

Mr Matthew Rosel
Senior Planner
Metropolitan Projects
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Rosel

**State Significant Development Application for a Transport Interchange,
Commercial and Retail Development (SSD 5824) at One Carrington Street, Sydney
Comments on Brookfield's Response to Suggested Conditions**

Thank you for email message dated 24 November 2014 regarding the above. Please accept our letter as a joint Transport for NSW (TfNSW), Roads and Maritime Services and Sydney Trains comment on the Brookfield response to TfNSW's suggested Conditions of Consent for the above proposal.

The detailed comments on the Brookfield's response are provided in Attachment 1 and key comments are provided below.

Bicycle Facilities

Condition C1

If the proponent wants to adopt recent innovations in bicycle parking, Condition C3 is suggested to be amended as follows:

"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. Alternative designs can be accepted if they meet the objectives of the standard. The proponent needs to ensure that:

- *all bicycle parking for staff / employees of any land use must use a secure access facility that is not readily open to the general public.*
- *all bicycle parking for visitors of any land uses must be facilities to which the bicycle frame and both wheels can be locked."*

Information to be Provided

Condition C3 (d)

To provide extent of requirements for the proponent, the following sentence is suggested to be added:

"Extent of requirement needs to be agreed with Sydney Trains prior to the preparation of these drawings."

Condition C3 (f)

To provide certainty to the proponent, the Condition is suggested to be amended as follows:

"A Three Dimensional 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."

No other changes to Condition C3 requested by the proponent are supported by TfNSW.

Car Parking

Condition C5

With the removal of traffic signals on Wynyard Lane, TfNSW agrees to delete this Condition.

Construction Pedestrian & Traffic Management Plan

Condition D2

TfNSW does not support the proponent's suggested modification of Condition D2, however to avoid additional queuing on Carrington Street, York Street, Margaret Street and Wynyard Street, TfNSW proposes point b be reworded to:

"b. details of specific measures to ensure the arrival of vehicles to the site does not cause additional queuing on Carrington Street, York Street, Margaret Street and Wynyard Street;"

Construction Traffic & Pedestrian Management

Condition E2

With the high number of bus movements on Carrington Street, potential delays to buses and impact on bus operation are expected due to construction vehicle movements during the PM Peak period. Therefore, TfNSW does not support deletion/modification of Condition E2.

Utilities

Condition E4

As it is proposed to include an item in relation to the relocation of any TfNSW services or infrastructure by the Applicant and associated costs in the Interface Agreement between TfNSW and Brookfield, TfNSW advises DP&E that proposed Condition E4 can now be removed.

Loading Dock Management Plan

Condition F3

TfNSW proposes to replace "*The loading dock management plan shall include restriction of delivery vehicle access between 6.30am and 9.30am on weekdays.*" with "*The loading dock management plan shall include management of delivery vehicles and vehicles accessing public and One Carrington carparks between 6.30am and 9.30am on weekdays.*"

Minor changes to Conditions

The proponent's suggested changes to the following Conditions are agreed by TfNSW.

- Project Delivery Agreement – Condition C7(g)
- Construction Management Plan – Condition D1
- Public Transport Coordination (PTC) Meetings – Condition E3
- Utilities – Condition E6
- Security Management – Conditions E8, F6 and G1

Conditions of approval

TfNSW requests the opportunity to review the draft Conditions of Consent prior to determining the application.

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

15/12/14.

