

Concept Approval

Section 75O of the *Environmental Planning & Assessment Act 1979*

As delegate of the Minister for Planning and Infrastructure under delegation dated 14 September 2011, we the Planning Assessment Commission of New South Wales (the Commission) determine:

- (a) to approve the Concept Plan referred to in Schedule 1, subject to the terms and modifications in Schedule 2, and the Statement of Commitments in Schedule 4 pursuant to section 75O of the *Environmental Planning and Assessment Act 1979*; and
- (b) pursuant to section 75P(2)(c) of the *Environmental Planning and Assessment Act 1979*, the further environmental assessment requirements for approval to carry out the mixed use development as set out in Schedule 3.



Ms Gabrielle Kibble, AO
Member of the Commission



Mr Richard Thorp
Member of the Commission



Mr Garry Payne, AM
Member of the Commission

Sydney

3 April 2012

SCHEDULE 1

PART A: PARTICULARS

Application No.:	MP 09_0076
Proponent:	Thakral Holdings Limited
Approval Authority:	Minister for Planning and Infrastructure
Land:	Land between George and York Streets including Thakral House, the Menzies Hotel, Shell House, Wynyard Park, stratum above and below Wynyard Lane and stratum underneath Carrington Street, York Street and Wynyard Park, Sydney.
Project:	CityOne development, including the upgrade of the eastern access ways to Wynyard Station, and retail and commercial development.

PART B: NOTES RELATING TO THE DETERMINATION OF MP 09_0076

Responsibility for other approvals/ agreements

The Proponent is responsible for ensuring that all additional approvals and agreements are obtained from other authorities, as relevant

Appeals

The Proponent has the right to appeal to the Land and Environment Court in the manner set out in the Act and the Regulation.

Legal notices

Any advice or notice to the approval authority shall be served on the Director General.

PART C: DEFINITIONS

Act	means the Environmental Planning and Assessment Act, 1979 (as amended).
Advisory Notes	means advisory information relation to the approved development.
BCA	means the Building Code of Australia.
Certifying Authority	has the same meaning as Part 4A of the Act.
CityOne Concept Plan Design Criteria	means the design criteria set out in Appendix G of the PPR.
Council	means City of Sydney Council.
Department	means the Department of Planning & Infrastructure or its successors.
Director General	means the Director General of the Department of Planning & Infrastructure or his nominee.
Director-General's Design Excellence Guidelines	means the Director-General's Design Excellence Guidelines as adopted by the Director-General and published on the Department's website.
Environmental Assessment (EA)	means the Environmental Assessment prepared by JBA Planning dated January 2011.
FSA	Floor Space Area as defined by Sydney Local Environment Plan 2005.
Minister	means the Minister for Planning & Infrastructure.
MP 09_0076	means the Major Project described in the Proponent's Environmental Assessment as amended by the Preferred Project Report.
PCA	means a Principal Certifying Authority and has the same meaning as Part 4A of the Act
PPR	means the Preferred Project Report / Response to Submissions prepared by JBA Planning dated March 2011.
Proponent	means Thakral Holdings Limited or any party acting upon this approval.
Regulation	means the Environmental Planning and Assessment Regulation, 2000 (as amended).

SCHEDULE 2

PART A - TERMS OF APPROVAL

A1. DEVELOPMENT DESCRIPTION

Concept Plan approval is granted to the development as described below:

- (a) upgrade of the eastern access ways to Wynyard Station including retail areas and concourse layout;
- (b) indicative building envelope to a maximum height to RL159.7 AHD on the land between Carrington Street and George Street;
- (c) use of the site for a mixed use development including commercial offices, business premises, shops, general retail food and drink premises, health/medical centre, public amenities, transport facilities; and tenant car parking;
- (d) development of former Shell House including refurbishments for the purpose of commercial and retail use.

subject to compliance with the modifications of this approval.

