

Mr Mark Brown
A/Team Leader
Metropolitan Projects
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attn: Matthew Rosel

Dear Mr Brown *Mark.*

**State Significant Development Application for a Transport Interchange,
Commercial and Retail Development (SSD 5824) and Modification to Approved
Concept Plan (MP09_0076 MOD 2) at One Carrington Street, Sydney
Response to Submissions**

Thank you for your letter dated 26 September 2014 regarding the above development application.

Transport for NSW's (TfNSW) recommended Conditions of Consent are provided in **TAB A** and TfNSW requests the opportunity to review the draft Conditions of Consent prior to determining the application.

The following comments are provided as background to the TfNSW's recommended Conditions of Consent and the Responses to Submissions prepared by JBA Planning on behalf of Brookfield.

Please consider the enclosed conditions and comments as a combined response from TfNSW, Roads and Maritime Services (Roads and Maritime) and Sydney Trains.

Construction Vehicle Access along York and Carrington Streets

TfNSW does not support Brookfield's current proposal for unfettered use of Carrington Street for construction vehicles due to the following reasons:

- A high level of bus movements are currently occurring on Carrington Street. York Street also currently accommodates significantly more buses than Carrington Street during the peak periods.
- Bus movements along Carrington Street are expected to increase with the proposed changes to bus services associated with the CBD Light Rail project.

- As part of the redesigned bus network identified in the Sydney City Centre Access Strategy and the recently exhibited Sydney City Centre Bus Infrastructure Project REF, there will be additional bus layover requirements on Carrington Street, as well as more bus movements undertaking the York Street – Wynyard Street – Carrington Street – Margaret Street loop around the Interchange which is the construction traffic route to access Carrington Street.

Construction vehicles using Carrington Street are therefore expected to impact on current and future bus operations, and the following measures are proposed to manage construction vehicles along Carrington Street and within the Wynyard Precinct:

- Preparation of Construction Pedestrian and Traffic Management Plan (CPTMP) by Brookfield in consultation with CBD Taskforce/TfNSW;
- Conducting monthly Public Transport Coordination Meetings during construction chaired by CBD Taskforce and attended by relevant TfNSW stakeholders and Brookfield to discuss construction related public transport issues and to resolve these issues; and
- During the PM Peak period (3.30pm-7.30pm), construction vehicle access to the Carrington Street construction zone is not to be permitted.

Proposed Car Park Operation

The proposed development includes signals at the entrance to the car park within Wynyard Lane. Please note that any traffic signal on any public road requires the specific approval from Roads and Maritime under Section 87 of the Roads Act. Approval should not be given by the Consent Authority without the consent of Roads and Maritime. In this instance, consent is not granted by Roads and Maritime.

No detailed queuing analysis information has been provided by Brookfield for TfNSW and Roads and Maritime review. Nevertheless, TfNSW estimates that the 95th percentile queue length at the proposed traffic signals on Wynyard Lane would have the potential to cause queuing along Margaret Street.

TfNSW and Roads and Maritime require that the proponent amends the car park design to:

- remove the traffic signals on Wynyard Lane; and
- demonstrate that safe and efficient access to the car park via Wynyard Lane can be accommodated without impacting on Wynyard Lane and Margaret Street.

Fire and Life Safety

TfNSW requests that the Fire and Life Safety Report be updated with the following:

- Evacuation modelling of a fully people saturated Station with approximately 2,000 people evacuating through One Carrington Street development during operation; and
- The safe holding capacity for occupants from the Station to One Carrington Street development will need to be demonstrated through tenability assessment and pedestrian modelling.

Prior to the issuing of the relevant Construction Certificate, the Applicant is required to submit to TfNSW updated Fire and Life Safety Report for review and endorsement.

Pedestrian Modelling

TfNSW requests that the Pedestrian Modelling Report be updated with the following:

- The report will need to show the pedestrian flows currently achieved through the George Street ramps are maintained in the final One Carrington Street proposal; and
- Through Static or Dynamic modelling the report will need to show how pedestrian flows between Wynyard Station's unpaid concourse and George Street are maintained through the various stages of construction.

Prior to the issuing of the relevant Construction Certificate, the Applicant is required to submit to TfNSW updated Pedestrian Modelling Report for review and endorsement.

