

**0909 – Avon Road Development**

Meeting Notes - 02 November 2009

**RailCorp Consultation**

<b>PRESENT</b>	<b>NAME</b>	<b>COMPANY</b>	
	Richard Grant	RailCorp	RCP
	Jim Tsirmiagos	RailCorp	RCP
	Lynne Sheridan	Sheridan Planning Group	SPG
	Stephen Cox	Ancher Mortlock Woolley	AMW

**ACTION****A. General**

1. RailCorp advised that protective measures would be required to windows and balconies within the 20m setback zone from the boundary of the rail corridor.  
RailCorp will provide details of enclosure techniques used in similar situations. Some examples included glass balustrades, window stays, and operable louvres.  
The extent of protective measures (levels above railway RL) is to be confirmed. AMW to provide a cross-section drawing to RailCorp.  
Enclosure methods may also improve acoustic attenuation.  
Note/RCP/AMW
2. RailCorp advised that comment should be made in the application about existing drainage from the railway corridor to the site.  
Civil engineering and landscaping to take into account water run-off during storm events. RailCorp suggested baffles or alike to contain the water and prevent erosion.  
RailCorp is seeking to avoid potential issues with future residents if and when overland flow occurs from the rail corridor.  
Note  
[Civil/Land to advise]
3. RailCorp advised that potential corrosion by electrolysis from RailCorp infrastructure should be noted - especially stages 2, 4, & 5.  
Some protective measures include: increased density to concrete structure, non-metallic piping (rather than copper).  
Note
4. Geotechnical report will be required for stages 2, 4, & 5. Rock anchors (temporary and permanent) will not be permitted into rail corridor.  
Note
5. During construction scaffolding exposed to the rail corridor will require mesh protection to prevent building materials coming into the rail corridor.  
Crane over-swinging the rail corridor will not be permitted.  
Note
6. Derailment protection risk assessment will require a risk assessment.  
This is likely to be a condition of an EA to the detailed application to stages 2, 4, & 5.  
Note that derailment risk is assessed by the distance from the tracks to any built form.  
Derailment protection measures include the strengthening of structural elements deemed to be subject to increased risk.  
Note

## Ancher/Mortlock/Woolley

7. Fencing along the rail corridor is to be installed to prevent access to the rail corridor and also inhibiting any graffiti. Note  
Railcorp offered the suggestions of planting in front of the fence.  
Pailing type fences may also be suitable but not as effective in reducing noise.
8. Additional survey information may be required to locate the tracks (for the derailment assessment). Note  
The surveyor should contact RailCorp in order to comply with the appropriate protocol for access to the rail corridor.

**NEXT MEETING: To be advised.**