A2. DEVELOPMENT IN ACCORDANCE WITH THE PLANS AND DOCUMENTATION

The EA, except where amended by the PPR (including the Revised Statement of Commitments included in Schedule 4 of this approval), the updated Walkway Assessment prepared by Halcrow, and the Station Egress Report prepared by Stephen Grubits submitted to the Department on 24 November 2011, and the following drawings are approved as part of the Concept Plan:

Architectural Drawings prepared by Hassell		
Drawing No.	Name of Plan	Date
Sheet 01	West Elevation – Indicative Envelope	December 2010
Sheet 02	South Elevation – Indicative Envelope	January 2011
Sheet 04	Perspective Views – Indicative Envelope	January 2011
SK-011	Proposed Plan – York Street	04.01.2011
SK-012	Proposed Plan – Carrington Street	04.01.2011
SK-013	Proposed Plan – George Street	28.11.2011
SK-014	Proposed Plan - Concourse	28.11.2011
SK-015	Proposed Plans – Hunter Street Connection Level	04.01.2011
SK-016	Proposed Plans – Basement B3	17.03.2011
SK-017	Proposed Plans – Basement B4	17.03.2011
SK-018	Proposed Plans – Basement B5	17.03.2011
SK-019	Proposed Plan – Typical Low Rise Office Level	17.03.2011
SK-020	Proposed Plan – Typical Mid Rise Office Level	17.03.2011
SK-021	Proposed Plan – Typical High Rise Office Level	17.03.2011
SK-25	Indicative Massing Elevation	17.03.2011
SK-20	South Elevation	04.01.2011
SK-21	East Elevation	04.01.2011
SK-22	North Elevation	18.01.2011
SK-23	West Elevation	04.01.2011
SK-26	Section 01	17.03.2011
SK-25	Section 02	04.01.2011
SK-51	Section - Concourse	20.12.2010

except for as modified by the following pursuant to Section 75O(4) of the Act.

A3. LAPSING OF APPROVAL

Approval of the Concept Plan shall lapse 5 years after the determination date in Part A of Schedule 1, unless an application is submitted to carry out a development which concept approval has been given.

A4. INCONSISTENCY BETWEEN DOCUMENTATION

In the event of any inconsistency between modifications of the Concept Plan approval identified in this approval and the drawings / documents including Revised Statement of Commitments referred to above, the modifications of the Concept Plan shall prevail.

A5. MAXIMUM GROSS FLOOR SPACE AREA (FSA)

The maximum FSA for the on the site shall not exceed:

- a. 79,370m² – the section of site being development located east of Carrington Street; and
- b. 5,926m² – the section of site being development located west of Carrington Street (excludes the paid ticket area and platform areas).

A6. VOLUNTARY PLANNING AGREEMENT (VPA)

Prior to the submission of any future application pursuant to this Concept Plan the Proponent shall provide written evidence to the Director-General that it has entered into a Voluntary Planning Agreement with Transport for NSW consistent with terms outlined in the PPR, Revised Statement of Commitments and subsequent Commercial Offer dated May 2011 and Supplementary Proposal dated August 2011.

PART B – MODIFICATIONS

B1. CITYONE CONCEPT PLAN DESIGN CRITERIA

The CityOne Concept Plan Design Criteria shall be modified as follows:

- a. Under the heading 'Building Design – Controls' the following controls under the first bullet point are to be deleted:
 - 3.5m setback on Carrington Street between RL56 (37m) and RL 63.6 (45m); and
 - 4m setback at ground level from the Carrington Street site boundary to provide the potential to continue the existing colonnade to the southern end of Carrington Street;
- b. Reference to 'Design Excellence' – 'Objectives' and 'Controls' shall be deleted.

The modified CityOne Concept Plan Design Criteria shall be submitted to and approved by the Department prior to determining any future application on the site.

B2 PODIUM HEIGHT AND UPPER LEVEL SETBACK

The western façade of the building envelope along the Carrington Street frontage shall provide:

- a. a podium form with a street front height consistent with the existing parapet height of Shell House; and
- b. a minimum 6 metre setback from the Carrington Street frontage above the existing parapet height of Shell House. The additional level above Shell House itself shall also be setback by a minimum of 6 metres.

B3 TENANT CAR PARKING

A maximum 81 tenant car parking spaces are to be provided on the portion of the site on the eastern side of Carrington Street. The existing car parking spaces provided in the Wynyard car park shall remain to be used as public car parking.

B4 BICYCLE STORAGE AND END OF TRIP FACILITIES

Bicycle parking and end to trip facilities shall be provided in accordance with the recommendations of the City One Wynyard - Report in Response to Authority Submissions prepared by Halcrow dated March 2011 and submitted with the PPR. These facilities shall be located on the portion of the site to the east of Carrington Street with direct access to Wynyard Lane and to the commercial tower development.