**Acting Deputy Director General
Planning & Programs**

CD14/22303

Attachment 1 - TfNSW Comments on Brookfield's Response

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Construction Vehicle Access along York and Carrington Streets		
Bus movements along Carrington Street are expected to increase with the proposed changes to bus service associated with the CBD Light Rail project.	Brookfield requests that the data on the current bus frequency and intended frequency be provided as this information does not appear to be publically available through the REF or Sydney City Centre Access Strategy.	Current bus frequency is publically available online and could be accessed by the Applicant. The intended bus frequency as part of the REF and Sydney City Centre Access Strategy is still underdevelopment and will be discussed with the Applicant through ongoing consultation.
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.	The REF provided limited information on the impact of bus movements in Carrington Street and Brookfield have subsequently been notified by TfNSW that the additional bus layover requirements that were intended as part of the REF are no longer being undertaken.	TfNSW advises that the additional bus layover infrastructure requirements on Carrington Street (i.e. length of bus layover area) have been reduced, however the additional number of buses required to layover on Carrington Street as part of the REF and Sydney City Centre Access Strategy has not changed.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Construction Vehicle Access along York and Carrington Streets (Contd.) 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 Traffic Management Plan by Brookfield in consultation with CBD Taskforce/TfNSW • Conduction monthly Public Transport Co-ordination 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.	Brookfield supports TfNSW request for the: • Preparation of CPTMP with CBD Taskforce; and • Monthly meetings during construction with CBD Taskforce. Whilst Brookfield would prefer there be no restriction on construction vehicle access hours as part of the DA, it acknowledges TfNSW's draft condition at E2 provides for works to occur outside these hours with approval from TfNSW and the CBD Taskforce. Brookfield requests that if such a condition is put in place that TfNSW provide a responsive process that enables access within the restricted hours to occur, particular in response to specific construction activities.	Condition E2 provides an opportunity for limited construction vehicle movements on Carrington Street during the PM Peak period on weekdays, if the applicant is able to demonstrate that such activity would not have adverse impacts on bus operations with the following: • Preparation of Construction Pedestrian and Traffic Management Plan. • Consultation during monthly meetings with the CBD Taskforce.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Proposed Car Park Operations 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.	In response to TfNSW's concerns, a revised management solution is proposed for the car park which is included at Attachment B. The amended design removes the traffic signals on Wynyard Lane and will ensure that safe and efficient access to the car park via Wynyard Lane can be accommodated without impacting on Wynyard Lane and Margaret Street.	The proposed changes to the traffic signal arrangement are likely to reduce the queuing of vehicles on to Margaret Street from the applicant's car park. The applicant needs to obtain necessary approval from City of Sydney Traffic Committee to install a mirror within a public road.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Fire and Life Safety TfNSW requests that the Fire and Life Safety Report be updated with the following: 1. Evacuation modelling of a fully people saturated Station with approximately 2,000 people evacuating through One Carrington Street development during operation; and	As agreed with TfNSW and its nominated fire engineer (WSP), the permanent condition must provide the same flow across the boundary from Wynyard into One Carrington as is currently provided (i.e. today, or back when the Kent Street tunnel was in place as these two are considered to be the same and the benchmark in the Warrington Exova report – <i>Mitigating measures for Kent St Tunnel closure</i>, 14/12/11). The total number of people to be accommodated is approximately 2000, noting that the One Carrington team is awaiting more definitive numbers from TfNSW. WSP advised (in the workshop held 14/11/14) that a memorandum on this matter will be provided by 18/11/14. Furthermore, the One Carrington St design team requests TfNSW provides the flow of occupants (over time) from Wynyard across the boundary into One Carrington to allow assessment of tenability against egress time. This is proposed to be demonstrated using both static and dynamic modelling, and the results incorporated into subsequent Fire & Life Safety reports prior to the issue of the Construction Certificate. As requested by TfNSW at the workshop held 14/11/14, a dynamic evacuation model will be used to visually demonstrate the safe holding capacity of occupants within the One Carrington St development (refer to comment and response below).	Noted.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Fire and Life Safety (Contd.) 2. 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.	As agreed with TfNSW and its nominated fire engineer (WSP), the permanent condition must provide the same flow across the boundary from Wynyard into One Carrington as is currently provided (i.e. today, or back when the Kent Street tunnel was in place as these two are considered to be the same and the benchmark in the Warrington Exova report – <i>Mitigating measures for Kent St Tunnel closure, 14/12/11</i>). If the final flow capacity from One Carrington to outside is less than the (current) flow from Wynyard into One Carrington, then One Carrington is to be designed as a place of relative safety, and sufficient queuing space is to be provided within One Carrington so as not to slow down the flow from Wynyard to One Carrington. As requested by TfNSW at the workshop held 14/11/14, a dynamic evacuation model will be used to visually demonstrate the safe holding capacity of occupants within the One Carrington St development. This will be demonstrated in subsequent Fire & Life Safety reports, prior to the issue of the Construction Certificate. A tenability assessment is proposed to be carried out to demonstrate One Carrington as a place of relative safety. Smoke flow (over time) from Wynyard to One Carrington is required to be provided by TfNSW, as discussed. WSP advised (in the workshop held 14/11/14) that they would furnish the One Carrington St design team with a Computational Fluid Dynamics model (Fire Dynamics Simulator) of Wynyard Station that can be extended into One Carrington to determine exhaust quantities and best locations. Furthermore, the One Carrington St design team requests TfNSW provides the flow of occupants (over time) from Wynyard across the boundary into One Carrington to allow assessment of tenability against egress time.	Noted.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Pedestrian Modelling		