Access during Construction

TfNSW requires that the applicant provides an alternative access to rail tenants and rail operations impacted by the closure of Wynyard Lane during demolition and construction.

Security Management

TfNSW requires that prior to the issue of the relevant construction certificate, the applicant undertakes security risk assessments and prepares security management plans for construction, prior to occupation and post occupation stages for the endorsement of TfNSW. TfNSW endorsed security plans need to be implemented during each stage.

Thank you again for the opportunity of providing comments on the response to submissions and the suggested Conditions of Consent for the subject proposal. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga on 8202 2198.

Yours sincerely



Anissa Levy
Acting Deputy Director General
Planning & Programs

24/10/14

CD14/18239
CD14/18423

PRIOR TO ISSUE OF CONSTRUCTION CERTIFICATE

Bicycle Facilities

Condition C1

The layout, design and security of bicycle facilities either on-street or off-street must comply with the minimum requirements of Australian Standard AS 2890.3 – 1993 Parking Facilities Part 3: Bicycle Parking Facilities except that:

- a. all bicycle parking for staff / employees of any land uses must be Class 2 bicycle facilities, and
- b. all bicycle parking for visitors of any land uses must be Class 3 bicycle rails.

Condition C2

The number of storage, change room and shower facilities for the commercial use shall comply with the details provided in the development application. Details shall be submitted to the satisfaction of the Principal Certifying Authority (PCA) prior to the issue of the relevant Construction Certificate for services and finishes works.

Information to be Provided to TfNSW

Condition C3

Prior to the issuing of the relevant Construction Certificate the Applicant is to submit to Transport for NSW (TfNSW) the following documentation for review and endorsement:

- a. Building services studies, identifying the location of existing services and any impacts associated with their relocation or decommissioning;
- b. Geotechnical and Structural report/drawings that meet TfNSW requirements. The Geotechnical Report must be based on actual borehole testing conducted on the site closest to the rail corridor/property;
- c. Construction methodology with construction details pertaining to structural support during excavation;
- d. Cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor/Property. All measurements are to be verified by a Registered Surveyor;
- e. Detailed Survey Plan showing the relationship of the proposed development with respect to Sydney Trains/TfNSW land and infrastructure;

- f. If required by TfNSW, an Finite Element Analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor/property;
- g. Fire and Life Safety Report for construction and operation. The report should include, but not limited to the following:
 - Evacuation modelling of a fully people saturated Station with approximately 2,000 people evacuating through One Carrington Street development during operation; and
 - The safe holding capacity for occupants from the Station to One Carrington Street development will need to be demonstrated through tenability assessment and pedestrian modelling.
- h. Pedestrian Modelling Report for construction and operation. The report should include, but not limited to, the following:
 - The report will need to show the pedestrian flows currently achieved through the George Street ramps are maintained in the final One Carrington Street proposal; and
 - Through Static or Dynamic modelling the report will need to show how pedestrian flows between Wynyard Station's unpaid concourse and George Street are maintained through the various stages of construction.
- i. Security risk assessment and security management plan - prior to the issue of the relevant construction certificate, the applicant undertakes security risk assessments and prepares security management plans for construction, prior to occupation and post occupation stages.

Any conditions issued as part of the TfNSW approval/certification of the above documents will also form part of the consent conditions that the Applicant is required to comply with. The Principal Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the TfNSW confirming that this condition has been satisfied.

Car Parking

Condition C4

The applicant must ensure that the car park entries/exits are designed in such a manner as to ensure that the future queuing areas and capacity requirements comply with Appendix D of AS 2890.1-2004.

Condition C5

Traffic signals must not be provided on Wynyard Lane.

Condition C6

The layout of the proposed car parking areas associated with the subject development (including driveways, ramps, grades, turn paths, sight distance requirements, aisle widths, aisle lengths, and parking bay dimensions) shall be accordance with AS 2890.1-2004, AS 2890.6 for accessible spaces and AS2890.2-2002 for heavy vehicles where applicable.