SCHEDULE 3

FUTURE ENVIRONMENTAL ASSESSMENT REQUIREMENTS

1. DESIGN EXCELLENCE

Future applications for any works on the portion of the site to the east of Carrington Street at the George Street level or above, shall be subject to a formal design competition in accordance with the provisions of Sydney LEP 2005 and the City of Sydney Central Sydney DCP 1996 (and any replacement provisions). The design brief for the design competition process shall incorporate the following design aspects of the approved Concept Plan:

- a. CityOne Concept Plan Design Criteria (as modified by Modification B1 in Schedule 2);
- b. presentation of the building to Carrington Street including street frontage podium and upper level setback arrangements (as modified by Modification B2 in Schedule 2);
- c. the revised Statement of Commitments submitted with the PPR referred to in Schedule 4; and
- d. reduction and reconfiguration of the upper level commercial foyer.

2. DETAILED PEDESTRIAN MODELLING

Any future application for works east of Carrington Street shall be provided with detailed pedestrian demand modelling to ensure the necessary exit widths will meet pedestrian demand to 2060 and to demonstrate the performance of proposed access ways and vertical transport (escalators, stairs, lifts etc.).

3. WYNYARD LANE

Any future application for works east of Carrington Street incorporating the use of Wynyard Lane as part of the pedestrian concourse (being offsite works) shall be provided with a Traffic Management Plan (TMP) prepared in consultation with TfNSW and the City of Sydney that addresses the closure of the section of Wynyard Lane to traffic as outlined in the PPR and shall set out alternative traffic arrangements and conditions, for approval by the relevant authority.

4. CONSTRUCTION MANAGEMENT

A Construction Management Plan is to be submitted as part of any future application for the site. The Construction Management Plan shall be prepared in consultation with Transport for NSW and the City of Sydney and is to include consideration of the following:

- a. timelines and timeframes for staging and completion of works;
- b. pedestrian accessibility, legibility, safety and prioritisation;
- c. operational integrity of Wynyard Station including the continuity of utility services and goods access to the station complex; and
- d. potential impacts on rail, bus and taxi operations.

5. STAGING OF DEVELOPMENT

Details of the intended staging of the development are to be submitted with the first stage application to ensure the orderly and coordinated development of the site.

6. CONTINUITY OF SERVICES

Any future application for works east of Carrington Street shall identify in detail:

- a. the organisation of utility services in the area surrounding the station interface point between the Proponent and RailCorp controlled land to ensure that the operational integrity of these systems will not be affected as a result of the proposal; and
- b. the location and design of the proposed loading dock that is capable of providing goods and services access to the tenancies west of Carrington Street.

7. WORKPLACE TRAVEL PLAN

Any future application for works east of Carrington Street seeking approval for commercial or retail (or similar) floor space shall provide details of a Workplace Travel Plan (WTP), which shall include travel demand management measures aimed at increasing the use of sustainable travel modes.

8. ESD

Any future application for works east of Carrington Street shall demonstrate that any future development will incorporate ESD principles as outlined in the Sustainability Report prepared by Cundall, submitted with the EA in the design, construction and ongoing operation phases of the development, including water sensitive urban design measures, energy efficiency, recycling and water disposal.

9. HERITAGE

Any future application for works east of Carrington Street shall demonstrate consistency with the recommendations Section 9 of the Heritage Impact Assessment Report prepared by HBO & EMTB Heritage Pty Ltd dated 12 October 2010 and submitted with the EA.

10. SYDNEY AIRPORT

Any future application for works east of Carrington Street shall demonstrate all necessary approvals have been obtained from Sydney Airport Corporation Limited and any other relevant government authority in relation to air safety matters.

11. NO ADDITIONAL OVERSHADOWING TO GPO BUILDING

Any future application for the commercial tower east of Carrington Street shall demonstrate that no additional overshadowing to the GPO steps or northern façade shall occur.

SCHEDULE 4

STATEMENT OF COMMITMENTS

MP 09_0076

**CONCEPT PLAN FOR A FOR THE
CITYONE DEVELOPMENT AT WYNYARD STATION**

(Source: Preferred Project Report)

