



**Transport
for NSW**



PCU54667

Mr Chris Ritchie
Acting Director
Industry, Key Sites & Social Projects
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Department of Planning
Received
28 JUL 2014
Scanning Room

Attn: Mark Brown

Dear Mr Ritchie *Mark*

Exhibition of State Significant Development (SSD) Application for a Transport Interchange, Commercial and Retail Development (SSD 5824) and Modification to Approved Concept Plan (MP 09_0076 MOD 2) – One Carrington Street

Thank you for your letter dated 27 May 2014 regarding the above. Please accept our letter as a joint submission from Transport for NSW (TfNSW), Roads and Maritime Services (RMS), Sydney Trains and RailCorp on the above proposal.

It is understood that the modification to the original Concept Plan approval has been largely necessitated by:

- An increase in the Concept Plan site to include 285 George Street and a corresponding increase in the gross floor area (GFA), floor space ratio (FSR) and building envelope.
- The reversion and reconfiguration of Wynyard Lane for vehicle traffic and associated amendments to the scheme. The concept approval provided for the closure of the lane to vehicle traffic to allow unimpeded pedestrian flow.

The SSD Application has been lodged concurrently with the 75W modification for the detailed design and construction of what has been referred to as Stage 1 of the Concept Plan. The SSD site relates to the part of the Concept Plan site located between George Street and the eastern boundary of Carrington Street.

Overall, TfNSW is generally supportive of the modification and SSD proposal. TfNSW has been involved in the design process for both applications, having attended briefings, meetings and workshops. However, following a review of the Environmental Impact Statement (EIS) and supporting appendices provided with the SSD application and the Environmental Assessment Report (Section 75W Modification) there are a number of issues requiring further information, clarification or resolution. This includes, but is not limited to the following issues:

- The interface (integration) between the proposed development and existing transport infrastructure, including buses, as well as future project transport projects (CBD Light Rail, Wynyard Walk, Wynyard Station Upgrade) has not been adequately addressed. It is critical that the final outcome achieves a seamless integration with existing and future transport services within the Wynyard precinct. TfNSW requests that the applicant consults with TfNSW to refine the design to address this issue during the detailed design stage.
- The capacity of the proposed pedestrian access to Wynyard Station and within the precinct. It is unclear if the proposed pedestrian routes to access Wynyard Station, which comprise lifts, stairs and escalators, are capable of accommodating future predicted pedestrian flows and emergency egress. A number of queries have been raised in relation to the pedestrian modelling, which underpins key assumptions about adequacy and capacity of the proposed access arrangements during construction and operation. In this regard, TfNSW requests that an independent audit of the pedestrian modelling be undertaken for pedestrian movements during construction and operation.
- Further consideration needs to be given to construction impacts and management, in particular the cumulative impacts arising from the overlap of construction projects within the Wynyard Precinct (i.e CBD Light Rail, Wynyard Walk, Wynyard Upgrade, etc). This also includes consideration of impacts on the delivery and construction of these projects. Potential construction impacts that are not adequately addressed include:
 - Impacts on the existing transport services within the precinct including buses in particular at the Wynyard Park precinct which plays a critical role in the Sydney CBD bus network as a bus terminus and interchange location;
 - Impacts on pedestrian flows, safety and accessibility (mobility impaired customers, including wheelchair access) within Wynyard Station and wider precinct;
 - Customer safety impacts during demolition and construction. Sufficient risk strategies have not been developed with consideration of customers accessing Wynyard Station via underground tunnels from George street whilst construction and demolition works are being carried out above;
 - Impacts on emergency access and egress;
 - Construction traffic impacts; and
 - Environmental impacts including, but not limited to noise, stormwater management and the like.

