View looking north along Wynyard Lane from the link (View 07) ▪ View to Carrington Street and Wynyard Park from location over Wynyard Lane looking west (View 08) ▪ View to Carrington Street and Wynyard Park from location midway between stairs/escalators and Carrington Street looking west (View 09) ▪ View 1 to Carrington Street and Wynyard Park from location near Carrington Street looking west (View 10) ▪ View 2 to Carrington Street and Wynyard Park from location near Carrington Street looking west (View 11) ▪ View 1 from Carrington Street to George Street looking east (View 12) ▪ View 2 from Carrington Street to George Street looking east (View 13) The views demonstrate that the proposed development still provides the desired view through the Transit Hall, noting the constraints of retaining Wynyard Lane discussed above.
5. Evidence is required of the functional weather protection of the George Street awning. If necessary, provide alternative design option/s for the awning that maintains a suitable architectural statement and provides functional weather protection.	The proposed height is the outcome of significant design and environmental analysis, however Council and the Department's concern in relation to the awning height is noted and it is suggested that this issue be resolved as part of the detailed design stage in consultation with Council. Accordingly it is recommended that the following condition be imposed: *Prior to the issue of the relevant Construction Certificate the Applicant must submit the detailed design of the awnings for the Secretary of the Department of Planning and Environment's further approval in consultation with the City of Sydney. The detailed design must be accompanied by further studies that demonstrate the awning height and design provides the optimum outcome in relation to weather protection, sight lines, and relationship to the streetscape and Transit Hall appropriate to the scale of a significant civic entry statement.*

6. Further consideration should be given to the provision of additional retail tenancies fronting Wynyard Lane.	An analysis of the opportunities to provide greater activation on Wynyard Lane is included at **Attachment E** and discussed in further detail in the Response to the City of Sydney submission at **Attachment B**. It is noted a development of this nature requires significant plant and back of house areas, which cannot be provided on Carrington Street, Margaret Street or George Street and therefore must be provided on Wynyard Lane. Notwithstanding this, if during the detailed design the spatial requirements of the plant areas etc. are reduced then Brookfield will explore the opportunity of further retail along Wynyard Lane.
7. 3D overshadowing modelling shall be provided to Council as requested in Council's correspondence. Plans are required confirming the location of the Wynyard Station dome as outlined in the TfNSW correspondence.	Brookfield specifically used the Council's model and had it verified as part of the preparation of the EIS. The model was provided to Council under a separate cover on 10 September 2014 to allow for it to undertake its own verification.
Traffic and Transport	
Pedestrian and Bus Movements	
8. The following additional information is required regarding the impact on pedestrian and bus movements:	See below.
a. information on potential bus/pedestrian conflicts on Carrington Street as a result of increased pedestrian flows between the development and Wynyard Park; and	The Pedestrian Planning Report acknowledges that under the 2036 scenario, the Carrington Street movement requires further review. This review must 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". Brookfield would seek to align with TfNSW's strategies on pedestrian safety improvements throughout the precinct, however, Brookfield are obligated to provide the through site connection between George and Carrington Street under Statement of Commitment Point 1 (Public Benefit) and it is not within Brookfield's control as part of this development to resolve how pedestrian movements over Carrington Street are managed in the future. As this is an existing issue that is not specifically connected to the proposed development and requires a much higher level strategic decision in relation to the operation of buses at Wynyard, it is not appropriate that Brookfield be required to address the issue as part of its DA. Brookfield is committed to working with TfNSW to improve the pedestrian environment in Carrington Street and would encourage measures to remove or better manage this movement in the precinct. Brookfield would support a managed crossing from the through site link to the station and removal of these conflicts in and across the station entry point.

