



Mr. Daniel Keary  
Director, Industry, Key Sites and Social Projects  
Department of Planning & Environment  
GPO Box 39  
Sydney NSW 2001

**Attn:** Natasha Harras

Dear Mr Keary

**Exhibition of Environmental Assessment for Modification to Concept Plan  
for Former Allied Mills Site (MP10\_0155 MOD 1)**

Thank you for your letter dated 19 May 2014 requesting Transport for NSW (TfNSW) review and comment on the request to modify the above approved concept plan.

Transport for NSW, along with Roads and Maritime Services have reviewed the submitted information and offer the following comments:

- Ensure the signalised crossing at the intersection of Edward St and Old Canterbury Road is of a minimum width of 3.6 m, as per Austroad standards (Guide to Traffic Management Chapters 9 and 10), and includes a bicycle lantern on the north/south crossing points (Weston St-Edward St).
- Ensure sufficient space is maintained to access the proposed cycleway between the light rail corridor and the development site. Access to the south will be from Edward St – parallel to Old Canterbury Road. Access to the north will be through the development site along the proposed path that the developer is providing from the light rail stop to Smith St.
- Ensure bicycle parking is provided consistent with Austroads guidance, at a minimum. Austroads provides the following guidance for apartment buildings: at least 1 Secure (Australian Standard Class 1) space per 4 habitable rooms AND 1 publically accessible space (Australian Standard Class 3) space per 16 habitable rooms.

Additionally, the previous comments provided by RailCorp still apply, and are provided in **Attachment A**. Please note the last bullet should be changed to read: *"The Applicant's construction contractor will be required to coordinate construction / demolition works within the rail corridor with the Operator"*.

Should you have any questions regarding this matter, please contact Robert Rutledge on 02 8202 2203 or [Robert.rutledge@transport.nsw.gov.au](mailto:Robert.rutledge@transport.nsw.gov.au).

Yours sincerely



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

30/6/14

**Attachment A**

**1 May 2012 RailCorp response to**

**Major Project MP10\_0155**

**Environmental Assessment for Concept Plan**

**2-32 Smith St, Summer Hill (Former Allied Mills Site)**

1 May 2012

The Director-General  
Department of Planning & Infrastructure  
GPO Box 39  
Sydney NSW 2001

**ATTENTION: Amy Watson**

Dear Sir/Madam,

**MAJOR PROJECT- MP 10\_0155  
Environmental Assessment for Concept Plan  
2-32 Smith St, Summer Hill (Former Allied Mills Site)**

I refer to the above matter that is currently being assessed by your Department.

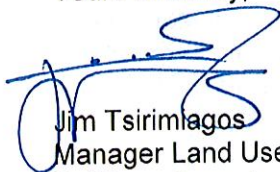
As your Department is aware the subject site is located adjacent to the goods line which is now being proposed to be utilised as a light rail and Greenway corridor. This corridor is owned by RailCorp and as such RailCorp has reviewed the submitted Concept Plan and Preferred Project Report and requests that the conditions provided in Attachment A be attached to the Concept Plan approval in order to protect RailCorp's adjoining corridor.

RailCorp understands that following the approval of the Concept Plan the proponent will be submitting a Project Application for Stage 1 works and Development Applications to Ashfield and Marrickville Councils for all subsequent stages. It should be noted that any future Development Applications which involve ground penetration deeper than 2m and within 25m of the adjoining rail corridor may require RailCorp's concurrence in accordance with Clause 86 of State Environmental Planning Policy (Infrastructure) 2007. RailCorp's conditions have been worded in such a way to cover both situations.

Finally, it is asked that your Department forward to RailCorp a copy of the final concept plan approval for its records.

Thank you for providing RailCorp the opportunity to comment and please contact me if you have any further enquires.

