



Appendix L - The Sandstone Precinct– SSD 6751 MOD 2 and SSD 7484

Response to Government Agency Submissions

Item raised		Proponent's response
AUGRID		
<ul style="list-style-type: none"> Requires consultation during the design phase of the subterranean link and building redevelopment to ensure the Ausgrid assets (i.e. City East Cable Tunnel) will not be impacted by the proposal. Ausgrid will require evidence that sufficient engineering analysis has been performed to ensure that its subterranean cable tunnel will not be impacted by vibration or settlement resulting from the works. 		<p>An Application for Load was lodged with Ausgrid for providing permanent power to the site. Ausgrid have accepted supplying the two buildings from a new substations located off the site in Farrer Place as detailed in the City of Sydney DA for Farrer Place (D/2016/1641).</p>
<ul style="list-style-type: none"> Ausgrid connection offer reference 1900061800 has lapsed and as such a new completed connection application will be required to be submitted to Ausgrid to determine supply arrangements. These arrangements may require the establishment of a 3x1500kVA CBD-type Chamber Substation. 		
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SYDNEY WATER		
<ul style="list-style-type: none"> There is insufficient information at this stage to provide advice on the proposed development. There are several Sydney Water stormwater assets that may be impacted, particularly heritage. These must be identified and addressed. 		<p>The Sydney Water assets have been identified by Wood & Grieve Engineers and surveyed to determine the final depth of the subterranean tunnel.</p>
<ul style="list-style-type: none"> No building or permanent structure is to be constructed within 1m from the outside wall of the stormwater asset. 		<p>No building or structure will be constructed within 1m from the outside wall of any stormwater asset. A condition of consent may be imposed in this regard.</p>
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NSW OFFICE OF ENVIRONMENT & HERITAGE		
<ul style="list-style-type: none"> OEH considers that a historical and Aboriginal archaeological excavation program to be undertaken, rather than Aboriginal archaeological investigation only being triggered by the recognition of natural soil profiles during site works. 		<p>Refer to the Curio Response to the OEH at Appendix N.</p>

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<ul style="list-style-type: none"> OEH considers that the Aboriginal occupation and use of the subject land should be incorporated into the wider Interpretation Plan for the Sandstone Precinct site and that the Interpretation Plan should be developed in consultation with the Aboriginal community. The Interpretation Plan should also incorporate relevant results of the Aboriginal archaeological excavation program. 	
<ul style="list-style-type: none"> OEH recommends ongoing consultation with the Aboriginal community throughout the duration of the project. 	
<ul style="list-style-type: none"> OEH notes there are inaccuracies in the protocol for the unexpected discovery of potential human skeletal remains presented. The OEH protocol is outlined in the submission for reference. 	

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NATIONAL TRUST OF AUSTRALIA

<ul style="list-style-type: none"> The Trust does not support the appointment of an 'independent' Design Review Panel by the Developer as part of the development process. The National Trust would be prepared to contribute expertise from its Conservation Committees to assist in the establishment of a truly independent review panel. 	The Department considered that a Design Review Panel should be established to provide advice and input into the Stage 2 detailed design to ensure that design excellence is achieved. A Design Review Panel has been established and the panel has provided extensive guidance throughout the development of the proposal. Minutes of those meetings have been included in the DA submission. Further, the members of the Design Review Panel were approved by the Department prior to their appointment, as required by Condition B2 of the Stage 1 consent. (which also required the members to be independent).
<ul style="list-style-type: none"> The National Trust restates its earlier position opposing the sale and/or leasing of the Lands Department and Education buildings and their conversion to privately operated hotels. Ideally they should remain in their current use, as offices for major government agencies. Should conversion be deemed necessary the Trust supports the well-publicised suggestion that the buildings be adaptively re-used as a public high school, retained in government ownership. 	Noted. The use of the proposed buildings was approved at Stage 1.
<ul style="list-style-type: none"> The National Trust strongly objects to interventions that will adapt the ground level, off Bent Street as the main hotel guest entry to the Lands Building. The main historical entry to this building is from Bridge Street. 	Section 1.2.2 within the EIS notes that at the project inception, it was envisaged that works to upgrade Farrer Place and the pavements on Young Street, Gresham Street, Loftus Street and Bridge Street along with the provision of a new vehicular drop off on Bent Street would be included within the Stage 2 development application and the SEARs were requested and issued with the inclusion of those particular elements.
<ul style="list-style-type: none"> Retention of examples of existing roof elements on-site should be a mandatory condition of any roof redevelopment. 	This will be considered as part of the Heritage Interpretation Strategy.
<ul style="list-style-type: none"> Seismic strengthening can be achieved in many ways, and the installation of a lift shaft into the Lands Building tower at the expense of historic fabric does not appear to provide essential access critical for the functioning of a hotel. 	The lift installation is the reintroduction of a lift to a space where the original Hydraulic lift was located. Its extension to the clock tower allows public access to these spaces and improves access to the building more generally.
<ul style="list-style-type: none"> The Lands Building roofs are an integral part of the building and should be retained. The scheme appears to remove the existing pitched slate roofs and replaces them with another level of glass roof. This appears to remove a substantial amount of 	The Heritage Impact Statement that is appended to the Stage 2 development application explains the extent of the impact and mitigation measures as follows: "the proposed removal of the modified ancillary roofs will have an impact to the extent that the internal iron roof