Subject	Commitment	Timing
1. Public Benefit	<p>a. Thakral will construct a new through site link between George Street and Carrington Street and associated public infrastructure works to an equivalent value of \$20,000,000 as identified in the letter to the Department of Planning included at Appendix C of the PPR prepared by JBA dated March 2011.</p> <p>b. Thakral will enter into a Project Delivery Agreement with Rail Corp, relating to the delivery of public infrastructure works on land generally west of Carrington Street.</p>	<p>To be demonstrated with the relevant Project Application.</p> <p>To be demonstrated prior to the lodgement of the first Project Application for physical works on land generally east of Carrington Street.</p>
2. Design – Concourse areas	<p>a. The detailed design of the development east of Carrington Street is to provide a provisional minimum total combined pedestrian exit to the east via George Street and the Hunter Connection of 20 metres (including the 4 metre width of the Hunter Connection) and unimpeded flow to the street. The detailed design of the eastern exit is to demonstrate that the unimpeded combined exit width to the east is via the most convenient route from the concourse to street level, and must not be impeded by obstructions to pedestrian movement.</p> <p>b. Thakral will undertake further detailed pedestrian demand modelling to confirm that the 20 metre provisional total combined width of pedestrian exit to George Street (including the 4 metre width of the Hunter Connection) is the appropriate requirement to ensure the necessary exit widths to meet pedestrian demand to 2060, and to test the performance of proposed access ways and vertical transport (escalators, stairs, lifts etc) as part of the resolution of the detailed design of the eastern concourse. Thakral commits to ensuring that the design of the eastern access way accords with Transport NSW functional specification requirements.</p> <p>c. Thakral will undertake further ongoing consultation and agreement with Transport NSW in relation to resolution of the detailed design of the eastern concourse, and will ensure that the eastern concourse design will allow for full and seamless integration with the future Wynyard Station concourse designs west of Carrington Street.</p> <p>d. The future Project Application(s) relating to the detailed design of the eastern access ways will include detailed information on proposed materials, fixtures and finishes. Proposed materials, surfaces, lighting etc to be used in the public station access ways will be coordinated with Transport NSW and where necessary, the City of Sydney Council, to ensure that the Wynyard Precinct reads as a totality.</p> <p>e. The future Project Application for the development of CityOne Wynyard will be required to demonstrate the</p>	<p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street.</p> <p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p> <p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p> <p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p>

Subject	Commitment	Timing
	<p>manner in which the detailed design satisfies the design criteria included at Appendix G of the PPR.</p> <p>f. The detailed design of the development is to accommodate the existing pedestrian connections to the Hunter Connection and the Met Centre as shown on the Concept Plan Drawings prepared by Hassell. This requirement relates to the final location of the connections. During the demolition and construction stages of the project, these connections may be temporarily closed or altered in accordance with any Demolition or Construction Management Plan prepared in relation to items 11 and 12 of this Statement of Commitments. If any temporary closure (or partial closure) of the Hunter Connection or Met Centre connection is necessary, the period of temporary closure will be minimised as much is practicably possible.</p> <p>g. A consistent quality in design is to be achieved for retail premises outside the paid area of Wynyard Station. The detailed design of the location and configuration of retail premises is to be resolved as part of any project application relating to the detailed design of the non-paid concourse areas.</p> <p>h. A signage strategy will be prepared for the development to the satisfaction of Transport NSW and consistent with Transport NSW's Interchange Guidelines.</p>	<p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p> <p>To be demonstrated with any Project Application relating to the design of the new station concourse (unpaid areas)</p> <p>To be submitted with any Project Application for the concourse.</p>
3. Design – Commercial building	<p>a. The detailed design of the commercial building lobby is to further consider the impact of the floor space in relation to both the volume of the transit hall space and the spatial experience as pedestrians move through the space between George and Carrington Street. Options for reducing and reconfiguring the foyer floor space are to be fully explored in accordance with the principles identified in the PPR prepared by JBA dated March 2011 as part of the resolution of the design of the commercial tower. The final detailed proposal submitted for the commercial foyer space is to demonstrate that the floor space does not detract from the sense of grandeur of the space, and does not obstruct sightlines for pedestrians moving through the space to the street.</p> <p>b. The detailed design of the building elevation on Carrington Street is to test a range of architectural treatments for the facade, in particular a range of fenestration options between RL 56 and RL 63m. The detailed design of the building facade is to clearly differentiate the facade treatment of the podium and tower elements. The facade treatments and materials will be detailed in the Project Application for the building.</p>	<p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p> <p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p>
	<p>c. A further Accessibility Strategy is to be prepared outlining the measures that will be adopted in the detailed design to ensure that at completion, the development provides adequate access for people with disabilities in accordance with the Concept Access Review prepared by Morris Goding Accessibility Consulting.</p>	<p>To be demonstrated with any relevant Project Application relating to</p>