Yours sincerely,



Jim Tsirimiagos  
Manager Land Use and Planning  
RailCorp Property



**Corridor Protection**

- *Prior to the lodgement of any future Project Application or Development Application seeking approval for any structure within 25m of the rail corridor that involves ground penetration of greater than 2m, the Applicant is to prepare the following items for RailCorp approval/certification/endorsement the following items:*
  - *Geotechnical and Structural report/drawings that meet RailCorp's requirements. The Geotechnical Report must be based on actual borehole testing conducting on the site closest to the rail corridor.*
  - *Construction methodology with construction details pertaining to structural support during excavation.*
  - *Cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor. All measurements are to be verified by a Registered Surveyor.*
  - *Detailed Survey Plan showing the relationship of the proposed developed with respect to RailCorp's land and infrastructure.*
  - *If required by RailCorp, an FE analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.*

*It should be noted that if a Development Application is submitted that RailCorp's concurrence in accordance with Clause 86 of State Environmental Planning Policy (Infrastructure) 2007 will be required.*

**Derailment protection**

- *Prior to the lodgement of any future Project Application or Development Application for any future structure located within 20m of the rail corridor a derailment protection risk assessment in accordance with Australian Standard AS5100 must be prepared and lodged with the application. Where the risk assessment has identified a need for derailment protection, or where required by the Australian Standard, the applicant is to incorporate those measures into the design and engineering details of the building, and to submit those with the application.*

**Drainage**

- *Stormwater drainage from the site is to be appropriately managed and not allowed to discharge into the rail corridor unless prior RailCorp agreement has been obtained. The Applicant is to include a stormwater concept plan with any future Project Application or Development Application*

### Noise and Vibration

- *Prior to the lodgement of any future Project Application or Development Application seeking approval for any future residential building an acoustic assessment is to be submitted prepared demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines".*

### Balconies and Windows

- *Given the possible likelihood of objects being thrown onto the rail corridor from future buildings, all balconies that are within 20m of the rail corridor are to incorporate adequate measures that prevent the throwing of objects onto the rail corridor or are to be entirely enclosed. The measures to be utilised are to be endorsed by RailCorp in writing prior to the lodgement of an application seeking development approval for any future building.*
- *Given the possible likelihood of objects being thrown onto the rail corridor from future buildings, all windows that are within 20m of the rail corridor are to incorporate mechanisms that limit the opening of windows to prevent the throwing of objects onto the rail corridor. The measures to be utilised are to be endorsed by RailCorp in writing prior to the lodgement of an application seeking development approval for any future building*

### Reflective material

- *Future structures located along the rail corridor are not to utilise any reflective material, such as mirrored glass or metal finishes without the written endorsement of RailCorp.*

### Fencing and Landscaping

- *Prior to the lodgement of the first Project Application or Development Application for either subdivision or building construction, the Applicant is to prepare design guidelines regarding the fencing to be used/constructed along the entire common boundary with the rail corridor. The fencing guidelines and specifications are to be endorsed by RailCorp prior to the lodgment of the first application for either subdivision or building construction. This fencing is to be installed in accordance with the endorsed guidelines and specifications prior to the commencement of a building construction.*
- *All landscaping within 20m of the rail corridor is to meet RailCorp requirements. RailCorp's Biodiversity Specialist is to be contacted to obtain details of appropriate tree and plant species.*



## **Contamination**

- *That, if required by RailCorp or TfNSW, the Applicant will provide written evidence that the area previously occupied by the encroachments has not been contaminated, and if proven to be contaminated, to be remediated at the Applicants cost. The timing of any remediation to be determined by either RailCorp or TfNSW.*

## **Sydney Light Rail Inner West Extension (SLRIWE) interface**

- *As the proposed development is located near a heritage item that needs to be retained as part of the SLRIWE approval (ie rail sidings). The Applicant will be required liaise with Transport for NSW (TfNSW) regarding the retention and protection of this heritage item.*
- *That prior to works commencing the Applicant obtains agreement from Transport for NSW to the location and design of the proposed future permanent public pedestrian access through the site from Smith Street to the proposed new tram stop, and will collaborate in an appropriate design solution to meet this condition.*
- *That, if required, the Applicant will provide construction access through the Flour Mill development site for the purpose of constructing a tram stop or access to a tram stop for a period to be agreed and at no cost to TfNSW.*
- *That the Applicant provides a permanent right of access for pedestrians from Smith Street to the proposed new station at no cost to TfNSW other than legal and conveyancing fees.*
- *That the Applicant undertakes to provide appropriate ongoing pedestrian access to the tram stop during a future construction stage of the proposed Flour Mill site development.*
- *The Applicant's construction contractor will be required to coordinate construction/demolition works within the rail corridor with the SLRIWE construction contractor.*