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significant original fabric.	structure and timber lining boards will be removed. However, given the quality of the replacement roof and pergola and the broader meritorious outcomes of increased amenity and aesthetic resolution, it is considered that it will have a positive heritage impact. To mitigate the adverse heritage impact, the existing ancillary roofs should be subject of an archival recording. Consideration should also be given to reusing or storing representative examples of elements of the iron trusses and all the cast iron roof cresting".
<ul style="list-style-type: none"> The additional two floors to the Education Building are very visible from street level and are too prominent. They conflict with the present top level which effectively caps the building. Any additional floors should be set back from the street frontages by at least 2m. The proposed additional floors on the Education Department overwhelm the building – the scale is much too large. 	The concept of additional floors to the Education building was approved as part of the Stage 1 envelope.
<ul style="list-style-type: none"> Any increase to the roof level of the Education Building would impact upon solar access of Farrer Place and is not supported. 	Additional shadow diagrams have been prepared that demonstrate the shadowing of Farrer Place under Stage 2 is less than that of the approved Stage 1 envelope (Refer to Appendix J).
<ul style="list-style-type: none"> Both the Lands and Education buildings are of State Heritage significance and should be treated accordingly. Lessening the impact on one building only to justify increasing heritage impact on another is not an acceptable heritage outcome. 	Noted. The use of the proposed buildings and roof envelope of the Education Building was approved at Stage 1.
<ul style="list-style-type: none"> The Trust voices its concerns about the potential decrease in public space in Farrer Place through the construction of a new vehicular drop-off leading from Bent Street. 	The reduction of public space by the new drop off will be offset by the increased public space created at the intersection of Loftus Street and Bent Street. The nett result is that Farrer Place will remain the same size.
<ul style="list-style-type: none"> The Trust views the leasing of not only public buildings but also public streets to private companies as not being in the public interest or of being a positive heritage outcome. 	Noted. The use of the proposed buildings was approved at Stage 1.

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TRANSPORT FOR NSW	
Future Rail Corridors	
<ul style="list-style-type: none"> Demonstrate that minor impacts on the Sydney Metro City and South West can be further minimised during the detailed design stage as discussed in Section 4.0 of the Structural Report prepared by Taylor Thomson Whitting (TTW) 	Discussion between the project team and TfNSW will be ongoing during the detailed design phase. Key items to discuss and seek approval include: <ul style="list-style-type: none"> excavation level of tunnel link and Education building basement new pad footings from Education Building imposing load onto Metro Tunnel excavation methodology for new link stray currents vibration and acoustic issues from the train network.
<ul style="list-style-type: none"> TfNSW requests a condition to protect future CBD Rail Link and Sydney Metro City and South West corridors as requested by Sydney Trains. 	Noted and agreed.