Subject	Commitment	Timing
	Accessibility during demolition and construction works is to be separately addressed in the Demolition and Construction Management Plans required at items 11 and 12 of this Statement of Commitments.	works east of Carrington Street
	d. The future Project Application for the development of CityOne Wynyard will be required to demonstrate the manner in which the detailed design satisfies the design criteria included at Appendix G of the PPR.	
4. Design – Public domain	<p>a. The detailed design of any public domain works proposed to either Carrington Street, or to Wynyard Park, will be subject to further consultation with public transport authorities and City of Sydney Council. Future Project Application(s) will demonstrate, where applicable, appropriate pedestrian / bus user integration with the existing Carrington Street bus interchange.</p> <p>b. The detailed design of the public domain east of Carrington Street is to be generally in accordance with the Public Domain Plan prepared by Hassell included at Appendix B.</p> <p>c. A detailed public domain plan illustrating all works proposed to be carried out is to be submitted with each relevant application.</p> <p>d. The detailed public domain plan(s) are to be prepared in consultation with City of Sydney Council to ensure that there is an appropriate level of integration in terms of design and standard of finishes between the development and other public domain spaces immediately adjoining the site that are the responsibility of the Council.</p>	<p>To be demonstrated with any relevant Project Application relating to works within the Carrington Street road reservation or Wynyard Park</p> <p>To be demonstrated with any relevant Project Application</p> <p>To be demonstrated with any relevant Project Application</p> <p>To be demonstrated with any relevant Project Application</p>
	<p>e. The design of any proposed future station entrances within Wynyard Park is to be undertaken in accordance with the following design principles :</p> <ul style="list-style-type: none"> ▪ Improve the amenity of the Park by removing the dome structure and minimising any above ground intrusions into the Park. ▪ Provide a clearly legible east west pedestrian connection between York and Carrington Streets to improve access to Wynyard Station. ▪ Enhance the quality of the public domain, improve the amenity for park uses and minimise the extent of hard landscaped areas. ▪ Design the public domain for passive uses. ▪ Incorporate sustainability and water sensitive urban design measures and water elements where appropriate 	To be demonstrated with any relevant Project Application relating to works within Wynyard Park

Subject	Commitment	Timing
	<ul style="list-style-type: none"> ▪ Provide clear north-south and east-west views and visual connections through the Park. ▪ Provide opportunities for light and natural ventilation into Wynyard Station to improve the amenity of commuters. ▪ Ensure that the public domain is designed with regard to the heritage values of the park. ▪ Use materials and public domain treatments sympathetic to the heritage status of the Park. ▪ Minimise the impacts of any new station entrance(s) on existing trees and vegetation. ▪ Provide way finding and directional signage. ▪ Ensure that the public domain is designed with regard crime prevention through environmental design. 	
5. Heritage – new built form	a. The design of the new building will maintain the clear distinction between the new building form and the adjacent heritage items through articulation and where appropriate lightness and transparency where it adjoins the more solid masonry forms of the adjacent heritage items.	To be demonstrated / submitted with any Project Application relating to the detailed design of the new commercial tower / extension and refurbishment of Shell House
	b. Further heritage assessment will be undertaken to support the detailed design of the future built form, including materials and finishes and facade design.	To be demonstrated with any relevant Project Application
	c. Further detailed studies on heritage items within Wynyard Station will be undertaken to assist in the design of these aspects and will need to identify original (1932) structure and finishes.	To be demonstrated with any relevant Project Application
6. Heritage – Former Shell House	a. The roof top addition will be designed to be distinguished as an addition to assist in the interpretation and evolution of the building form.	To be demonstrated / submitted with any Project Application relating to Shell House
	b. The roof addition will appear as a light framed structure.	To be demonstrated / submitted with any Project Application relating to Shell House
	c. Further research will be undertaken into the conservation of the glazed terra cotta facing material of the west,	To be demonstrated /

