



RobertBirdGroup

Reference: SW: DA LTR/S 13037

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Attention: Mr Stuart Harman

Dear Sir,

**RE: ONE CARRINGTON STREET, SYDNEY - DEVELOPMENT APPLICATION
STRUCTURAL ENGINEERING ASSESSMENT ON RAIL INFRASTRUCTURE**

We have compared the Structural Engineering Assessment on the Rail Infrastructure as prepared by ARUP for Thakral Holdings 'City One Wynyard' Development, titled 'Structural and Geotechnical Assessment of Rail Corridors' (enclosed for reference) based upon the Development Application (DA) plans prepared by Hassell Architects, against the DA plans prepared by Make+Architectus for One Carrington Street, Sydney.

We note the following key amendments to the substructure between the DA documents:

- The depth of excavation below northern half of Shell House has been eliminated from RL 0.00 to the existing Shell House Basement at RL +12.65.
- The depth of basement excavation below the southern half of Shell House has been increased slightly from RL 0.00 to RL -1.80.
- The depth of the basement below the commercial tower has increased slightly from RL 0.00 to RL -1.80 with no change the plan extent. Founding level of footings is RL -4.80.
- 285 George Street Basement has been included in the development, with no change proposed to the current basement level.
- The core structure is maintained centrally in the East-West direction, but is now located on the Northern and Southern boundaries through the substructure levels rather than located eccentrically on the southern boundary.
- The maximum tower column grid has reduced from 12.0m to 10.5m on the North/South boundaries and has increased from 13.5m to 16.5m on the East/West boundaries.

The conclusion of the Structural Engineering Assessment on the Rail Infrastructure for the 'City One Wynyard' Development confirmed that it could be designed and constructed utilising industry standard and proven design and construction techniques without impacting the existing Wynyard Rail Infrastructure or the proposed Metro Rail Corridor.



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Further to our comparison of two proposed Developments we conclude the impact of the One Carrington Street Development could also be designed and constructed utilising industry standard and proven design and construction techniques without impacting the existing Wynyard Rail Infrastructure or the proposed Metro Rail Corridor. The proposed scheme further mitigates this risk by reducing extent of basement excavation to the North of site where the Rail Infrastructure is within the closest proximity.

Yours faithfully

ROBERT BIRD GROUP PTY LTD

SCOTT WHEELER

Managing Director

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Attachment 1 – Structural and Geotechnical Assessment on Rail Corridors, Issue 1, Dated October 2010, prepared by ARUP.