Loading and Servicing Management Plan

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<ul style="list-style-type: none"> The applicant should minimise the reliance on the kerbside restrictions to conduct their business activities, noting that larger vehicles can't be accommodated off-street; and the off-street loading and servicing area may need to be modified to reduce the use of on-street loading zones. 	The on-site loading area has been maximised within the constraints of the site and based on the maximum size of vehicles able to enter through the heritage opening. The Loading Dock Management Plan will be utilised to ensure efficient use of the available on-site loading dock. All deliveries associated with the hotel and retail functions will be allocated time slots and vehicle dimensions will be controlled to suit the entry constraints. It is envisaged that there will be minimal overflow to on-street loading areas when larger delivery vehicles are required to be used.
<ul style="list-style-type: none"> TfNSW requests the applicant be conditioned to prepare a detailed Loading Bay Management Plan to manage vehicle movements accessing on-site loading and servicing facilities. 	An outline Loading Dock Management Plan (LDMP) has been prepared (Appendix K). This will be used as the basis for a detailed LDMP to be prepared by the operator.

Construction Pedestrian and Traffic Management Plan

<ul style="list-style-type: none"> TfNSW requests that the applicant be conditioned to the following wording in relation to the preparation of a Construction Pedestrian Traffic Management Plan. "Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with the CBD Co-ordination Office and the Sydney Light Rail Team within TfNSW. The CPTMP needs to specify, but not limited to the following: <ul style="list-style-type: none"> Location of the proposed work zone; Haulage routes; Construction vehicle access arrangements; Proposed construction hours; Estimated number of construction vehicle movements; Construction program; Consultation strategy for liaison with surrounding stakeholders; Any potential impacts to general traffic, cyclists, pedestrians and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works; Cumulative construction impacts of projects including Sydney Light Rail Project and Sydney Metro. Existing CPTMPs for development within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP. Submit a copy of the final plan to the Coordinator General, CBD Coordination Office for endorsement prior to the commencement of any work. 	Noted. The applicant accepts the proposed condition. It is requested that this condition be required to be satisfied prior to the issue of Construction Certificate CC2 – excavation.
<ul style="list-style-type: none"> TfNSW requests that the applicant consults with the CBD Coordination Office within the TfNSW in relation to the above issues. 	During the course of the preparation of the construction certificate documentation, consultation will be undertaken with the City of Sydney and the CBD Coordination Office within TfNSW in regard to the relevant issues.
<ul style="list-style-type: none"> TfNSW advises that the proposed taxi zone and hotel drop off locations be investigated in consultation with the City of Sydney and the CBD Coordination Office 	The importance of maintaining the taxi rank in Farrer Place was identified with City of Sydney and the CBD Coordination Office during concept design. The City of Sydney set design parameters for Bent Street to assist with

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within TfNSW.	the desired outcome. These are provided in the Stage 2 DA Traffic Impact Assessment. During the course of the preparation of the construction certificate documentation, further consultation will be undertaken with the City of Sydney and the CBD Coordination Office within TfNSW in regard to the kerbside controls, taxi zone and hotel drop off.
<ul style="list-style-type: none"> TfNSW requests that swept path analysis be undertaken to ensure that bus movements could be accommodated and services are not affected. 	Swept path analysis has been undertaken and is included at Appendix O .
<ul style="list-style-type: none"> TfNSW requests that any changes to the kerbside controls/ adjustments be implemented in consultation with the City of Sydney and the CBD Coordination Office within TfNSW. 	During the course of the preparation of the construction certificate documentation, consultation will be undertaken with the City of Sydney and the CBD Coordination Office within TfNSW in regard to the kerbside controls, taxi zone and hotel drop off.
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HERITAGE COUNCIL OF NEW SOUTH WALES