Project Delivery Agreement

Condition C7

Prior to the issuing of the relevant Construction Certificate the Applicant is to submit to the Principal Certifying Authority written confirmation from TfNSW that the following issues have been resolved under the Project Delivery Agreement:

- a. Relocation / augmentation of services;
- b. Management of the existing retail tenancies;
- c. Emergency evacuation;
- d. Temporary access to the Station during construction and around the interchange precinct;
- e. Sydney Trains operations;
- f. Selection of materials for the Transit Hall and walkways;
- g. The hours of operation of the Transit Hall and Bay 3 which provides access to Carrington Street;
- h. The detailed design complies with the relevant ASA or Sydney Trains Standards; and
- i. Way finding plans for construction and operation that complies with the TfNSW Wayfinding Planning Guidelines.

Stormwater Management

Condition C8

Soil erosion and sediment control measures shall be designed in accordance with the document Managing Urban Stormwater - Soils & Construction Volume 1 (200a) by Landcom. Details are to be submitted to the satisfaction of the PCA prior to the issue of the relevant Construction Certificate for below ground works.

Shared Zone

Condition C9

Any proposed shared zone along Wynyard Lane shall be in accordance with the Roads and Maritime Technical Direction (TTD 2014/003 July 2014) *Design and implementation of shared zones including provision for parking*. Prior to issue of the relevant Construction Certificate, an approval for the proposed shared zone arrangement must be obtained from Roads and Maritime.

Construction Program

Condition C10

Prior to the issue of a Construction Certificate the Applicant is to provide evidence to the PCA that it has provided TfNSW with its milestone construction program.

Facilities for Disabled

Condition C11

The development must be designed to provide access and facilities for people with a disability in accordance with the Building Code of Australia. The PCA must ensure that evidence of compliance with this condition from an appropriately qualified person is provided and that the requirements are referenced on the relevant Construction Certificate drawings.

Pre-Construction Dilapidation Report

Condition C12

In relation to the rail corridor, the dilapidation survey will be undertaken via a joint inspection with representatives from Sydney Trains and TfNSW. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to Sydney Trains and TfNSW will be required unless otherwise notified by Sydney Trains and TfNSW.

PRIOR TO COMMENCEMENT OF WORKS

Construction Management Plan

Condition D1

Prior to the commencement of any works on the Site, a Construction Management Plan (CMP) shall be prepared in accordance with the requirements of all TfNSW stakeholders, and submitted to the PCA. The CMP shall be informed by the Construction Management Plan submitted with the EIS. The Plan shall address, but not be limited to, the following matters where relevant:

- a. evacuation and emergency egress capacity;
- b. the staging of works and simultaneous construction with other projects in the Wynyard Precinct;
- c. hours of work;
- d. 24 hour contact details of site manager;
- e. construction noise and vibration management, prepared by a suitably qualified person;
- f. management of dust to protect the amenity of the neighbourhood;
- g. use of hoardings and scaffolding;
- h. way-finding signage;
- i. erosion and sediment control;
- j. measures to ensure that sediment and other materials are not tracked onto the roadway by vehicles leaving the Site;
- k. air quality management including issues associated with odour, minimising dust on site and prevention of dust from leaving the site during construction works; and
- l. incorporation of all acoustic management and treatments.

Construction Pedestrian and Traffic Management Plan

Condition D2

Prior to the commencement of any works on the site, a Construction Pedestrian and Traffic Management Plan (CPTMP) prepared by a suitably qualified person shall be submitted to the PCA. The Plan must be prepared in consultation with City of Sydney, Roads and Maritime, TfNSW and the CBD Taskforce. The Plan shall address, but not be limited to, the following matters:

- a. bus operation on Carrington Street, York Street, Margaret Street and Wynyard Street;
- b. details of specific measures to ensure the arrival of vehicles to the site does not cause queuing on Carrington Street, York Street, Margaret Street and Wynyard Street;
- c. details of response to traffic incidents on Carrington Street, York Street, Margaret Street and Wynyard Street;
- d. details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on Carrington Street, York Street, Margaret Street and Wynyard Street;
- e. potential overlap with the CBD Light Rail construction;
- f. ingress and egress of vehicles to the site;
- g. loading and unloading, including construction zones;
- h. the staging of works and simultaneous construction with other projects in the Wynyard Precinct;
- i. predicted traffic volumes, types and routes;
- j. details of construction vehicle marshalling areas outside the CBD on the fringes; and
- k. pedestrian and traffic management measures.

