

Reference: SW: DA LTR/S 13037

14th October 2015

Sovereign Wynyard Centre Pty Ltd
C/- Brookfield Office Properties
Australia Commercial Operations
Level 22, 135 King Street
SYDNEY NSW 2000

Attention: Mr Stuart Harman

Dear Sir,

**RE: WYNYARD PLACE, SYDNEY
SECTION 96 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 'Wynyard Place' Section 96 Application plans prepared by Make+Architectus.

We note the following key amendments to the substructure between the 'City One Wynyard' DA documents and 'Wynyard Place' Section 96 Application:

10 Carrington Street (Commercial Tower)

- The depth of the basement is raised slightly from RL 0.000 to RL +1.990 with no change the plan extent. Lowest founding level of the footings is at RL -0.660.
- 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 column grid is reduced from a maximum span of 12.0m to 10.5m on the North/South boundaries and is increased from 13.5m to 16.5m on the East/West boundaries.

Shell House

- The depth of basement excavation below the northern half of Shell House is lowered slightly from RL 0.000 to RL -0.750.
- The depth of basement excavation below the southern half of Shell House is raised slightly from RL 0.000 to RL +1.990.

285 George Street

- The 285 George Street basement is included in the Wynyard Place development, with no change to the current basement level.

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.

Further to our comparison of 'City One Wynyard' DA documents and 'Wynyard Place' Section 96 Application documents we conclude the impact of the 'Wynyard Place' Development may also be designed and constructed utilising industry standard and proven design and construction techniques without impacting the existing Wynyard Rail Infrastructure.

As required, a three dimensional finite element analysis will be undertaken to assess the different stages of loading-unloading of the site to determine the effect on the rock mass surrounding the rail corridor/property.

Yours faithfully

ROBERT BIRD GROUP PTY LTD



SCOTT WHEELER

Managing Director

Enc.

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