TfNSW requests that the Pedestrian Modelling Report be updated with the following: 1. 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 2. Through Static or Dynamic modelling the report will need to show how pedestrian flows between Wynyard Stations' unpaid concourse and George Street are maintained through the various stages of construction.	The Arup Pedestrian Planning Report demonstrates that future (up to 2060) flows can be accommodated which are far higher than current levels. Furthermore, we have agreed with TfNSW that the acceptance criteria used for the future years is to provide an average Level of Service (LOS) C Walkways or better for circulation spaces during the peak 15 minute periods of the day. Queuing at vertical transport elements is to be negligible. It should be noted that the proposed design's walkway circulation and the vertical transport node at George Street is able to meet this criterion even if 30 eastern station gatelines are fully utilised at a capacity of 25 people per minute (assuming similar splits to George Street) as per today. The Report also uses modelling to provide an assessment on the impact of construction on the pedestrian flows, which shows that an appropriate level of service can be maintained through the various stages of construction. Whilst it is noted that this assessment will need to be updated with the finalised construction methodology, the assessment for the purposes of the DA demonstrates that the level of service is appropriate (Level of Service C). As discussed and agreed with TfNSW, a target peak 15 minute of no worse than LoS D (walkways) is to be provided. But that the aim should be to be better than this performance level. In light of the above no further updates to the Pedestrian Modelling Report is considered necessary.	Noted.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Access During Construction		
TfNSW requires that the application provides an alternative access to rail tenants and rail operations impacted by the closure of Wynyard Lane during demolition and construction	Noted. Brookfield Multiplex shall further develop the solutions tabled (with TfNSW) for access to operating rail tenants and rail operations through the use of the former tram tunnels and existing passenger lift to Carrington Street. The developed strategies and considerations shall be incorporated into the Project Delivery Agreement (PDA) as appropriate. Further, Brookfield Multiplex seek detailed programme from TfNSW/Sydney Trains on the intended upgrade of the (atrium) lift which serves from Concourse to Carrington Street, and whether this can be advanced to be prior to commencement of works on One Carrington Street to assist in minimising impacts.	Further discussion around access is required between Brookfield, Sydney Trains and TfNSW.
Suggested Conditions of Consent		
Bicycle Facilities <u>Condition C1</u> 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: - all bicycle parking for staff 1 employees of any land uses must be Class 2 bicycle facilities, and - all bicycle parking for visitors of any land uses must be Class 3 bicycle rails.	The reference to systems as described in the Australian Standard may prevent the opportunity to utilise more effective systems. It is requested that the standard be referenced but the classifications removed with a note that allows for proposals to meet the functional objectives of the standard without interpretation around the 'minimum requirements'. <i>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. Alternative designs can be accepted if they meet the objectives of the standard.</i>	Proponent's suggested amendment is acceptable. However, the proponent needs to ensure that: - all bicycle parking for staff / employees of any land use must use a secure access facility that is not readily open to the general public; and - all bicycle parking for visitors of any land uses must be facilities to which the bicycle frame and both wheels can be locked.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Information to be provided to TfNSW <u>Condition C3</u> 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; 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; 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;	Noted. We have comments on the points as follows: a. Noted. (Brookfield have requested the detailed services investigations undertaken as part of Wynyard Station Upgrade be provided – by TfNSW) d. Brookfield seek re-drafting/clarification from TfNSW as to the extent of such a requirement, consistent with discussions from meeting 14 November 2014. f. TfNSW must determine from the Geotech information, borelogs and proximity to the rail infrastructure provided with the SSD if they require this now. The current wording is not appropriate as there is no timeframe in which it could be requested (e.g. if it was only considered the day before Brookfield makes its CC request it could take weeks to get resolution and cause unnecessary project delay.	a. Decommissioned and/or redundant services must be removed. It would be of considerable benefit to consolidate services where applicable that are being relocated instead of new. d. Extent of requirement needs to be agreed with Sydney Trains prior to the preparation of these drawings. To provide certainty to the proponent, this Condition is suggested to be amended as follows: f. A Three Dimensional 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

