

16 December 2010

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

ATTENTION: Caroline Owen

Dear Sir/Madam,

MAJOR PROJECT APPLICATION – MP 09_0054
Bakehouse Quarter, Parramatta Road and George Street, North Strathfield

I refer to your Department's letter dated 12 November 2010 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and is concerned with the impact the proposal will have on the rail corridor and rail operations.

As you are aware, the proposal involves the construction of a substantial building directly on the common boundary with RailCorp's rail corridor. RailCorp is concerned that the six (6) level basement excavation and the above ground structure will have significant impacts during construction and following completion.

RailCorp's experience has shown that excavation for a 6 level basement directly on the common boundary will require substantial shoring works in order to stabilise the rail corridor during excavation works. It is RailCorp policy to not allow the installation of rock anchors into RailCorp land and as such there is inadequate information in the EA as to how these excavation works will be undertaken without impacting on the operational rail corridor. Furthermore, excavation of this depth has the potential to affect groundwater conditions and may result in the subsidence of the rail corridor. Rail tracks, by their nature, have small tolerances in vertical movement and any subsidence from de-watering of groundwater or through excavation are a major concern for RailCorp.

As your Department is aware, RailCorp is currently a concurrence authority under the Infrastructure SEPP for Part 4 proposals. If this proposal was lodged under Part 4 RailCorp would have required the following items before it would grant its concurrence:

- Geotechnical Report and Structural Report that meets the requirements of RailCorp's "Standard Brief" (which can be obtained from RailCorp).

- Construction methodology with 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.
- Survey Plans showing the proposed building footprint in relation to the RailCorp Boundary & Infrastructure.
- Detailed Hydrological Report including supporting Plans/diagrams.

Even though this proposal does not require concurrence from RailCorp, RailCorp will nonetheless require the above documentation in order to make a proper assessment of the proposal and its impact on the rail corridor.

With respect to the above ground structure, RailCorp is concerned that the design has not incorporated an adequate setback from the common boundary with the rail corridor to allow for the construction of the building. RailCorp will not allow scaffolding to be placed within the operational rail corridor or its airspace, nor will it allow cranes to traverse over the rail corridor. In addition, the nil setback would also make the ongoing maintenance of the building difficult as equipment or personnel will need to utilise rail land or airspace to undertake maintenance works, which RailCorp will not permit.

Therefore, RailCorp will require that the above ground portion of the building to be setback from the common boundary with the rail corridor in order to facilitate the installation of scaffolding during construction, and the maintenance of the building following its completion.

RailCorp also has concerns with the internal layout of the proposed building. It seems that the building will contain a Drama Theatre along the boundary with the rail corridor. Given the likely impacts of noise and vibration from the current corridor alignment and the future alignment which will be closer to the proposed building, consideration should be given to the level of noise attenuation that will be required, or relocation of the theatre all together.

The EA also mentions the possible establishment of a cycle connection with Strathfield Station, possibly utilising RailCorp land. RailCorp advises that until such time the proponent seeks and obtains RailCorp's permission to utilise rail land for such a purpose, the proponent will need to remove such a comment as it may provide an unrealistic proposal, especially given planned future rail works along this part of the rail corridor. Further, if the EA proposes works on RailCorp land as part of this application, then technically it will require RailCorp's land owner's consent (which the proponent has not sought) prior to the approval of the Part 3A application.

RailCorp has identified that there may be the redirection of the current flow of stormwater within the rail corridor. Any redirection of stormwater within the corridor will need RailCorp endorsement.

RailCorp also notes that the proposal will have a carpark entrance from a round-about next to the rail corridor. Your Department is advised that RailCorp currently has access gates to the corridor which are utilised for both planned and emergency

works, and by large trucks. The location of the carpark entrance and round-a-bout directly next to these gates cannot be supported by RailCorp as it will not only restrict RailCorp's access, but may also pose a traffic safety risk.

The architectural drawings and the EA documentation do not provide any details as to whether the proposed building will comply with Australian Standard AS 5100 in terms of derailment protection given its proximity to the rail corridor. This will need to be addressed by the proponent.

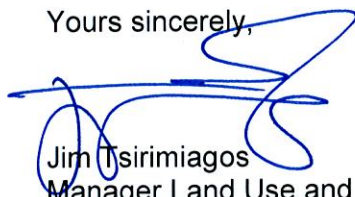
Given the above comments, RailCorp has to raise its objection to the approval of this development in its current form, and should not proceed until amended drawings are submitted which address RailCorp's issues stated above. Should your Department approve the proposal without modification this proposal can pose serious safety and operational issues for RailCorp in terms of its ability to provide a safe and efficient rail service, and may hinder future works within the rail corridor at this location.

RailCorp understands that both Transport NSW (TNSW) and Transport Construction Authority (TCA) will also be submitting their comments on this proposal. Given the importance of the issues raised by RailCorp, TNSW and TCA your Department is requested to arrange a meeting (with the proponent if deemed necessary) as soon as practical in order to resolve these important issues and impacts.