TfNSW therefore requests the following:

- Prior to the issue of the Construction Certificate, TfNSW and Brookfield agree to suitable access arrangements during construction which allow construction vehicle movements and bus operations to occur within the Wynyard Park Precinct. An agreement should include the commitments from the proponent in relation to monthly meetings with TfNSW, share the construction program, management of workzone in Carrington Street, restriction of construction vehicle movements along Carrington Street during weekday peak periods and provision of contact details of Brookfield and its contractor's representatives to attend urgent issues.
- Prior to the commencement of construction, a detailed Construction Traffic and Pedestrian Management Plan be prepared in consultation with TfNSW to address the above. The Plan should include the cumulative construction impacts of all the projects anticipated to occur within the Wynyard Precinct that overlap with the One Carrington Street project.
- The operational integrity of the Wynyard Station and precinct must be protected in the long-term as well as during the construction phase. Certain aspects of the proposed development require further resolution to ensure this operational integrity is not compromised.
- Details of the necessary fire safety measures are required. Given the Wynyard precinct is a major transport hub, adequate fire engineering services will need to properly integrated and incorporated into the overall development.
- TfNSW requests that full details of existing RailCorp services be provided, including details of how these will be impacted both during construction of the project and in long-term.
- TfNSW requests that pedestrian and traffic assessment be undertaken in consultation with TfNSW to identify measures to minimise bus/pedestrian conflicts on Carrington Street during the project operation.
- Clarification and further assessment of potential environmental impacts including heritage, overshadowing, noise and stormwater management.

Further discussion of the above issues is provided in **Attachment 1** and the accompanying detailed comments tables are provided in **Attachment 2**. It will be necessary for these issues to be comprehensively addressed in the proponent's Response to Submission/Preferred Project Report.

TfNSW requests that a number of matters requested for consideration by DP&E in this submission and other operational matters be incorporated into conditions of consent. TfNSW requests DP&E provides a copy of the draft Conditions of Consent for its comments prior to issuing to the proponent.

Thank you again for the opportunity to provide comments on the subject proposal. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga on 8202 2198.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Anissa', with a stylized flourish at the end.

Anissa Levy
A/Deputy Director General
Planning & Programs

Objective Reference CD14/10440

ATTACHMENT 1

Integration/Interface of Transport Infrastructure

It is critical that the development achieves a seamless integration with existing and future transport services within the Wynyard precinct. As detailed below, the interface between the proposed development and existing and future transport infrastructure has not been adequately addressed.

Pedestrian Capacity and Movement

The information submitted with the application does not adequately demonstrate that the proposed access has been designed to cater for future pedestrian flows that have been predicted for Wynyard Station and precinct. The existing access arrangements to Wynyard Station is via ramps and arcades from the principal access point on George Street to the main concourse. The proposed pedestrian access consists of lifts, stairs and escalators, which will impact on crowd speeds and circulation. TfNSW considers that the information submitted with the application does not satisfactorily demonstrate that the proposed access arrangements are capable of accommodating future predicted pedestrian flows that will be generated with the upgrade of Wynyard Station and delivery of other transport projects.

A number of queries and comments have been raised by the various stakeholders within TfNSW regarding the adequacy of the pedestrian modelling contained in the Pedestrian Planning Report (Appendix R to the EIS). These detailed comments are provided in Attachment 2. As the pedestrian modelling underpins key assumptions about adequacy and capacity of the proposed access arrangements, TfNSW requests that an independent audit of the pedestrian modelling be undertaken.

The Transport Impact Assessment and other technical reports provided with the application do not sufficiently address pedestrian movements within the development and between existing and future transport hubs, in particular between Carrington, York and Clarence Streets bus stops and the proposed Wynyard Light Rail Stop. Further details are provided below in relation to each of the transport modes and in Attachment 2.

Wynyard Lane is proposed to remain open to one way vehicle traffic and converted into a shared zone for pedestrians. In order for the laneway to achieve the criteria for the maximum number of vehicle movements as outlined in RMS' Shared Zone technical direction, the existing public car park will need to be decommissioned. However, no plans are in place to decommission the existing public car park at this stage. The provision of a shared zone will require RMS approval and in this regard will be the subject of ongoing consultation.

In order to ensure the proposal is Disability Discrimination Act (DDA) compliant, TfNSW requests that the proposal be reviewed by a certified access consultant. More detailed comments relating to the accessibility of the development are provided in Attachment 2. This includes specific comments on the Access Review included at Appendix EE of the EIS.

Further information is also required to demonstrate that the proposed pedestrian routes are of adequate capacity to enable egress (and access) in an emergency evacuation.

Light Rail

The interrelationship between the CBD Light Rail and One Carrington has not been adequately addressed and does not provide an understanding of the potential impacts of the proposal on the Light Rail.

