

25 January 2017

Department of Planning and Environment  
GPO Box 39  
Sydney NSW 2001

**ATTENTION: BRENDON ROBERTS**

Dear Sir/Madam,

**CBD RAIL LINK (ZONE B – TUNNEL) – STAGE 2 SSD 7484  
23-33 & 35-39 BRIDGE ST, SYDNEY**

I am writing to you concerning the above State Significant Development Application that was referred to Sydney Trains.

The development, the subject of this Stage 2 State Significant Development Application, involves demolition of existing improvements and alterations to the Lands and Education Buildings to facilitate their adaptive reuse for the purposes of a hotel or motel accommodation, with ancillary licensed food and drink premises and retail premises; excavation and construction of three basement levels below the Education Building and a subterranean link beneath Loftus Street between the two buildings; construction of three additional levels above the Education Building up to a height of RL 60.03; removal of existing pitched roof elements and construction of a replacement roof structure on the Lands Building up to a height of RL 35.50.

As this is a SSD application the provisions of Clause 88 of the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) does not apply. However, the proposal has been assessed in accordance with the provisions of the ISEPP being:

- (a) the practicability and cost of carrying out rail expansion projects on the land in the future, and
- (b) without limiting paragraph (a), the structural integrity or safety of, or ability to operate, such a project, and
- (c) without limiting paragraph (a), the land acquisition costs and the costs of construction, operation of such a project.

There are concerns about the potential impacts of the proposed development on the structural integrity and the safe, effective operation and maintenance of the CBDRL as the proposed development is located directly adjoining the proposed future rail corridor. The placing of any foundations, other structures and building loads in or near the proposed rail alignment would affect the structural integrity and operation of the CBDRL.

Further, the State Significant Development is located within the future Sydney Metro City and Southwest corridor and further information is required during the detailed design stage to ensure protection of this future rail corridor.

In this regard, Sydney Trains recommends that the conditions provided in Attachment A be imposed on this application.

Should you have any questions or require additional information, please contact Denise Thornton on (02) 8667 8668 or [dthornton@mecone.com.au](mailto:dthornton@mecone.com.au)

Yours sincerely



**Jim Tsirimiagos**  
**Town Planning Manager Property**



## Attachment A

### 23-33 & 35-39 BRIDGE ST, SYDNEY (STAGE 2 SSD 7484)

1. The owners of the site of the approved development must enter into a Deed of Agreement with TfNSW prior to the issue of any Construction Certificate to address the adverse effects of the approved development on the CBDRL identified in *State Environmental Planning Policy (Infrastructure) 2007*. The Agreement must provide for the following:
  - a) the design, construction and maintenance of the approved development so as to satisfy the requirements in conditions 2 to 10 below;
  - b) allowances for the future construction of railway tunnels in the vicinity of the approved development;
  - c) allowances in the design, construction and maintenance of the approved development for the future operation of railway tunnels in the vicinity of the approved development, especially in relation to noise, vibration, stray currents, electromagnetic fields and fire safety;
  - d) consultation with TfNSW;
  - e) access by representatives of TfNSW to the site of the approved development and all structures on that site;
  - f) provision to TfNSW of drawings, reports and other information related to the design, construction and maintenance of the approved development;
  - g) such other matters which TfNSW considers are appropriate to give effect to (a) to (h) above; and
  - h) such other matters as the owners and TfNSW may agree.
2. All structures which are proposed for construction or installation, or which are constructed or installed, in connection with the approved development which have a potential impact on the CBDRL or Sydney Metro City and South West must be designed, constructed and maintained in accordance with design criteria specified by TfNSW.
3. The design and construction of the basement levels, foundations and ground anchors for the approved development are to be completed to the satisfaction of TfNSW.
4. Prior to issue of any construction certificate the developer must undertake detailed geotechnical analysis to the satisfaction of TfNSW to demonstrate likely movements of the ground due to the future CBDRL and Sydney Metro City and Southwest.

5. No modifications may be made to the approved design without the consent of TfNSW.
6. TfNSW, and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions of consent, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought.
7. All requirements contained in the Agreement between TfNSW and the owners of the site must be satisfied during construction and, where appropriate, the operation of the approved development.
8. Copies of any certificates, drawings or approvals given to or issued by TfNSW must be delivered to Council for its records.
9. Prior to the commencement of any excavation below existing ground level, a restrictive covenant is to be created upon each of the titles which comprise the approved development pursuant to Section 88E of the Conveyancing Act 1919, restricting any alterations or additions to any part of the approved development which are reasonably likely to adversely affect, or which otherwise are likely to interfere with the design, construction and operation of the proposed CBDRL or Sydney Metro City and South West without the prior written consent of TfNSW.