

Karen Jones
Director, Metropolitan & Regional Projects South
Department of Planning & Infrastructure
22-33 Bridge Street
Sydney NSW 2000

ATTN: Caroline Owen

Dear Ms Jones

**MODIFICATIONS TO CENTRAL PARK DEVELOPMENT AND STATE SIGNIFICANT
DEVELOPMENT APPLICATION FOR STUDENT ACCOMMODATION AND
COMMERCIAL USES - (MP06_0171 MOD 8, MP08_0253 MOD 4 AND SSD5700-2012)**

Thank you for your letter of 26 February 2013 concerning the exhibition of multiple projects at Central Park, Chippendale (former Carlton United Brewery site).

Transport for NSW (TfNSW), does have concerns about the potential impacts of the proposed development relating to Blocks 1 and 4 (MP 08_0253 MOD4), on the future construction, operation and maintenance of Central Business District (CBD), metro railway tunnels, as the proposed development is located adjacent and above the proposed alignment for one of the CBD Metro Rail lines.

TfNSW requests the Department of Planning and Infrastructure (DoPI), only approve the development subject to the following conditions being included in any such project approval. In particular, TfNSW considers it very important that conditions of approval require the proponent to enter into an agreement with TfNSW to ensure the proposal is designed, excavated and constructed in a manner that does not impact on the future structural integrity of CBD metro rail lines.

1. The owners of the site of the approved development must enter into an Agreement with TfNSW prior to the issuing of a construction certificate to address the potential impacts of the approved development on the Sydney Metro corridor. The Agreement must provide for the following:
 - (i) the design, construction and maintenance of the approved development so as to satisfy the requirements in conditions 2 to 10 below;
 - (ii) allowances for the future construction of Metro railway tunnels in the vicinity of the approved development;
 - (iii) allowances in the design, construction and maintenance of the approved development for the future operation of Metro railway tunnels in the vicinity of the approved development, especially in relation to noise, vibration, stray currents, electromagnetic fields and fire safety;

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- (iv) consultation with TfNSW;
 - (v) access by representatives of TfNSW to the site of the approved development and all structures on that site;
 - (vi) provision to TfNSW of drawings, reports and other information related to the design, construction and maintenance of the approved development;
 - (vii) such other matters which TfNSW considers are appropriate to give effect to (i) to (vi) above; and
 - (viii) such other matters as the owners and TfNSW may agree.
2. The location of any building footings must be determined in consultation with TfNSW prior to excavation works to ensure the structural integrity of the Sydney Metro.
 3. 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 Sydney Metro must be designed, constructed and maintained in accordance with design criteria specified by TfNSW.
 4. 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.
 5. No modifications may be made to that 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. A detailed regime is to be prepared for consultation with, and approval by, TfNSW for the excavation of the site and the construction of the building foundations (including ground anchors) for the approved development, which may include geotechnical and structural certification in the form required by TfNSW.
 8. 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.
 9. Copies of any certificates, drawings or approvals given to or issued by TfNSW must be delivered to the DoPI for its records.
 10. 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 CBD Metro rail without the prior written consent of TfNSW.

11. The owners of the site of the approved development must:
- a. Allow in the design, construction and maintenance of the approved development for the future operations of metro railway tunnels in the vicinity of the approved development, especially in relation to noise, vibration, stray currents and electromagnetic fields.
 - b. Prior to the issue of any occupancy certificate, provide TfNSW with drawings, reports and other information related to the design, construction and maintenance of the approved development to allow TfNSW to fully understand the interaction between the approved development and the CBD Metro rail lines.

TfNSW does not have any additional comments on MP06_0171 MOD 8, or SSD 5700-2012.

Should you have any questions regarding this matter, please contact Robert Rutledge, Principal Land Use and Transport Planner on 8202 2203.

Yours sincerely



6/5/13

Mark Ozinga
**Manager, Land Use and Transport Planning
Planning and Programs**