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
<u>Condition C3 (Contd.)</u> 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.	As the last paragraph repeats the intent of the first paragraph, it is also requested that it be deleted: 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.	TfNSW does not support the deletion of the following: <i>"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."</i> The first paragraph details what documentation needs to be provided before the Construction Certificate and to whom. The last paragraph is a clear instruction to the Certifier that no Construction Certificate be issued until they cite written evidence from TfNSW that compliance has been sought.
Car Parking <u>Condition C5</u> Traffic signals must not be provided on Wynyard Lane.	Noted, as the signals have been removed in response to TfNSW's comment this Condition can be deleted.	With the removal of traffic signals on Wynyard Lane, TfNSW agrees to delete this Condition.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Project Delivery Agreement <u>Condition C7</u> 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; g. The hours of operation of the Transit Hall and Bay 3 which provides access to Carrington Street;	As these matters will be captured in the PDA, it is requested that the condition be amended as follows: <i>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 Project Delivery Agreement has been executed.</i> Should the condition remain then the following comments are provided in relation to the listed issues: a. Noted. (See previous in regards to provision of services investigations undertaken through Wynyard Station Upgrade). b. Noted. (Brookfield have requested detailed programme information regarding Wynyard Station Upgrade timing for retail tenancies being online). c. It is requested that TfNSW specify what areas they are requiring the detail for the emergency evacuation. It is Brookfield's intention to develop a plan for evacuation of their construction areas including the One Carrington site and any areas utilised in Wynyard Lane Car Park. TfNSW/Sydney Trains need to provision their emergency evacuation procedures, process etc. for Brookfield to suitably integrate with. g. The following amended wording is requested for clarity: <i>The hours of operation of the Transit Hall and Bay 3 which provides the pedestrian access link to Carrington Street;</i>	Noted. a. Noted. b. It would be prudent to involve and/or utilise Sydney Trains Property in any forth coming conversation or correspondence. c. An updated Fire & Life Safety report would be required for any major change to emergency evacuation. A Site Incident Management Plan (SIMP) can be supplied upon request. It should be noted that any update to the SIMP would need to be done through Sydney Trains. g. The applicant's proposed amendments to the Condition are agreed.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
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.	h. TfNSW should amend this condition to provide the relevant extracts or requirements in their Transit Hall Brief. It is not appropriate to refer their generic standards TfNSW/Sydney Trains which have not been made available. i. Noted. (Brookfield has requested TfNSW provide the referenced Guidelines)	h. TfNSW requests that the proponent consults with TfNSW/Sydney Trains to obtain the details of relevant standards during the detailed design stage. i. TfNSW requests that Brookfield attend a briefing session with TfNSW for an overview of the Wayfinding system. At this session the guidelines can be provided.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Construction Management Plan <u>Condition D1</u> 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.	To ensure that the coordinated requirements of TfNSW are reflected in this condition, Brookfield suggest the following amended paragraph: <i>"Prior to the commencement of relevant works on the Site, a Construction Management Plan (CMP) shall be prepared in consultation with TfNSW, 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."</i>	The applicant's proposed amendments to the Condition are agreed.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Construction Pedestrian and Traffic Management Plan <u>Condition D2</u> 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.	Noted. In relation to point b, in order to account for the fact that queuing already exists it is requested that it be reworded to say "does not cause queuing minimises additional queuing".	The applicant's proposed amendments to the Condition are not supported, however point b could be reworded to say "does not cause additional queuing".