Subject	Commitment	Timing
	<p>north and part east facades and the clock tower.</p> <p>d. The detailed design will address deterioration of some internal structural elements of the Clock Tower: e.g. spalling concrete.</p> <p>e. Archival recording will be undertaken of the former Shell House in accordance with the guidelines published by the Heritage Branch of the NSW Department of Planning.</p> <p>f. Heritage interpretation of the history of the site will be incorporated into the detailed design.</p>	<p>submitted with any Project Application relating to Shell House</p> <p>To be demonstrated / submitted with any Project Application relating to Shell House</p> <p>Archival record will be carried out prior to commencement of internal demolition and construction, during the construction process and on completion.</p> <p>To be demonstrated / submitted with any Project Application relating to Shell House</p>
7. Wynyard Lane	<p>a. Thakral will seek a separate approval from the City of Sydney Council for the closure of Wynyard Lane at both the northern and southern ends of the development site to remove all conflict between vehicles and pedestrians (other than emergency vehicle access) and allow unimpeded pedestrian flow in an east west direction across Wynyard Land, generally in accordance with the concept illustrated Option 1 of the PPR prepared by JBA dated March 2011.</p> <p>b. The detailed design of any public domain works proposed in relation to the closure of Wynyard Lane will be subject to further ongoing consultation with Transport NSW and City of Sydney Council and will be documented in the detailed project application relating to construction of the eastern concourse.</p>	<p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p> <p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p>
8. RailCorp Infrastructure and Services	<p>a. The future Project Application(s) will include a detailed assessment of any potential impacts to RailCorp infrastructure and mitigation and management measures, including relocation of infrastructure and services (if required). As part of the preparation of the detailed assessment and mitigation and management measures, Thakral will consult with RailCorp.</p>	<p>To be demonstrated with any relevant Project Application relating to works east of Carrington Street</p>

Subject	Commitment	Timing
9. Crime and Public Safety	a. Thakral will be responsible for the operational management of the Thakral owned and leased areas of the non-paid concourse of Wynyard Station.	To be demonstrated as part of any relevant Project Application
	b. All elements of the future development east of Carrington Street are to be designed in accordance with the principles of Crime Prevention Through Environmental Design	To be demonstrated as part of any relevant Project Application
	c. A Crime and Public Safety Management Plan for the non-paid concourse areas owned and leased by Thakral is to be developed in consultation with RailCorp and is to provide details with respect to operational management by trained staff and security personnel, regular patrolling of the Thakral leased areas, and installation of CCTV to provide a higher level of security and safety for the area.	To be demonstrated as part of any relevant Project Application
10. Infrastructure and utility services	a. A detailed survey of existing utility services impacting on the site is to be undertaken. The survey is to identify the type, extent and location of existing utility services including power, gas, water, sewer, stormwater and communications.	To be submitted with the first Project Application
	b. The detailed design of the proposed development is to identify the required capacity and intended location of new infrastructure services required by the development. Identification of site utility services requirements is to occur in consultation with all relevant authorities, including but not limited to Energy Australia, RailCorp and Telstra.	To be submitted with any relevant Project Application
	c. Further investigation of the existing Railcorp substations beneath Wynyard Park (Upper concourse level 2) and on Basement Level 1, and their connecting high voltage cables is to be undertaken if (at the next stage of design development) it is determined that major works are likely to occur in these areas.	Details to be submitted with any Project Application proposing the carrying out of works beneath Wynyard Park that impacts this infrastructure
11. Water management	a. Stormwater drainage from roof and terrace areas is to be sized to cater for a 1:100 year ARI storm frequency event and connected to a rainwater re-use tank.	To be submitted with any relevant Project Application
	b. The potential for reuse of rainwater using a suitable filtration method for water closet and flushing and landscape irrigation is to be explored during the detailed design stage.	To be submitted with any relevant Project Application
	c. The City of Sydney Council is to be consulted during the preparation of the Stormwater Management Plan.	To be submitted with any relevant Project

Subject	Commitment	Timing
12. Traffic, Parking and Servicing		Application
	a. A detailed Traffic and Parking Report will be submitted with the future Project Application in the Wynyard Park precinct, including along George Street and Carrington Street.	To be demonstrated with any relevant Project Application for works east of Carrington Street
	b. The Traffic and Parking Report will address impacts on traffic flows, road closures, provision of taxi ranks, bicycle parking travel demand management, CBD Light rail extension and impacts on proposed metro corridor.	To be demonstrated with any relevant Project Application for works east of Carrington Street
	c. 177 existing car spaces within the Wynyard Lane Public Car Park will be decommissioned and no longer available for use as public car parking spaces. The 177 existing public car parking spaces will be for commercial office tenant use.	To be demonstrated with any relevant Project Application for works east of Carrington Street
	d. Vehicular egress from the car park to Cumberland Street will only be available until such time as Transport NSW terminates Thakral's existing lease over the former tram tunnels. At this time, vehicles will exit the development onto Margaret Street	Proponent, ongoing
	e. Off street bicycle parking and shower facilities are to be provided within the development in accordance with City of Sydney DCP 1996.	To be demonstrated with any relevant Project Application for works east of Carrington Street
	f. All onsite parking areas are to conform to the requirements of AS2890.1:2004.	To be demonstrated with any relevant Project Application for works east of Carrington Street
	g. All service / delivery areas are to conform to the requirements of AS2890.1:2002 subject to driveways complying with City of Sydney DCP 1996.	To be demonstrated with any relevant Project Application for works east of Carrington Street