The location of the proposed Light Rail Stop on George Street is not addressed in the Transport Impact Assessment or other key documentation provided with the application. From a rail passengers point of view, this stop should be as close as possible to the proposed George Street entry to the Station.

Attachment 2 identifies the following areas requiring further clarification and detail in relation to the impacts on the CBD Light Rail:

- 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;
- Construction traffic that will be generated by the proposed development, as well as the proposed construction routes and zones; and
- Alterations to on street loading and servicing along George Street as a result on the provision of on-site servicing for the development.

Buses

Potential impacts on bus services and facilities located within the vicinity of the site have not been adequately addressed. Further details and assessment of potential operational impacts on bus services that may arise from the proposed development, including alterations to traffic movements and loading arrangements, need to be provided.

There has been inadequate consideration of pedestrian movements between Wynyard Station, the proposed Wynyard Light Rail Stop and nearby bus services, in particular those operating from Clarence, York and Carrington streets. The Transport Impact Assessment and Pedestrian Planning Report have not addressed the potential conflicts between bus and pedestrians on Carrington Street that would arise from the increased pedestrian flows between the development and Wynyard Park to the west. Overall the number of pedestrian movements crossing Carrington Street as projected in the Pedestrian Modelling Report will result in significant conflict issues with buses and needs to be assessed further. More detailed comments regarding pedestrian and bus conflicts on bus movements on Clarence, York and Carrington Streets, including suggested management measures, is provided at Attachment 2.

Cycling

The Traffic Impact Assessment (TIA) and other relevant information submitted with the application do not acknowledge that rates of cycling in the city have doubled in the past three years. As such the estimates for future demand for bicycle parking included in the proposal are likely to be too low. TfNSW requests further consideration of the amount of bicycle parking be undertaken.

Operational Integrity

The operational integrity of Wynyard Station needs to be maintained, both during construction and in the long-term.

As detailed in the comments provided at Attachment 2, further consideration of the following is required:

- Access requirements for maintenance; and
- Access for back of house operations, such as waste removal. Sydney Trains requires that the existing access from the Station Concourse to Wynyard Lane be retained for waste removal and disposal. The current proposal impacts on this access and as such requires further resolution.

Further, ongoing consultation with Sydney Trains is necessary to ensure the railway station and systems remains operational.

Construction Impacts and Management

Various technical reports addressing the construction management of the project have been provided with the application. This includes a Construction Management Plan (CMP), Construction Traffic Management Plan (CTMP), Hazardous Materials Report and other technical reports that deal with specific elements or potential impacts of the construction process. Specific comments on these reports are provided in Attachment 2.

The key issues relating to construction impacts and management are discussed below.

Overlap of construction projects within the Wynyard Precinct

Based on Brookfield's current delivery programme, the construction of this proposal will most likely overlap with the construction of a number of other significant projects within the precinct, including the CBD Light Rail, Wynyard Walk and the Wynyard Station Upgrade. Construction planning assumptions need to take into account other significant projects to ensure an integrated approach. TfNSW remains concerned about the potential cumulative impacts that will result from the construction of the projects running concurrently and how such impacts will be managed. It is critical that the delivery of future key transport infrastructure is not delayed as a result of the overlap in construction. It is considered that the Director General Assessment Requirements have not been adequately addressed in this regard.

Pedestrians

TfNSW is concerned that impacts on pedestrian access and flows during construction have not been sufficiently considered in the CMP, CTMP or the Pedestrian Planning Report. Specific comments are provided in relation to each of these reports in Attachment 2.

While the CTMP identifies likely road closures and the planned redirection of pedestrians, it does not sufficiently consider how this will impact on pedestrians. For example, the closure of the eastern footpath of Carrington St during construction is identified in the CMP, but is not identified in the Pedestrian Planning Report.

Maintenance of accessible pathways for all pedestrians during construction will be essential and requires further consideration. Construction planning should as far as possible maintain wheelchair access that is currently available from George Street.

Emergency egress must be maintained during the construction phases. It is critical that construction methodologies assess and include evacuation and emergency egress capacity for Wynyard Station. Further consideration of emergency egress during the construction process is required, including clarification of anomalies in the relevant construction reports, for example the Fire and Life Safety Report identifies that the MetCentre is to be used as an emergency egress during construction and cross references Section 5.1 of the CMP. However, no such section is contained in the CMP.