<ul style="list-style-type: none"> The Stage 2 detailed design SSD 7484, which was submitted concurrently with SSD 6751 MOD 2, was considered by the Heritage Council Approvals Committee at their meeting on 7 December 2016. The Committee supports the rooftop additions proposed in the Stage 2 detailed design and noted that the design would improve heritage outcomes for these important buildings. It is therefore recommended that this modification to SSD6751 is approved, to enable the Stage 2 detailed design to comply with the concept approval. 	Noted.
<ul style="list-style-type: none"> The proposed pool and spa and water villa at the Education Building are substantial new features that could impact on the heritage fabric and structural integrity of the Education Building. It is recommended that these aspects of the proposal are not supported at this stage and that further detailed information is sought, with input and review from a structural engineer, and that the detailed design is referred to the heritage Council for comment prior to approval of these works. 	<p>Careful consideration has been given to the design of the pool within the gallery space of the Education Building – new structure supporting the pool deck has been designed to work with and complement the existing heritage fabric. The end result is of an unexpected space which maintains the reading of the original gallery room and does not sub divide it. The pool, with its naturally reflective surface was chosen as it mirrors the beautiful heritage ceiling and associated skylights effectively doubling the perceived amount of heritage fabric.</p> <p>The spa comprises of individual contained volumes which are aligned to the secondary skylights within the gallery space. The individual treatment rooms contain all of the services required and deliberately stop short of the existing ceiling in order to avoid and physical or visual connection. The elements are design to be reversible so that they could be removed and the key existing fabric of walls and ceiling are untouched.</p> <p>The water villa consists of a very shallow, non-accessible reflecting pool which does not impact on the structure to the existing building. The structural ethos of the project is to generally have two independent systems which are not reliant on each other; the existing structure as is and a new structure which transmits load from level 09 down to the basements. Column strengthening to the existing structure has generally been avoided and care has been given to controlling any movement of the existing building during construction.</p>
<ul style="list-style-type: none"> In the case of the pool and spa, further consideration should be given to interpreting its former use as a ballroom. 	<p>This was initially considered for a period of time but eventually discounted due to two key reasons:</p> <ol style="list-style-type: none"> 1. The proportion of the space was long and narrow creating an awkward room to effectively space plan. On review of other ballrooms in the city which are much squarer in proportion it was clear that the ballroom would be difficult to lease and become financial untenable. 2. The vertical transportation requirements to the ballroom, independent of the hotel rooms was very

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	onerous. At least three large lifts would be required which would have either impacted on more heritage fabric from Bridge Street level to level 05 and/or the result of a loss of guestroom keys.
Proposed Conditions	
<ul style="list-style-type: none"> A heritage consultant experienced in heritage conservation works should work with the project team throughout the design development, contract documentation and construction stages of the project. The heritage consultant should be involved in the resolution of all matters where existing significant fabric and spaces are to be subject to preservation, restoration, reconstruction, adaptive reuse, recording and demolition. 	Noted. The applicant accepts the proposed condition.
<ul style="list-style-type: none"> The following elements of the proposal require further information to enable a proper assessment of heritage impacts. The EIS should be revised to provide the following information: <ul style="list-style-type: none"> Detailed drawings for all new, prominent elements, such as staircases and elevators, throughout both buildings. Further details regarding the proposed adaptation of the 'Strong Room' for use as a guest lounge in the Lands Building. Diagrams showing the method of reticulating new services throughout both buildings. Details showing the proposed modifications to significant balustrades in both buildings. Further details regarding the proposed pool and spa in the Education Building. Further details regarding the rooftop water "villa" in the Education building. Details of junction between the exceptionally significant roof structures and the replacement roof. Elevations showing proposed alterations to exceptionally significant roof structures at the Lands Building. It is recommended that alterations to significant fabric are minimised and that the new roof is designed so that it can be removed without permanent damage to the significant structures. 	<p>A number of these details are included within the Make Design report and drawings. The applicant understands that some drawings were not included in the information initially made publicly available. However, this error was corrected by the Department and the exhibition period was extended.</p> <p>Further details, for example exact modification proposals to the balustrades will be developed during the next design phase.</p>
<ul style="list-style-type: none"> A Schedule of Conservation Works for both buildings should be included as part of the EIS to guide the appropriate conservation of historic exterior and interior building fabric. 	Refer to Section 2.2.2 of the Response to Submissions report.
<ul style="list-style-type: none"> Update the existing Maintenance Plan guiding the long term care of the building prior to issue of a construction certificate. 	Propose prior to issue of a final Occupation Certificate
<ul style="list-style-type: none"> A photographic archival recording of both buildings, carried out in accordance with the NSW Heritage Office publication: Photographic Recordings of Heritage Items Using Film or Digital Capture, should be submitted to the Heritage Council or its 	Condition accepted.