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Construction Pedestrian and Traffic Management Plan <u>Condition D3</u> The Construction Traffic and Pedestrian Management Plan shall include, where relevant, 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.	Noted. (Brookfield have requested detailed programmes on these projects from TfNSW such that the impacts can be duly assessed).	TfNSW requests that the applicant consults the CBD Taskforce to obtain detailed construction programmes prior to the preparation of CPTMP through.
Construction Traffic & Pedestrian Management <u>Condition E2</u> 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.	As per our response above, Brookfield does not support the restriction on construction vehicle access hours as part of the DA. Brookfield is strongly of the view that the hours should be informed by the outcome of the consultation that is being suggested by TfNSW.	With the high number of bus movements on Carrington Street, potential delays to buses and impact on bus operation are expected due to construction vehicle movements during the PM Peak period. Therefore, TfNSW does not support deletion/modification of Condition E2.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Public Transport Coordination (PTC) Meetings <u>Condition E3</u> 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 which are relevant to the construction activities or operation of the construction site.	Noted. In relation to reporting on safety incidents, it is requested that the wording be amended to clarify that these only relate to construction activities: • <i>safety incidents as a result of construction activities associated with pedestrian and public transport movements adjacent to the site; and</i>	The applicant's proposed amendments to the Condition are agreed.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
<u>Condition E4</u> 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.	Brookfield does not support this condition as proposed. Brookfield has sought to simplify the configuration as part of the development in relation to crossovers etc. This includes works suggested to be undertaken with Wynyard Station Upgrade (WSU), including: • Electrical Supplies from existing Basement Substations which serve retail areas (and Car Park) on the concourse should be fed from upgraded WSU electrical systems/infrastructure. • Ventilation Systems for limited retail tenancies which presently comprise elements in the One Carrington site should be resolved through the WSU design to be contained and serviced from the 'station/concourse side'. It is requested that the condition be revised to reflect these items.	It is proposed to include an item in relation to the relocation of any TfNSW services or infrastructure by the Applicant and associated costs in the Interface Agreement between TfNSW and Brookfield, Therefore, Condition E4 needs to be removed.
<u>Condition E6</u> All works/regulatory signage associated with the proposed development are to be at no cost to TfNSW and Roads and Maritime.	It is requested that the condition be amended to reference construction instead of 'works': "works/regulatory signage" replaced with "construction or regulatory signage"	The applicant's proposed amendment to the Condition is agreed.
Access during Construction <u>Condition E7</u> 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.	Refer to Brookfield notes on this item prior to the conditions. (Access During Construction)	Further discussion around access is required between Brookfield, Sydney Trains and TfNSW.
Security Management <u>Condition E8</u> The applicant shall implement the security management plan during construction as agreed with TfNSW.	The following minor changes are requested: The applicant shall implement the a security management plan during construction which has been agreed with endorsed by TfNSW.	The applicant's proposed amendments to the Condition are agreed.

TfNSW Comments	Applicant's Response	TfNSW Comments on Applicant's Response
Loading Dock Management Plan <u>Condition F3</u> 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.	Brookfield supports preparing the Loading Dock Management Plan but not the restriction on hours at this point in time as it is of the view that this is something that should be addressed during the preparation of the Traffic Management Plan under the PDA, which can then inform the Loading Dock Management Plan. Accordingly it is requested that the second sentence of the draft condition be removed: <i>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.</i>	TfNSW suggests the following: <i>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 management of delivery vehicles and vehicles accessing public and One Carrington carparks 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.</i>
Security Management <u>Condition F6</u> The applicant shall implement the security management plan prior to occupation of the site as agreed with TfNSW.	The applicant shall implement the a security management plan prior to occupation which has been agreed with TfNSW.	The applicant's proposed amendments to the Condition are agreed.
Security Management <u>Condition G1</u> The applicant shall implement the security management plan during occupation of the site as agreed with TfNSW.	The applicant shall implement the a security management plan during occupation which has been agreed with TfNSW.	The applicant's proposed amendments to the Condition are agreed.