Further consideration of pedestrian access is required in future planning and detailed design phases to ensure safe, convenient, legible, comfortable access is maintained for all pedestrians during construction.

Impacts on Light Rail

A number of construction management measures outlined in the CMP and CTMP for the proposed development will impact on the construction and delivery of the CBD Light Rail. This includes, but is not limited to the estimated number of construction vehicles, construction vehicle routes, location of construction zones and provision of hoarding structures.

The CMPs and CTMPs will need to be amended to minimise the impact on construction and delivery of the CBD Light Rail. Ongoing consultation with TfNSW and coordination with the Sydney Light Rail (SLR) project team will be essential to minimise potential impacts to the SLR delivery program.

Impacts on bus services

The CMP does not satisfactorily address potential impacts on the operation of bus services from the adjacent bus zones on Carrington Street. Greater consideration of the potential impacts on buses should be provided, particularly given an increase in movement of larger vehicles associated with construction and road closures.

It is considered that the construction process may have implications for bus services which require on ongoing liaison between TfNSW and the proponent. The proposed construction process needs to ensure impacts on bus services are minimised, in particular construction vehicle use of roads currently used by buses and construction work hours which coincide with the commuter peaks during which the most number of buses operate.

The Wynyard Park precinct plays a critical role in the Sydney CBD bus network as a bus terminus and interchange location. It is very important that construction impacts from the project are minimised in this area, particularly given cumulative impacts of other activities such as CSELR construction.

Carrington Street has a large number of bus movements throughout the day and particularly during the AM and PM weekday peak periods that need to be carefully managed. The operation of construction vehicles during the commuter peak periods will adversely impact on the operation of the bus network. To this end, TfNSW proposes conditions of consent that prohibit construction traffic movements on Carrington Street between the week day peak periods of 7:00am to 9:30am and 4:00pm to 7:30pm and this condition will be managed the CBD Taskforce which is based at the Transport Management Centre (TMC) and responsible for the smooth operation of city centre transport 24/7. Any changes to this condition need to be approved by the CBD Taskforce.

TfNSW requests further information from the proponent prior to the completion of the Preferred Project Report/Response to Submissions that explains how it is proposed to manage the use of the work zone in Carrington Street during the weekday off-peak and weekend periods. In particular, TfNSW requests the following details in relation to:

- management of construction vehicle use of the workzone.
- proposed measures to prevent construction vehicles queuing in Carrington Street whilst other construction traffic occupies the workzone.
- proposed measures in the Construction Traffic Management Plan that will prevent any adverse impact on bus movements or obstruction of bus zones within the precinct.

TfNSW also requests that the proponent agrees to suitable access arrangements with TfNSW during construction which allow construction vehicle movements and bus operations to occur within the Wynyard Park Precinct, prior to the issue of the Construction Certificate. An agreement should include but not be limited to, the following commitments from the proponent:

- attend monthly meetings with TfNSW to resolve public transport issues arising during construction.
- share the construction program (including Traffic Management Plans and diversions) during the planning and delivery stages.
- management of the workzone in Carrington Street.

- restriction of construction vehicle movements along Carrington Street between weekday peak periods of 7.00am to 9.30am and 4.00pm to 7.30pm. TfNSW requests that this restriction be agreed between the CBD Taskforce and Brookfield prior to the issue of the Construction Certificate and monitored by the CBD Taskforce and any changes to the proposed restriction need to be approved by the CBD Taskforce based on the results of before (prior to construction) and after (during construction) traffic surveys undertaken for all vehicle movements along Carrington Street.
- provision of contact details of Brookfield and its contractor's representatives to attend to urgent issues.

Impacts on existing retailers

The construction impacts on the existing retailers in the Wynyard Concourse and Met Centre are not adequately addressed. Several retail tenancies will be directly impacted by the construction. Further details need to be provided as to the extent of impacts on existing retail tenancies and whether they will continue to operate during the construction.

Further consideration of construction noise impacts on existing retail premises/workers is also required as detailed in the specific comments on the Acoustic Assessment and CMP reports provided at Attachment 2.