b. analysis of potential operational impacts on bus services arising from the proposed development, including alterations to traffic movements and loading arrangements.	The development will have no adverse impact on how the bus services operate and does not require any alterations to traffic movements or loading arrangements. As indicated in the Transport Impact Assessment, the existing uses on the site were estimated to generate some 213 vph during the busiest period. Following the completion of the proposed development, peak hour traffic arising from the site would reduce to 137 vph. That is, future development traffic would be 76 vph less or a reduction of some 35 per cent. On this basis, the proposed development is not expected to create any operational impacts on bus services. The creation of a dedicated loading dock for the development shall reduce the requirement for loading to occur in Wynyard Lane or on Carrington Street which would in turn improve not only the number of vehicle movements generated by the site, but also their location. Separately, Council's aspiration is for Wynyard Lane to be upgraded to improve pedestrian amenity and activate the laneway. There is a general consensus that the best option to achieve this would be through the provision of a shared zone. Although not required for the shared zone to be implemented, existing loading zones on the northern side of the laneway near the Margaret St end may be relocated elsewhere. This is unlikely to result in any materially adverse effects to the operation of bus services.
Rail and Light Rail	
9. As requested in TfNSW's correspondence, further consideration is required of the impact on Wynyard Station, including:	See below.
a. the maintenance of the operational integrity of Wynyard Station, both during construction and in the long term; and	As outlined in the EIS and specifically the Pedestrian Planning Report and Transport Impact Assessment, the development will result in a significant upgrade to the operational integrity of Wynyard Station in the long term. The Pedestrian Planning Report and Construction Traffic Management Plan also assess the impact during construction and demonstrates that whilst there will be some impact on the operational integrity during construction, this impact will still result in an acceptable level of service. The CMP and Construction Traffic and Pedestrian Management Plan (CTPMP) will ensure that the staging and impacts of construction are managed to minimise impacts as much as possible.
b. consideration of access requirements for maintenance and access for back of house operations, such as waste removal.	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 Brookfield and TfNSW 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. as part of the PDA.
10. Further clarification and detail is required in relation to the impacts on the CBD Light Rail, including:	See below.

a. assumptions included in the pedestrian modelling relating to Light Rail passenger numbers and frequency and pedestrian movements generally, and in particular between York and Carrington Streets bus stops and the proposed Wynyard Light Rail Stop; and	Brookfield requested data associated with the Light Rail Stops from TfNSW which was not been provided. The requested data is assumed to provide information of modal splits from Light Rail and therefore allow the modelling to include trips from LR to Bus (including York and Carrington Street bus stops), LR to Rail and potentially LR to the wider precinct (including Barangaroo). In the absence of any provided data ARUP stated its assumptions in the Pedestrian Planning Report. In particular, it assumed that there is no Light Rail to Rail interchange demand, and that there is 20 people alighting a tram along George Street every 3 minutes. All of the LR demand is directed to the 1 Carrington Street commercial development as a worse case to vertical transport at George Street. It should be noted that the volumes off / on light rail are relatively small compared to heavy rail. The vertical transport and circulation widths can accommodate far higher volumes than those anticipated under the 2060 model (even with an unrealistic demand set) so any sensitivities in demand generated by the Light Rail can be easily accommodated.
b. construction traffic that will be generated by the proposed development, as well as the proposed construction routes and zones.	Section 4.11 of the CTMP assesses the potential impact of the Light Rail project on the development. The CTMP also notes that the construction vehicle routes will depend on the progress and timing in relation to the construction of the Light Rail project. However, until the specific timing and details for the CBD Light Rail project are understood, it is not possible to quantify the impact of construction traffic. Brookfield will continue to work with TfNSW during the construction of the project to ensure that the impacts of construction traffic impacts of the two potentially concurrent projects are appropriately managed. A response to the detailed issues raised by TfNSW are located in **Attachment C**. This response has been discussed with TfNSW and agreed that the issue can be addressed through conditions. The draft recommended conditions are also included at **Attachment C**.
Vehicular Access and Servicing	
11. The department notes that Wynyard Lane would have a traffic volume in excess of the RMS guidelines for a shared zone. As the decommissioning of the public car park is not confirmed, further clarification is required of the mitigation measures proposed to ensure pedestrian safety, including :	Brookfield has offered to provide the shared zone as an additional public benefit following the outcome of the Wynyard Lane Working Group. It is recommend that the Department impose the following Condition: *The Wynyard Lane shared zone is subject to a further approval from the RMS. Upon receiving approval from the RMS, the proponent is required to submit details to the CBD Transport and Traffic Taskforce. In the event the shared zone is not approved, the public domain within Wynyard Lane will be made good to City of Sydney standards.*
a. a clearer plan of the shared zone including indicative vehicles of a range of sizes and pedestrians;	A clearer plan of the shared zone will be provided at a later stage when approval is sought from RMS. In terms of indicative vehicle size, it is expected that this would vary from an Australian Standard 8.8m long medium rigid truck to a passenger car similar to an Australian Standard 5.2m B99 vehicle or smaller.
b. confirmation that larger service vehicles would be able to manoeuvre around the bollards shown on drawing L-1OOc; and	The bollards are proposed as a traffic calming measure to slow the travel speed of vehicles travelling along Wynyard Lane as part of the proposed shared zone. The bollards would reduce the road width to approximately 3.0m between the bollards and kerb. Vehicles travelling past the bollards would approach them head on noting that the typical width of a service vehicle is approximately 2.5m. Therefore, vehicles should not have any issues travelling past the bollards.