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delegate prior to issue of a construction certificate.	
<ul style="list-style-type: none"> A Salvage methodology should be prepared to address the storage and potential reuse of significant fabric proposed to be removed as part of the project. The Salvage Methodology should be submitted to the heritage Council or its delegate for approval prior to issue of a construction certificate. 	Condition accepted.
<ul style="list-style-type: none"> Any potential adverse material impacts should be addressed in the final Construction management Plan to ensure that potential damage to the buildings is avoided during construction. 	Condition accepted.
<ul style="list-style-type: none"> The Lands Building Moveable Heritage Management Strategy prepared by Musescape, August 2013, should be updated into a Moveable heritage Collections Management Plan by an experienced moveable heritage curator with a working knowledge of the site. The report should provide detailed recommendations on the appropriate ownership, future conservation, management, display conditions, storage, security, and identify the location and management of all moveable heritage within the buildings. The Lands Building Moveable Heritage Collections Management Plan should be submitted to the heritage Council or its delegate for approval prior to issue of a construction certificate. 	Propose prior to Construction Certificate CC 4 –services and finishes to allow sufficient time to place the heritage items within the building so they can respond to the interior design.
<ul style="list-style-type: none"> The Moveable Heritage Review of the Former Department of Education Building, 35 Bridge Street, Sydney, prepared by Musescape, June 2016, should be updated into a Moveable heritage Collections Management Plan by an experienced moveable heritage curator with a working knowledge of the site. The report should provide detailed recommendations, storage, security, and identify the location and management of all moveable heritage within the building. The Lands Building Moveable Heritage Collections Management Plan should be submitted to the heritage Council or its delegate for approval prior to issue of a construction certificate. 	Propose prior to Construction Certificate CC 4 – services and finishes to allow sufficient time to place the heritage items within the building so they can respond to the interior design.
<ul style="list-style-type: none"> Tenancy Fitout Guidelines should be developed to advise retail/ hospitality tenants of the cultural significance of the Lands Building and the requirements for its ongoing conservation and management. Any future works relating to the retail and food and beverage use will require approval under the Heritage Act 1977, unless deemed to be State Significant Development. 	Propose prior to CC 4 – services and finishes to allow sufficient time to place the heritage items within the building so they can respond to the interior design
<ul style="list-style-type: none"> Pre Works: A detailed Archaeological Research Design and Excavation Methodology undertaken by a suitable qualified and experienced historical archaeologist must be submitted to the Secretary of the Department of Planning and Environment for review and approval by the Heritage Council or its delegate prior to the commencement of any ground disturbing works on site. 	Condition accepted.
<ul style="list-style-type: none"> During Archaeological Works: The name of a nominated excavation director suitable to satisfy the Excavation Director Criteria of the Heritage Council of NSW for the proposed activity for State significant archaeological sites must be submitted to the 	Condition accepted.

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Secretary of the Department of Planning and Environment for review and approval by the Heritage Council or its delegate prior to the commencement of any ground disturbing works on site.	
<ul style="list-style-type: none"> Final Excavation Report: The Applicant must ensure that a final excavation report is prepared by the approved Excavation Director, to publication standard, within one (1) year of the completion of the field based archaeological activity. Further copies of the report should be lodged with the City of Sydney library and the Heritage Division Library and another appropriate local repository in the area in which the site is located. 	Condition accepted.
<ul style="list-style-type: none"> Following Archaeological Works: The Interpretation strategies should be updated to include details of the archaeological investigation of the site and how the results will be incorporated into the completed development. Following completion the Interpretation Strategy must be submitted to the Secretary of the Department of Planning and Environment for review and approval by the heritage Council or its delegate. 	Condition accepted.
<ul style="list-style-type: none"> Unexpected Historical Archaeology: The Applicant must ensure that if unexpected archaeological deposits not identified and considered in the supporting documents for this approval are discovered, work must cease in the affected area(s) and the Secretary of the Department of Planning and Environment and the heritage Council of NSW must be notified. Additional assessment and management must be confirmed with the Department of Planning and Environment to manage any such additional archaeological resources prior to works continuing in the affected area(s). 	Condition accepted.
<ul style="list-style-type: none"> Unexpected Aboriginal archaeology: The Applicant must ensure that if unexpected Aboriginal archaeological information is identified during the historic excavations the procedures recommended in the report "Aboriginal Cultural Heritage Methodology and Methodology for unexpected Aboriginal Archaeology" prepared by Curio project dated September 2016 will be followed. 	Condition accepted.