Impacts on Rail Services (utilities and infrastructure)

All rail services potentially impacted by the works need to be identified and protected prior to commencement of works. Demolition methodologies have not yet been determined but should include baseline dilapidation surveys and monitoring regimes for noise and vibration, particularly when working over or in close proximity to the pedestrian tunnels. All Demolition Excavation and Construction methodologies should be provided to RailCorp for review and comment prior to commencement and for each phase as applicable. Sydney Trains should be consulted in regard to access requirements during the works.

Rail Services

Item 10 of the Statement of Commitments 10 - Infrastructure and utility services, specified requirements for the identification of existing utility services, including Railcorp services. The EIS and supporting documents do not adequately identify the existing services or potential impacts on these services from the development.

The Utilities Services Report prepared by ARUP (Appendix H) identifies the Ausgrid substations in the basement of the Menzies Hotel are to be demolished and that these serve the Wynyard Concourse. Further details need to be provided on the impacts of decommissioning the substation and its impact on Wynyard Concourse. TfNSW, including Sydney Trains will need to review impacts on services.

It is unclear whether the ARUP report identifies all the rail services. It is understood that there may be telecommunications cables and equipment contained in the ceiling cavities above the pedestrian network that should be identified and addressed. In addition, it is noted that the Rail LV supplies are under the control of Sydney Trains and not Railcorp as specified in the report. Power supply assumptions from RailCorp will also need to be validated.

Fire safety and security

Comprehensive comments have been provided on the Fire and Life Safety Report (Appendix X to the EIS) and are included at Attachment 2.

Further information is required in relation to security and safety systems and how these are to be incorporated into the overall development. Adequate security systems/process and fire engineering services need to be properly integrated and incorporated into the development. Further ongoing consultation with TfNSW is necessary to ensure the applied security measures are effective and fully integrated.

Specific Environmental Impacts

Further consideration or information is required in relation to the environmental impacts as outlined below.

Heritage

Wynyard Station (excluding the modern retail areas) is listed as an item on the State Heritage Register under the NSW Heritage Act. The Station's functional layout and a number of remnant original features date from the early 1930s period of construction. Some original decorative elements which exist in parts of the ramped arcades connecting the station concourse with George Street do not appear to have been adequately addressed in the Heritage Impact Statement prepared by Godden Mackay Logan. Further physical analysis of certain areas associated with the station could potentially reveal additional early fabric that may have heritage significance. Details of the physical analysis undertaken for Wynyard Station in the preparation of the Heritage Impact Statement are required, in order to determine whether further analysis is required.

Noise

Noise impact associated with construction and ongoing operation of the development has been assessed in the Acoustic Assessment, CMP and other documents appended to the EIS. Specific comments on each of the reports are provided on Attachment 2.

The acoustic assessment and related report have not adequately addressed the potential for noise impacts of One Carrington, CBD Light Rail and Wynyard Station Upgrade to have cumulative impact on public during construction. Noise affected levels are expected to be exceeded for most activities for the duration of the project. This has potential to have increased cumulative noise impacts when considered together with the CBD Light Rail and Wynyard Station Upgrade projects.

The need for the provision of further noise shielding for pedestrians requires consideration given the anticipated noise exposure (90dBA) in order to minimise impacts on public transport patterns.

Overshadowing

Comprehensive shadow diagrams and modelling is included with the SSD application, however the location of the glass dome is not clearly identified to enable an assessment of potential loss of light penetration into Wynyard Station as a result of the building.

Stormwater Management

The Stormwater Management Plan prepared by Robert Bird Group (Appendix J) outlines measures to reduce reliance on potable water supply, reuse stormwater and groundwater and reduction of runoff volumes. It does not address the management or treatment of stormwater or groundwater during demolition, excavation or construction works. It is noted that some information on groundwater management is included in the CMP, but not stormwater management.

Errors, Misdescription and Anomalies

A coordinated review of the Environmental Assessment Report, EIS and appendices, revealed some errors, inconsistencies and misdescriptions in the documentation. These are detailed in Attachment 2. TfNSW requires that all errors and misdescriptions are rectified in the final documentation submitted with the Response to Submission/Preferred Project Reports.