Subject	Commitment	Timing
13. Geotech	<ul style="list-style-type: none"> a. A detailed geotechnical investigation is to be carried out to inform the detailed design of the proposed development. b. A monitoring regime will be required for continuous monitoring of movements during excavation. Regular inspection of adjacent buildings will be required during excavation to identify any minor structural damage to be repaired as required. Arrangements for ongoing approval and monitoring of rail infrastructure will be agreed with RailCorp. c. All geotechnical investigations and subsequent specification and programming of shoring and excavation will be carried out in co-operation with RailCorp, State Transit, RMS and Sydney City Council. 	Detailed investigations to be staged in accordance with the staging of demolition and bulk excavation works and prior to the commencement of construction works for the relevant stage
14. Noise, Vibration & Electrolysis	<ul style="list-style-type: none"> a. Building facade treatment is to ensure compliance with internal noise levels recommended in Australian Standard AS2107. b. Mechanical services equipment must not, either singularly or in total, emit noise levels which exceed the noise limits in DECC's Industrial Noise Policy and / or the City of Sydney Council DCP. c. All demolition and construction work on site will comply with the noise level and operating time schedule in the City of Sydney 'Code of Practice – Construction Hours/Noise 1992'. Details of the specific noise control measures to be adopted to ensure compliance with the Code of Practice are to be provided with the Construction Management Plan referred to at Item 13. d. The detailed design of the development is to take into consideration electrolysis from rail operations. 	To be demonstrated / submitted with any relevant Project Application
15. Demolition	<ul style="list-style-type: none"> a. A Demolition Management Plan is to be prepared detailing the proposed staging and methodology of demolition works and demonstrating the manner in which the safe operation of the station and its accesses will be maintained. b. The Demolition Management Plan is to identify plans of any temporary or permanent shoring, underpinning and / or retaining walls around the site. c. The proposed demolition methods and sequencing are to be reviewed by RailCorp, State Transit, and RMS prior to demolition commencing. d. Future Project Application(s) will demonstrate an appropriate demolition and construction management methodology to ensure appropriate impacts on existing bus operations and pedestrian safety and amenity. 	<p>To be submitted with any Project Application that includes demolition</p> <p>To be included in the Demolition Management Plan</p> <p>To be demonstrated with the relevant Project Application</p> <p>To be demonstrated with the relevant Project Application</p>

Subject	Commitment	Timing
16. Construction	<p>a. A Construction Management Plan is to be submitted as part of any future development on the site. The Construction Management Plan is to be prepared taking into consideration the likely timing of construction of Barangaroo, particularly in relation to potential cumulative traffic impacts. In this regard consultation is to be undertaken with the Barangaroo Development Authority and City of Sydney Council.</p> <p>b. The Construction Management Plan will be prepared in consultation with Transport NSW and City of Sydney Council and will include details:</p> <ul style="list-style-type: none"> ▪ in relation to scheduling and staging of demolition and construction works; ▪ on how compliant access between George Street and Wynyard Station will be maintained; ▪ on the pedestrian access arrangements during construction works including the appropriate staging, methodology and management requirements to ensure that access to relevant adjoining development is maintained during construction; and ▪ noise and dust management measures. <p>c. The Construction Management Plan will take into account Wynyard Park's use as an evacuation point for the tenants of 60 Margaret Street.</p> <p>d. A detailed Construction Traffic Management Plan will be submitted as part of any future development on the site.</p>	<p>To be submitted with any relevant Project Application</p> <p>To be submitted with any relevant Project Application</p> <p>To be submitted with any relevant Project Application</p> <p>To be submitted with any relevant Project Application</p>
17. ESD	<p>a. The detailed design of the commercial office component of the development is to achieve a minimum 5 Green Star rating.</p> <p>b. The potential for delivery of a central plant for the office component of the development is to be considered at the detailed design stage.</p> <p>c. The detailed design of the development is to review the sustainability targets for commercial office buildings and retail centres with the aim of maximising sustainability and future flexibility whilst reducing energy use and carbon/CO₂ emissions.</p> <p>d. The detailed design of the non-commercial office components of the development is to implement the guiding principles of Green Star to the greatest extent reasonably practical.</p>	<p>To be demonstrated / submitted with any Project Application relating to the design of the commercial tower</p> <p>To be demonstrated with any Project Application relating to the design of the station concourse</p>