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TRANSPORT – SYDNEY TRAINS	
<ul style="list-style-type: none"> Sydney Trains has taken the provisions of Clause 88 of the ISEPP in to consideration and has no comments in relation to the Modification 2 for SSD 6751 as the impact for future rail expansion is considered negligible. 	Noted.
<ul style="list-style-type: none"> Sydney Trains has taken the provisions of Clause 86 of the ISEPP into consideration as the site is located within the Sydney Metro City and Southwest Rail corridor. Sydney Trains considers that the impacts of the proposed development on Sydney Metro City and Southwest tunnels are minor. The impacts could be further reduced depending on final foundation/ structure design and requests that the applicant demonstrates that minor impacts on the Sydney Metro City and South West can be further 	Noted.

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minimised during detailed design stage as discussed in Section 4.0 of TTW's Structure Report.	
<ul style="list-style-type: none"> There are concerns about the potential impacts of the proposed Stage 2 development on the structural integrity and safe, effective operation and maintenance of the CBD Rail Link (CBDRL) as the proposed development is located directly adjoining the proposed future rail corridor. The placing of any foundations, other structures and building loads on or near the proposed rail alignment would affect the structural integrity and operation of the CBDRL. 	Noted.
<ul style="list-style-type: none"> The State Significant Development (Stage 2) 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. 	Noted.

Proposed Conditions

<ul style="list-style-type: none"> 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 <i>State Environmental Planning Policy (Infrastructure) 2007</i>. The Agreement must provide for the following: <ul style="list-style-type: none"> 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 agree. 	<p>It is requested that the condition be amended to require the deed be entered prior to the relevant CC for excavation. This timing will allow the applicant more time to enter the agreement without holding up other works that are not relevant to the deed.</p> <p>Suggested wording as follows:</p> <ul style="list-style-type: none"> The owners of the site of the approved development must enter into a Deed of Agreement with TfNSW prior to the issue of <u>the Construction Certificate 2- excavation</u> to address the adverse effects of the approved development on the CBDRL identified in <i>State Environmental Planning Policy (Infrastructure) 2007</i>. The Agreement must provide for the following: <ul style="list-style-type: none"> 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 agree.
<ul style="list-style-type: none"> 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 	Condition accepted.

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TfNSW.	
<ul style="list-style-type: none"> The design and construction of the basement levels, foundation and ground anchors for the approved development are to be completed to the satisfaction of TfNSW. 	Condition accepted.
<ul style="list-style-type: none"> 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. 	Request this be required prior to issue of Construction Certificate CC2 - excavation
<ul style="list-style-type: none"> No modifications may be made to the approved design without the consent of TfNSW. 	Changes would be dealt with through Section 96 modification processes.
<ul style="list-style-type: none"> TfNSW, and person 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 of the owner or occupier of the part of the site to which access is sought. 	Condition accepted.
<ul style="list-style-type: none"> 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. 	Condition accepted.
<ul style="list-style-type: none"> Copies of any certificates, drawings or approvals given to or issued by TfNSW must be delivered to Council for its records. 	Condition accepted.
<ul style="list-style-type: none"> 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 prior written consent of TfNSW. 	Request this requirement be prior to Occupation Certificate instead of prior to commencement of excavation.
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RMS	
<ul style="list-style-type: none"> RMS notes that there is no legislative requirement for referral of this application, the size and scale of the subject application does not impact on the operation of the classified road network. 	Noted.