For your Department's benefit, RailCorp also provides in Attachment A, a list of typical conditions of consent that it will seek to be imposed on a future consent for the proposal, subject to the above issues and impacts being resolved.

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

Attachment A

- *The Applicant shall provide an accurate survey locating the development with respect to the rail boundary and rail infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of RailCorp's representative.*
- *Prior to the issue of a Construction Certificate the applicant shall undertake a services search to establish the existence and location of any rail services. Persons performing the service search shall use equipment that will not have any impact on rail services and signaling. Should rail services be identified within the subject development site the Applicant must discuss with the Rail Authority as to whether these services are to be relocated or incorporated within the development site.*
- *Prior to the commencement of works and prior to the issue of the Occupation Certificate, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from RailCorp and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required unless otherwise notified by RailCorp.*
- *An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines".*
- *Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate.*
- *The Applicant shall provide a Geotechnical Engineering report to RailCorp for review by RailCorp's Geotechnical section prior to the commencement of works. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by RailCorp. The report shall include the potential impact of demolition and excavation, and demolition- and excavation-induced vibration in rail facilities, and loadings imposed on RailCorp Facilities by the development*
- *Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows and other external features (eg roof terraces and external fire escapes) that face the rail corridor, the Applicant is required to install measures (eg awning windows, louvres, enclosed balconies etc) which prevent the throwing of objects onto the rail corridor. The Principle Certifying Authority shall not issue the Construction Certificate until it has*

confirmed that these measures are to be installed and have been indicated on the Construction Drawings.

- *The development must be designed and constructed so that supporting elements comply with the redundancy requirements or the minimum collision loads specified in Australian Standard AS5100.*

Prior to the issue of a Construction Certificate the Applicant is to provide the Rail Authority with a report from a qualified structural engineer demonstrating that the structural design of the development satisfies the requirements of AS5100. The Principle Certifying Authority shall not issue the Construction Certificate until it has received written confirmation from the Rail Authority that it has received this report and the Principle Certifying Authority has also confirmed that the measures recommended in engineers report have been indicated on the Construction Drawings.

- *The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare and reflectivity to the satisfaction of RailCorp.*

The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this conditions has been satisfied.

- *Prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to the Rail Authority for review and comment on the impacts on rail corridor. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this condition has been satisfied.*
- *No metal ladders, tapes and plant/machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment. This applies to the train pantographs and 1500V catenary, contact and pull-off wires of the adjacent tracks, and to any high voltage aerial supplies within or adjacent to the rail corridor.*
- *Prior to the issuing of a Construction Certificate the Applicant is to submit to the Rail Authority a plan showing all craneage and other aerial operations for the development and must comply with all RailCorp requirements. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this condition has been satisfied.*
- *During all stages of the development, environmental legislation and regulations will be complied with.*
- *During all stages of the development extreme care shall be taken to prevent environmental harm within railway corridor. Any form of environmental harm*

to areas within the railway corridor or legislative non-compliance that arises as a consequence of the development activities shall remain the full responsibility of the Applicant.

- *During all stages of the development extreme care shall be taken to prevent any form of pollution entering the railway corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the Applicant.*
- *Given the development site's location next to the rail corridor, drainage from the development must be adequately disposed of/managed and not allowed to be discharged into the corridor unless prior approval has been obtained from RailCorp.*
- *Rainwater from the roof must not be projected and/or falling into the rail corridor and must be piped down the face of the building which faces the rail corridor.*
- *No work is permitted within the rail corridor, or its easements, at any time unless prior approval or an Agreement has been entered into with the Rail Authority.*

Where the Applicant proposes to enter the rail corridor, the Principle Certifying Authority shall not issue a Construction Certificate until written confirmation has been received from the Rail Authority confirming that its approval has been granted.

- *To ensure that graffiti can be easily removed, the Applicant is to ensure that fencing along the rail corridor is coated with anti-graffiti paint or other coating.*
- *Prior to the commencement of works appropriate fencing shall be installed along the rail corridor to prevent unauthorised access to the rail corridor. Details of the type of fencing and the method of erection are to be to the Rail Authority's satisfaction prior to the fencing work being undertaken. The Rail Authority may provide supervision, at the developer's cost, for the erection of the new fencing.*
- *The developer must provide a plan of how future maintenance of the development facing the rail corridor is to be undertaken. The maintenance plan is to be submitted to the Rail Authority prior to the issuing of the Occupancy Certificate. The Principle Certifying Authority shall not issue an Occupation Certificate until written confirmation has been received from RailCorp advising that the maintenance plan has been prepared to its satisfaction.*
- *No scaffolding is to be used within 6 horizontal metres of the rail corridor unless prior written approval has been obtained from the rail authority To obtain approval the applicant will be required to submit details of the scaffolding, the means of erecting and securing this scaffolding, the material*

to be used, and the type of screening to be installed to prevent objects falling onto the rail corridor.

- *The developer shall make provision for easy and ongoing access by rail vehicles, plant and equipment to support maintenance and emergency activities.*