ATTACHMENT 2 – DETAILED SPECIFIC COMMENTS

Attachment 2 - Detailed Comments

Issue No	Categorisation of Issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
1	RailCorp services	EIS	4.10	47		Request for further information	Confirmation needs to be provided that the demolition of the building will not adversely impact on other services in the precinct.
2	RailCorp services	EIS	3.9	27		Request for further 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)
3	RailCorp services	EIS		42		Request for further 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.
4	RailCorp services	Statement of Commitments				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.
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.
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.
7	RailCorp services	Utilities Service Report		4		Comment/Suggestion	Power supply assumptions from RailCorp will have to be validated.
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.
9	Construction	EIS		50		Request for further information	Further details need to be provided on the impacts of the project on the existing retailers in the Wynyard Concourse and Met Centre.
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.
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.
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.
13	Construction	Pedestrian Planning Report				Comment/Suggestion	Construction methodologies must assess and include evacuation and emergency egress capacity for Wynyard station.

Attachment 2 - Detailed Comments

Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
14	Construction	Pedestrian Planning Report				Comment/Suggestion	Selection of staging option shall include consultation with Sydney Trains and relevant precinct stakeholders.
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.
16	Construction	Pedestrian Planning Report				Query	Project key events milestone program need to be provided. (design completion date, commence construction)
17	Construction	Pedestrian Planning Report				Comment	Methodology for measuring and advising of vibration and movement of existing structures during excavation and construction. The details of customer focused warning processes need to be documented if there is sufficient movement to create an evacuation.
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.
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.
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
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.
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?.
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?
24	Construction	Construction Management Plan				Comment	Suggests Carrington St eastern footpath to be closed. However, not mentioned in the pedestrian modelling report.
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.
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)

Attachment 2 - Detailed Comments

Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
27	Construction	Construction Management Plan				Comment	Three Wynyard Station retail properties are noted as being affected during the works.
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.
29	Construction	Construction Management Plan		22	Material Deliveries	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.
30	Construction	Construction Management Plan		22	Construction Zones	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.
31	Construction	Construction Management Plan		23	External Hoardings	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.
32	Construction	Construction Management Plan		27	Adjoining and Adjacent Neighbours	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.
33	Construction	Construction Management Plan		33	Traffic Management	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.
34	Construction	Construction Management Plan			Site Establishment 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.
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.
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.
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.
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.
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
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?
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.

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Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
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.
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.
44	Construction (traffic)	Construction Traffic Management Plan (CTMP)			Construction Traffic Management Planning	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.
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.
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.
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.
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.
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.
50	Construction (traffic)					Comment	Road Occupancy Licences will need to be obtained from the Council/ TMC throughout the works.
51	Access	Access Review	3.2		Paths of Travel leading to Wynyard Station	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.
52	Access	Access Review	3.6		Emergency Egress	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.
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.

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Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
54	Access	Architectural Design Drawing			Drawing No - DA2007	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"> - Landing areas on both levels are sufficient to allow waiting for and circulation into and out of the lift; - The lift is a sufficient size to facilitate the required change in exit for persons with a mobility impairment; and, - 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). <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 & Carrington streets.</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.
56	Access	Pedestrian Planning Report				Comment/Suggestion	Accessible route signage will be a key requirement throughout construction.
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.
58	Access	Pedestrian Planning Report	13		DDA Movement	Query	Does not show/discuss impacts from lack of lift waiting areas to the Wynyard Lane entrance. Ditto during construction?
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.
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).
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.
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>
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.

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Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
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?
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.
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.
67	Electrolysis and vibration	Appendix Z - Electrolysis Report (Cathodic Protection Services - 110214)				Comment/Suggestion	Demonstrate compliance with Section 8 of the Report.
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?
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.
70	Pedestrian modelling	Pedestrian Planning Report	Executive Summary	Figures 1 + 2	Executive Summary	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.
71	Pedestrian modelling	Pedestrian Planning Report	1		Introduction	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.
72	Pedestrian modelling	Pedestrian Planning Report	1.3.3		Future demand (existing station)	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?
73	Pedestrian modelling	Pedestrian Planning Report	8		Criteria adopted	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'.
74	Pedestrian modelling	Pedestrian Planning Report	9-11			Suggested text change	Some labelling on heat maps would assist orientation.
75	Pedestrian modelling	Pedestrian Planning Report	9		Results – End State	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.
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.
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?)
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?
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)
80	Pedestrian modelling	Pedestrian Modelling Report				Request for further review	Further review by TfNSW will be required at later stages of the design.
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.