The Applicant shall submit a copy of the final CBD Taskforce endorsed CPTMP to City of Sydney, prior to the commencement of work.

Condition D3

The Construction Traffic and Pedestrian Management Plan shall include the cumulative construction impacts of all the projects listed below:

- CBD & South East Light Rail (CSELR), 2014/15 to 2020;
- Sydney City Centre Bus Plan, 2014 to 2015;
- Wynyard Station Upgrade Works, 2015 to 2017; and
- Wynyard Walk, now to 2016.

Note: Dates above are indicative and are subject to confirmation with project owners.

Construction Noise and Vibration

Condition D4

Prior to the commencement of construction activities, a detailed Construction Noise and Vibration Management Plan (CNVMP) prepared by a suitably qualified person. TfNSW endorsed plan shall be submitted to the PCA. The Plan shall include, but not be limited to:

- a. identification of each work area, site compound and access route (both private and public);
- b. identification of the specific activities that will be carried out and associated noise sources at the premises and access routes;
- c. identification of all potentially affected sensitive receivers;
- d. the construction noise objectives identified in accordance with the Interim Construction Noise Guidelines (DECC 2009);
- e. assessment of potential noise and vibration from the proposed construction methods (including noise from construction traffic) against the objectives identified in (d);
- f. where the objectives are predicted to be exceeded an analysis of feasible and reasonable noise mitigation measures that can be implemented to reduce construction noise impacts;
- g. description of management methods and procedures and specific noise mitigation treatments that will be implemented to control noise and vibration during construction, including the early erection of operational noise control barriers;
- h. procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity; and
- i. measures to monitor noise performance and respond to complaints.

Construction Waste Management Plan

Condition D5

Prior to the commencement of any works on the Site, a detailed Construction Waste Management Plan prepared by a suitably qualified person, in consultation with TfNSW, shall be submitted to the PCA. The Plan shall address, but not be limited to, the following matters:

- a. recycling of demolition materials including concrete; and
- b. removal of hazardous materials and disposal at an approved waste disposal facility in accordance with the requirements of the relevant legislation, codes, standards and guidelines, prior to the commencement of any building works.

The Applicant shall submit a copy of the Plan to the Department of Planning and Environment, TfNSW and the City of Sydney Council, prior to commencement of work.

DURING CONSTRUCTION

Road Occupancy Licence

Condition E1

A Road Occupancy Licence (ROL) must be obtained from the Transport Management Centre (TMC) for any activity likely to impact on the operational efficiency of the road network. The ROL allows the applicant to use a specified road space at approved times, provided certain conditions are met.

Proponents must allow a minimum of 10 working days for processing from date of receipt. Traffic Control Plans are to accompany each ROL application.

Construction Traffic & Pedestrian Management

Condition E2

Construction vehicles shall not use Carrington Street and access the construction zone on Carrington Street between 3.30pm and 7.30pm on weekdays without approval of TfNSW and the CBD Taskforce.

Public Transport Coordination (PTC) Meetings

Condition E3

The applicant shall provide the following information to TfNSW and its internal stakeholders at monthly Public Transport Coordination meetings which will be set up and chaired by CBD Taskforce.

- update of construction activities;
- the details in relation to date and timing of construction activities such as concreting etc. that are likely to generate high volume of construction vehicles;
- the details of full or part road closures that are likely to impact on traffic and bus movements in the vicinity of the site;
- update of the CTPMP if any changes to the original CTPMP is required;
- safety incidents associated with pedestrian and public transport movements adjacent to the site; and
- actions by the applicant for the safety and traffic management issues raised by TfNSW and its internal stakeholders.

Minutes of meetings shall be taken by the applicant and a copy of the minutes of meetings is to be distributed to all attendees within a week of the PTC meeting.

Utilities

Condition E4

The relocation of any TfNSW services or infrastructure as a direct result of the proposed development are to be at the Applicant's cost and to TfNSW requirements and standards.

Condition E5

The Applicant shall be responsible for all public utility adjustment/relocation works, necessitated by the development and as required by the various public utility authorities and/or their agents.