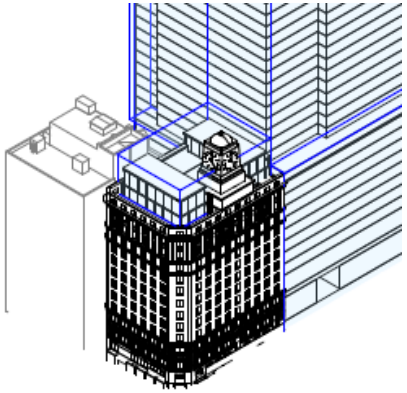
c. proposed treatments outside proposed retail entry/exits from Wynyard Lane.	The existing kerb line along Wynyard Lane will be demarked with a new flush kerb as part of the proposed shared zone treatment. On the northern end of Wynyard Lane, due to the setback of the building, there will be a pedestrian zone at the top of the stairs from the concourse before pedestrians would step out into the shared zone itself. On the south side, bollards combined with a different paving treatment to the rest of the lane will be used to create pedestrian refuges outside the key entries/exits onto the laneway. These will also serve as vehicle speed restricting devices as recommended by GTA.
12. The following additional information is required regarding the access to and operation of the basement level servicing area:	The loading dock has been designed in accordance with the Australian Standard. A swept path analysis has been provided at Appendix S of SSD submission that confirms that there would be no issues with vehicle turning geometry for vehicles up to an 8.8m MRV.
a. vehicle swept path analysis confirming that:	
i. service vehicles can enter and exit from the two proposed loading dock and basement car park entry/exit points from Wynyard Lane;	
ii. the proposed loading bays can be accessed in a reasonable manner ; and	
iii. the 'one-way aisle' providing access to the loading bays can accommodate necessary vehicle manoeuvres .	
b. detail of the location and capacity of the vehicle waiting area (at the George Street level) for vehicles accessing the circular ramp to basement car parking levels;	A detailed plan will be prepared to clarify the proposed traffic signal. This will be submitted to the Department under a separate cover.
c. clarification of what the 'signal control system' to Wynyard Lane and the northern loading dock entrance/exit will comprise;	A detailed plan will be prepared to clarify the proposed traffic signal. This will be submitted to the Department under a separate cover.
d. further information of how the two-way entry/exit point, which is shared between service and private vehicles, will be managed to ensure vehicle safety and the free-flow of movements; and	A detailed plan will be prepared to clarify the proposed traffic signal. This will be submitted to the Department under a separate cover.
e. confirmation of whether the Shell House access point is to be retained (the A3 Vol. at p64 refers to three access points being the northern and southern sections of Wynyard Lane and the existing Shell House used to access Shell House basement);	It is not intended to keep the Shell House access point.
13. Confirm the location and number of on-site car parking bays and loading dock bays associated with the existing buildings.	Onsite parking is limited to two single car garage spaces in 285 George Street, accessed off Wynyard Lane. The redevelopment of 285 George Street includes the removal of the Mezzanine floor (non-heritage insertion) which shall subsequently delete these spaces. 301 George Street and the Menzies Hotel each have one loading bay. The Basement Level of Shell House provides loading for small vehicles being used for laundry handling (vans) and maintenance trades (vans + utes) and can accommodate 2-3 vehicles at approximately B99 vehicle classification.
Cycle Parking	