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Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
82	Pedestrian modelling	Pedestrian Modelling Report	3.2	3			Please provide reference to pedestrian information provided by TfNSW.
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?
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.
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.
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.
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.
88	Pedestrian modelling / flows	EIS	4.8.3	45	Paragraph starting with "pedestrians generated..."	Comment/Suggestion	RMS will need to endorse the approach of not offering a marked midblock crossing on Carrington St.
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.
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.
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.
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.
93	Rail operations	Architectural Design Statement			Service lift access from Station Concourse to Wynyard Lane	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.
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.
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.
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.
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.
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 ill Brookfield validate this assumption?
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.
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?

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Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
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?
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 considered 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.
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 likely to be amended before finalisation.
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.
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.
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.
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?
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.
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).
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.
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.
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 its full length and ensures that pedestrian movement is directed to using the signalised pedestrian crossing at the intersection of Carrington and Margaret Streets.
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.
114	Buses	Pedestrian Planning Report	10		Discussions of Carrington Street Level treatment	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.

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Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
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.
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>
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 & Western Line, the T2 Airport, Inner West & Southern Line and the T3 Bankstown Line</i>
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>
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>
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.
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.
122	Suggested Amendments	EIS		14	Wynyard Station Upgrade	Requested wording change	<i>'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.'</i> This is incorrect. Replace with the following: <i>'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.'</i>
123	Suggested Amendments	EIS	4.1	29	Relevant Policies	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.
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.
125	Suggested Amendments	Transport Impact Assessment	2.5	7/Figure 2.2		Suggested text change	Map is difficult to read and does not reflect the CBD cycleway network in the Sydney City Centre Access Strategy
126	Suggested Amendments	EIS	4.25	56-57	Consultation with TfNSW	Comment/Suggestion	This section should outline main issues raised by TfNSW not just merely say consultation has occurred.

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127	Suggested Amendments	Pedestrian Planning Report	9		Results – End State	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'
128	Suggested Amendments	Pedestrian Planning Report	12-13	Figure 24		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.
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.
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.
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.
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.
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.
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.
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.
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.
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.
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
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.
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.
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.
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.
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.

Attachment 2 - Detailed Comments

Issue No	Categorisation of issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
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.
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.
146	Other	EIS		14 & 16/ Fig 3&4		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.
147	Other	EIS		33		Request for further review	Integration with stage 2. This statement needs review
148	Other	EIS	3.11	28		Request for further review	Hours of the transit hall will need to be reviewed.
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.
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.
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.
152	Other					Comment	Various approvals will be required as due process such as the CSTTC, RMS for WADs, local traffic committee, etc.
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.
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.
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. http://www.transport.nsw.gov.au/media-centre/publications-reports , http://www.transport.nsw.gov.au/sydneys-cycling-future and http://www.transport.nsw.gov.au/sydneys-walking-future . 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).

Attachment 2 - Detailed Comments

Issue No	Categorisation of Issues	Reference	Section	Page/Figure /Table	Location in report	Type of comments	Comments/Query
156	Misc					Comment/Suggestion	<p>The following issues need to be addressed. More detailed comments can be provided once more detailed plans become available:</p> <ul style="list-style-type: none"> • Engineering solutions integrate with Sydney Trains' existing systems where applicable. • Achieve an environmentally sustainable outcome. • Satisfy any Sydney Train's legislative and regulatory requirements where applicable. • Solution is secure against potential threats. • Residual risk, associated with operation and maintenance, is tolerable to Sydney Trains. • Avoid creation of maintenance difficulties. • No impediment to rail network maintenance tasks. • Avoid creation of operational difficulties. • No reduction in Sydney Trains system performance. • Avoid disruption of passenger train services. • Preserve the service life of existing Sydney Trains infrastructure assets where impacted by the development. • Satisfy Sydney Train's safety obligations.
158	Misc					Comment	<p>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 zones 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.</p>
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"> 1. Access/ egress to Wynyard Station for Emergencies. 2. Wynyard Station Incident Management Plan (SIMP) to be updated to reflect changes to access pathways during the course of the development 3. Coordinated approach for design of Fire Systems and Pedestrian modelling. <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>