Subject	Commitment	Timing
18. Wind	a. A detailed wind tunnel model will be prepared demonstrating that the detailed design of the development will maintain wind flows in adjacent streets, Wynyard Park and Station entries at an acceptable criterion for walking comfort. The study will demonstrate that Council's DCP standards relating to wind will be met.	To be submitted with any Project Application relating to the commercial tower
19. Fire & Life Safety	a. A comprehensive and detailed Fire & Life Safety Report is to be prepared for the unpaid concourse and retail area and tower building east of Carrington Street demonstrating that at completion, the detailed design of the proposed development will comply with current industry standards as specified by the Building Code of Australia. The comprehensive Fire and Life Safety report will provide further analysis of fire and life safety issues, consider the relevant requirements of emergence egress / access within the wider Wynyard Station precinct, and address an integrated fire and life safety system as relevant. The detailed Fire & Life Safety Report is to demonstrate specific measures for implementation of the preliminary: <ul style="list-style-type: none"> ▪ * Emergency Egress Strategy; ▪ * Smoke Hazard Management Strategy; and ▪ * Fire Resistance Strategy 	To be submitted with any Project Application relating to the design of the station concourse east of Carrington Street
20. Structure	a. The structural design of the development is to comply with the most current version of the following Codes of Practices: <ul style="list-style-type: none"> * AS1170.0/2002 Structural design actions; * AS1170.1/2002 Permanent imposed & other actions * AS1170.2/2002 Wind actions * AS1170.4/2007 Earthquake loads * AS3600/2001 Concrete structures * AS 4100/1998 Steel structures * AS3700/2001 Masonry structures * AS4678/2002 Earth retaining structures b. The condition of existing structures to be kept is to be inspected to establish the extent to which items require repair, replacement or modification. c. The fire resistance levels of all structural elements shall comply with the relevant requirements of the BCA code or the requirements of a suitably qualified Fire Engineering Consultant where this supersedes the BCA. d. A structural engineering report will be prepared to consider any potential impact of demolition or construction activities on the Metcentre.	To be demonstrated with any relevant Project Application
21. Dilapidation survey	a. A dilapidation inspection of all properties and infrastructure services adjoining the development on land east of Carrington Street will be carried out to establish the extent of any existing damage and enable any	To be submitted to the Director General of the

Subject	Commitment	Timing
	<p>deterioration during construction to be readily identified.</p> <p>b. A copy of the dilapidation inspection is to be provided to the Director General of the Department of Planning</p>	Department of Planning prior to the commencement of any demolition works
22. Hazardous Materials Survey	a. A Hazardous Materials Survey is to be prepared for existing building structures.	To be submitted with any Project Application proposing demolition works
23. Contamination	a. If impacted fill is identified during excavation, a plan and procedures should be prepared to manage the assessment and disposal of any surplus material.	During construction.
24. Overshadowing	a. Future Project Application(s) will verify that the overshadowing impacts of the detailed design of the future building are within the shadow impacts assessed as part of the Concept Plan and that there is absolutely no overshadowing of the heritage listed GPO facade or steps in Martin Place.	To be submitted with the Project Application relating to the commercial tower.
25. Archaeology	a. Further detail with respect to the potential archaeological impacts of the proposed works and identification of any recommended mitigation measures will be included in the future Project Application(s) that will identify the extent of excavation / subsurface works.	To be submitted with any relevant Project Application.
26. Further Assessment	<p>a. Future Project Application(s) will be accompanied by the following relevant studies:</p> <ul style="list-style-type: none"> ▪ Heritage Impact Statement; ▪ Construction Management Plan; ▪ Acoustic Assessment; ▪ Electrolysis Impact Assessment; ▪ Dilapidation Survey; ▪ Geotechnical Assessment; and ▪ Structural Engineering Assessment. 	To be submitted with any relevant Project Application.