14. Further consideration of the estimated future demand for bicycle parking is required that takes account of the rate of cycling in the city. Options are required for the increase of cycle parking, if necessary.	The minimum amount of bicycle parking 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. It is also noted that the City of Sydney has supported the proposed bicycle parking provision. On this basis we believe that bicycle provisions have been suitably addressed.
Construction Impacts	
15. Additional information is required addressing TfNSW's concerns regarding the overlap of construction projects within the Wynyard Precinct and that construction planning assumptions should to take into account other significant projects to ensure an integrated approach.	Prior to the Development Application and the preparation of the CMP, no detailed information or programme was available in regards to Wynyard Station Upgrade, CBD Light Rail or Wynyard Walk. In the absence of detailed information and with acute awareness of the nature and timing for these projects, Brookfield Multiplex has worked collaboratively with Arup Fire and Life Safety, Arup Pedestrian Planning and GTA Consultants (Traffic) to develop strategies which propose to minimise the impacts upon these projects. Key to these strategies are: - Avoidance of George Street for construction loading - to facilitate best access for CBDLR. - Diversification of delivery paths, including eastern approach - to minimise impacts associated with Harbour Bridge & York St during morning peak - Use of Wynyard Lane, Margaret Street and the former tram tunnels in line with the above. Brookfield will continue to work with TfNSW during the construction of the project to ensure that the impacts of construction traffic impacts of the two potentially concurrent projects are appropriately managed.

16. Clarification is required of how the use of the Carrington Street work zone will be managed during the weekday off-peak and weekend periods.	We note the Department's reference to "during the weekday off-peak and weekend periods". We understand this to be taken from the queries as raised by TfNSW. We have responded to TfNSW regarding this as follows: *"A proposed restriction on the use of Carrington Street (and the primary Construction Zone) would have significant adverse effects on project delivery. 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.* *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.* *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."* Brookfield are presently undertaking detailed traffic surveys and analysis to verify the above. Noting the above, all works zones shall be managed at all times utilising the following principles as advised to TfNSW. The CTMP and CMP as submitted with the EIS identify methods of management including: - Scheduling of Deliveries - Diversifying deliveries such that other areas can be utilised in lieu - Communications between the site and delivery drivers (radio & mobile phone) allowing for vehicles to be 'called up' to the construction zone when space becomes available. - Suitable 'Out-of-vicinity' holding area - outside of the Wynyard Precinct - Traffic Control (using measures to manage and control the movement of heavy vehicles entering and exiting the Work Zone on Carrington Street, as per the traffic control plan in Appendix A of the CTMP) Further to the measures outlined above, local traffic and buses will have priority on Carrington Street and traffic controllers are to provide assistance to construction vehicles once there is a suitable gap in traffic." A response to the detailed issues raised by TfNSW are located in **Attachment C**. This response has been discussed with TfNSW and agreed that the issue can be addressed through conditions. The draft recommended conditions are also included at **Attachment C**.
17. Further detail is required regarding potential noise impacts, in particular :	See below.

