

4 July 2025

Our Ref: 2025/398380
File No: D/2020/610

Jacob Dwyer
Ethos Urban
By email: jdwyer@ethosurban.com

Dear Jacob

Deferred Commencement Consent is Operative Application No: D/2020/610

Please be advised that the submission of the following plans to Council on 21 May 2025 and the below letter from Sydney Metro, submitted 2 July 2025, satisfy Part A Conditions of the deferred commencement consent D/2020/610 issued on 9 August 2021:

- Level 31 – Plant Sheet 2020 Rev 11 dated 10/03/2025
- Level 32 – Sky Bridge F&B Sheet 2021 Rev 11 dated 10/03/2025
- Level 33 – Sky Bridge Residential Sheet 2022 Rev 11 dated 10/03/2025
- Level 34 – Sky Bridge Hotel Sheet 2023 Rev 11 dated 10/03/2025
- Level 35 – Sky Bridge Residential Sheet 2024 Rev 11 dated 10/03/2025
- Level 36 – Sky Bridge Residential Sheet 2025 Rev 11 dated 10/03/2025
- Level 37 – Residential Sheet 2026 Rev 11 dated 10/03/2025
- East Elevation – Castlereagh Street Sheet 3000 Rev 11 dated 10/03/2025
- South Elevation – Liverpool Street Sheet 3001 Rev 11 dated 10/03/2025
- West Elevation – Pitt Street Sheet 3002 Rev 11 dated 10/03/2025
- North Elevation – Sheet 3003 Rev 11 dated 10/03/2025
- Section – North Tower – Sheet 4000 Rev 09 dated 10/03/2025
- Site/ Key Plan – Sheet 8001 Rev 01 dated 10/03/2025
- Level 36 – Skybridge Residential Sheet 8005 Rev 04 dated 10/03/2025
- Landscape Sections – Sheet 8006 Rev 04 dated 10/03/2025
- Deferred Commencement Conditions – Satisfied Letter prepared by Peter Kalton, Sydney Metro dated 1 July 2025.

Part A Deferred Commencement Conditions are reproduced below:

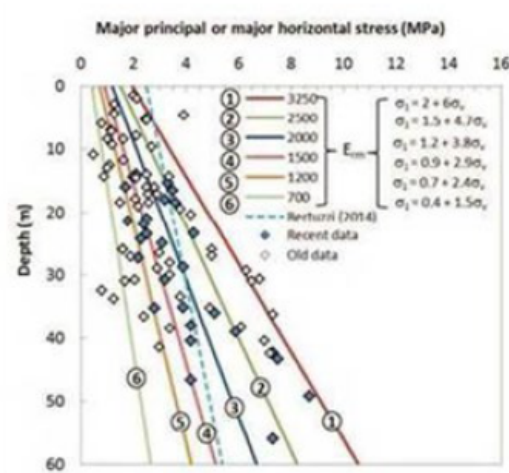
- A1. The width of the skybridge must be substantially reduced such that it provides no more than the minimum structural stability required for the towers, and in particular reveals the corners of the towers (with the exception of the tower corners closest to each other).
- A2. The Applicant shall prepare and provide to Sydney Metro an updated engineering impact assessment with consideration of the four following points:
- (a) Adopted rock stiffness in the Preliminary Geotechnical Assessment (Ref. PSM3102-009R) prepared by PSM and dated 21 April 2021 is considered to be more akin to the lateral unloading stiffness for a class I/II rock mass. Vertical stiffness of class I/II should lie closer to 2000 MPa. A 4000 MPa vertical loading rock mass modulus, according to Pells 2019, sits firmly within a Class 1 rockmass. Extract below has been provided for reference:

Table 3: Design values for centric vertical loading on sandstone

Class	Limit of approximately linear settlement versus bearing pressure (see text)	Guidelines for specific serviceability calculations		Revised guidelines	
		Design Young's Modulus (MPa) ¹	Design Poisson's Ratio	Bearing pressure to limit settlement to <1% of minimum footing dimension (MPa) ²	Ultimate compressive socket side shear (kPa) ²
I	>3 x UCS	2000 to 5000	0.2	12	3000
II	>2 x UCS	900 to 2000	0.2	6 to 12	1500 to 3000
III	>1.5 x UCS	350 to 1200	0.25	3.5 to 6	800 to 1500
IV	UCS	100 to 700	0.3	1 to 3.5	250 to 800
V	3MPa	50 to 200	0.35	0.8 to 1	150

Note 1: Lower values for lowest strength, closest defect spacing or maximum seam % in each Class.
Note 2: Clean sockets of roughness category R2 or better (Walker and Pells, 1998).

- (b) In situ stresses are likely to lie between high and adverse see extract from Oliveira and Parker 2014. Current base case is considered none-conservative. Please provide commentary on adopted values and impacts of reasonable variations.



- (c) It is expected wall deformation calibration should be conducted with consideration of the following:
- (i) Virgin ground (i.e. no other excavations influencing the stress in the ground)
 - (ii) in the major horizontal stress plane (so maximum displacement)
 - (iii) deformation calibration at the top of the rock mass
- Resulting locked in stresses / rock mass stiffnesses can then be used within the full model.
- (d) Reasonable variations in ground stress, rock mass stiffness may be explored to bound the potential range of responses of the tunnel lining.
- A3. Evidence that will sufficiently enable Council to be satisfied as to those matters identified in deferred commencement conditions, as indicated above, must be submitted to Council within 12 months of the date of determination of this deferred commencement consent failing which, this deferred development consent will lapse pursuant to section 4.53(6) of the Environmental Planning and Assessment Act 1979.
- A4. The consent will not operate until such time that the Council notifies the Applicant in writing that deferred commencement consent conditions, as indicated above, have been satisfied.
- A5. Upon Council giving written notification to the Applicant that the deferred commencement conditions have been satisfied, the consent will become operative from the date of that written notification, subject to the conditions of consent, as detailed in Part B Conditions of Consent (Once the Consent is Operation) of the subject report.

All deferred commencement conditions have now been satisfied, with the consent becoming operational in accordance with the following dates:

Date of determination: **9 August 2021**

Consent is to operate from: **4 July 2025**

Consent will lapse on: **4 July 2030**

If further information is required, please contact Julia Errington, Senior Planner, on 9288 5984 or at jerrington@cityofsydney.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to be 'GJahn', written in a cursive style.

Graham Jahn AM LFRAIA Hon FPIA
Chief Planner / Executive Director
City Planning | Development | Transport