Condition E6

All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW and Roads and Maritime.

Access during Construction

Condition E7

The applicant shall provide an alternative access at all times to rail tenants and rail operations impacted by the closure of Wynyard Lane during demolition and construction that meets TfNSW requirements.

Security Management

Condition E8

The applicant shall implement the security management plan during construction as agreed with TfNSW.

PRIOR TO OCCUPATION OR COMMENCEMENT OF USE

Wayfinding Signage Strategy

Condition F1

A Way Finding Signage Strategy is to be prepared in accordance with Transport NSW Wayfinding Planning Guidelines and in consultation with Transport NSW and submitted for approval and implemented prior to the final Occupation Certificate for the site. The signage strategy must include information and scale drawings of the location, type, construction, materials and total number of signs appropriate for the building.

Facilities for Disabled

Condition F2

The development must be constructed to provide access and facilities for people with a disability in accordance with the Building Code of Australia. The PCA must ensure that evidence of compliance with this condition from an appropriately qualified person is provided and that the requirements are referenced on the relevant Construction Certificate drawings.

Loading Dock Management Plan

Condition F3

The applicant shall develop and implement a Loading Dock Management Plan which will manage delivery vehicles to the site. The loading dock management plan shall include restriction of delivery vehicle access between 6.30am and 9.30am on weekdays. This plan is to manage cars and trucks accessing the applicant's car park, public car park and loading dock in an efficient manner along safe and controlled routes, whilst minimising queuing along Margaret Street at all times. Such Plans may also involve scheduling of delivery vehicle movements to site in advance by the loading dock master.

Post-Construction Dilapidation Report

Condition F4

In relation to the rail corridor, the final dilapidation survey will be undertaken via a joint inspection with representatives from Sydney Trains and/or TfNSW. The dilapidation survey will be undertaken on the rail infrastructure and property in the vicinity of the project. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report to Sydney Trains/TfNSW will be required unless otherwise

notified by Sydney Trains or TfNSW. The final occupation certificate shall not be issued until written confirmation has been received from Sydney Trains and TfNSW confirming their satisfaction with the dilapidation survey and/or rectification of any damage.

Signposting

Condition F5

Car parking area and Loading Dock (in particular overhead clearance) are to be suitably signposted and be restricted to commercial tenant only.

Security Management

Condition F6

The applicant shall implement the security management plan prior to occupation of the site as agreed with TfNSW

DURING OCCUPATION

Security Management

Condition G1

The applicant shall implement the security management plan during occupation of the site as agreed with TfNSW.



Planning & Infrastructure

Record of Telephone/Meeting Discussion

Caller: Mark Ozinga

☒ Call taken: ☒ [Yes] ☐ [No] Message taken ☐ [Yes] ☐ [No]

Call taken by: Amy Watson

Issue/Matter: One Camington Street

Date: 20/10/14 Time: 3:20pm

Matters discussed:

TfNSW submission on the RTS being finalised - likely to be a number of outstanding points. To be forwarded

Outcomes / Actions:

by 24/10/14.

- ☐ Suggested that application be referred to NSW Police. - Checked our file and both applicant + Dept consulted with

Date: Police. Assessment report to further

Place this record on file

If this telephone/meeting discussion was with a registered lobbyist, complete this record and send to relevant Deputy Director General and lobbyist.

contact@planning.nsw.gov.au

consider any issues.



Planning & Infrastructure

Record of Telephone/Meeting Discussion

Caller: Andrew LaMartina

Call taken: ☒ [Yes] ☐ [No] Message taken ☐ [Yes] ☐ [No]

Call taken by: Amy Wahan

Issue/Matter: TfNSW submission

Date: 27/10/14 Time: 12.45 pm

Matters discussed:

TfNSW submission to be uploaded to our website and copy provided to applicant.

Dept. will consult with TfNSW on the draft

Outcomes / Actions: conditions at the same time

☐ as the applicant.

A. Wahan 27/10/14

Date:

Place this record on file

If this telephone/meeting discussion was with a registered lobbyist, complete this record and send to relevant Deputy Director General and lobbyist.

contact@planning.nsw.gov.au