a. the cumulative impact of the proposal , Light Rail and Wynyard Station Upgrade construction works on pedestrians and consideration of whether noise shielding is required; and	The scope and final environmental assessment of the Light Rail and Wynyard Station Upgrade has not been determined, therefore information required to undertake a cumulative assessment of the Light Rail and Wynyard Station Upgrade construction works is currently unavailable and cannot be undertaken. Notwithstanding this, Renzo Tonin has advised that although appropriate information is not available to determine predicted cumulative impacts, noise from demolition and construction works are expected to exceed the relevant Noise Management Levels during peak operations. Therefore, all reasonable and feasible measures will need to be considered in the development of the site specific construction management plan. However addressing potential cumulative noise impacts cannot be addressed solely by the One Carrington Project, and thus, the Light Rail Project and Wynyard Station upgrade will also need to give due consideration to other construction activities being carried out in their proximity.
b. the impact on existing retail tenancies/workers in the Wynyard Concourse and Met Centre, should they remain operational during construction .	Noise mitigation measures for existing retail tenancies and workers within the Wynyard Concourse and Met Centre are expected to be localised treatments such as solid hoardings and noise barriers. Similar considerations are likely to be made for the Wynyard Station Upgrades. Brookfield will work with TfNSW so that the scheduling and methodologies that will be adopted for the Wynyard Station Upgrade can be incorporated into the detailed construction management plan for One Carrington.
18. Further analysis is required of the impact on pedestrian access and flows during construction, including the impact of road closures as outlined in the TfNSW correspondence.	TfNSW have incorrectly noted the closure of the footpath on the eastern side of Carrington Street. A 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. Limited road restrictions or closures may be in place during off-peak periods for the undertaking of special activities such as the erection/removal of tower cranes with appropriate approvals and permits in place. As such there are no impacts on pedestrians associated with 'road closures'. A response to the detailed issues raised by TfNSW are located in **Attachment C**. This response has been discussed with TfNSW and agreed that the issue can be addressed through conditions. The draft recommended conditions are also included at **Attachment C**.
19. With regard to the impact of the closure of Wynyard Lane during construction, the following is required:	This additional information is currently being prepared and will be submitted to the Department under a separate cover.
a. confirmation of the location and number of bays that comprise the 'Wynyard Street Loading Zone' and a survey of its existing level of use (the department notes that this information is not provided at p8-9 of the Construction Traffic Management Plan) ;	
b. a vehicle survey confirming the number and size of service vehicles from neighbouring buildings using the southern portion of Wynyard Lane (outside the site) ;	
c. clarification of which neighbouring properties with loading bays accessed from Wynyard Lane have their own 'turn around facilities' and, for those that do not, the likely number of displaced service vehicles ;	

d. updated Saturday survey to provide a clear indication of the 'as existing' use level of loading zones;	
e. further clarification that the Margaret Street Loading Zone (2 bays) would be sufficient to accommodate existing loading requirements, displaced servicing vehicles and proposed construction traffic ; and	
20. Confirmation is required of the exact number of car share parking spaces to be relocated during the closure of the public car park and a proposal for their relocation.	No provision has been made for the relocation of the car share spaces located within the Wynyard Lane Car Park. Brookfield has no control over the relocation of the spaces, which will be the responsibility of the car share company.
Heritage	

21. The department notes the visibility of the rear portion of the proposed Shell House roof-top restaurant pavilion in the Hunter Street view (View 17 and 18) and is concerned that this element may visually compete with the Shell House clock. Options are required for the further consideration of the design and height of the proposed pavilion in this location.	The Concept Plan approved an addition of up to RL 73.6 across the top of Shell House, with a 6m setback to Carrington and Margaret Streets. Although the Concept Approval allows for massing to be built in front of the clock which would obscure certain views, the proposal adopts an alternative approach: that is to maximise views of the restored clock. A perspective showing the proposal is 2.36m lower than the approved envelope is provided below. In its Design Competition scheme, the Make proposal provided a visible addition across the length of the building that would have obscured the clock tower from certain angles. One of the reasons the Jury selected Make as part of the Architectural Design competition was that "The scheme provides a respectful consideration of Shell House into the broader development." The Jury did note that the scheme could be further enhanced by: *The visibility of the clock tower on Shell House by pedestrians on Hunter Street be further studied and, if required, adjustments made to the structures on the roof of Shell House to be reviewed to maintain or increase this.* In response to the Jury's comments Make undertook further studies to establish what the height and form the roof elements should be in order to ensure that the visibility of the clock face is maintained. As a result of these studies, Make revised its concept to ensure the view of the clock face along the length of Hunter Street was preserved. It is also noted that neither Council or the Office of Environment and Heritage raised issue with the addition in their submissions. However, noting the Department's comments Make has considered the internal layout of the southern pavilion which does contain uses that would prevent the transparency of the structures shown in the rendered views and revised the layout accordingly (see **Attachment E**). 

22. Confirmation is required of the physical analysis undertaken for Wynyard Station in the preparation of the Heritage Impact Statement.	In preparing the Heritage Impact Statement (HIS) for One Carrington Street, GML carried out historical research using primary sources to determine the development history of the station and arcades and conducted a visual inspection of the publicly accessible areas of the Wynyard Station arcades, including the Hunter Connection arcade. Early/original fabric of Wynyard Station remains within the station concourse and platforms. Parts of the Wynyard Station cafeteria's decorative ceiling remain within a shop on the station concourse and parts of the station's original tiling also remain in the sections of the station below Railway House. This fabric is located in areas of the station that are outside the site boundary of the proposed One Carrington Street development. The historical research suggested that the arcades, including the Hunter Connection arcade, were refurbished extensively in the 1960s, when the Menzies Arcade and Menzies Hotel were constructed. GML's research was not able to confirm whether the Wynyard Station arcades, other than the Hunter Connection arcade, were constructed at the same time as the station. GML's site inspection and historical research for the HIS suggest that the current fit-out of the Hunter Connection arcade, including aluminium-framed shopfronts, orange and brown mosaic tiled sections dividing the shopfronts, and orange and cream terrazzo flooring, laid in diagonal stripes, date from the 1960s. There is a remnant original (1930s) balustrade on either side of the stairs from the station concourse down to the Hunter Connection arcade, but no other early/original fabric was visually evident. The current shop fit-outs and floor and ceiling finishes of the Wynyard Station arcades appear to date from later than the 1960s. Historical images from 1962 (titled 'New Wynyard Station Arcade'), 1964 and 1968, indicate that the shopfronts at that time were the same or similar to those that remain in the Hunter Connection arcade—aluminium-framed with mosaic tile sections dividing each shopfront, and the floors of the arcades laid in stripes of some unidentified material (most likely terrazzo, as per the Hunter Connection arcade). The current fit-out of the Wynyard Station arcades of brown floor tiles, marble tiled walls and metal and timber-framed shopfronts, appears to date from a later, potentially 1980s, fit-out, and match those in the Menzies Arcade above the station. No early/original fabric was visually evident. GMLhave not noted any evidence of 1930s fabric in the arcades, apart from the balustrades on either side of the stairs to the Hunter Connection arcade. However, it is possible that original or early fabric remains behind more recent fit-outs in the Hunter Connection arcade, and potentially the Wynyard Station arcades. If this fabric exists, it would be likely to have heritage significance at the Local level (as per Wynyard Station itself), as evidence of the original fabric of Wynyard Station. If this fabric does exist, it should be photographically recorded prior to demolition.
23. Further consideration is required of the impact on the heritage significance of Shell House and 285-287 George Street in response to Council's correspondence.	A detailed response to this issue is provided in Brookfield's response to Council (see **Attachment C**).
24. Further analysis is to be provided of the impact of the proposal on Aboriginal cultural heritage as outlined in the OEH Regional Operational (archaeology) correspondence.	A detailed response to this issue is provided in Brookfield's response to Council (see **Attachment C**).
Reports to be Updated	

25. All reports submitted as part of the EIS and MOD should be reviewed in light of any revisions made in the resolution of the issues noted. Supplementary and technical reports should also be reviewed and amended to ensure that the extent of the proposal is accurately reflected	Noted.