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4 February 2011

The Director
Strategic Assessment
Department of Planning
GPO Box 39
Sydney NSW 2001

ATTENTION: Ruth Allen

Dear Sir/Madam,

**North Penrith State Significant Site, Concept Plan and Stage 1 Project Application
Environmental Assessment Report Exhibition
Application No- MP 10-0075 & MP 10-0078**

I refer to The Department of Planning's letter dated 13 December 2011 regarding the proposed development at the above address.

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issues be addressed in the conditions for the *Project Application* of the proposed development.

1. Property & Title Search and Survey

In order to protect RailCorp's facilities, it is important that the Applicant accurately defines and locates the property boundaries between the development and RailCorp's facilities, and defines the location of the proposed works/development in relation to RailCorp's facilities. This requires the Applicant to undertake a full Property & Title search and physical surveys and to provide the information to RailCorp. This information is critical to the assessment by RailCorp of all aspects of the development proposal. It is therefore requested that The Department of Planning include the following condition of consent:

- *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.*

2. Demolition, Excavation and Construction Impacts

During demolition, excavation and construction, there is a need to ensure that there will be no adverse impact on the integrity of RailCorp's facilities, or the operation of the network. It is requested that The Department of Planning include the following condition of consent:

- *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.*

3. Crane and Other Aerial Operations

During construction, the use of cranes and other equipment capable of intruding into the airspace above the corridor and of operating over any overhead wiring or transmission lines must be strictly controlled. The developer must demonstrate to the satisfaction of RailCorp that all crane and other overhead operations are properly managed, and enter into an agreement with RailCorp for such operation. It is requested that The Department of Planning include the following condition of consent:

- *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.*

4. Drainage

RailCorp wishes to advise that run-off or stormwater discharge from the development site onto the rail corridor is unacceptable, both during and after construction and installation. Any run-off or waste arising from the development activities needs to be properly disposed of and must not be allowed to enter the rail corridor.

RailCorp looks to The Department of Planning to ensure that stormwater is not diverted onto the rail corridor as a result of the development. Alternatively, The Department of Planning may choose to include the following condition of consent:

- *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 Rail Authority.*
- *Given the 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.*

Rail Corporation New South Wales (RailCorp) has reviewed the proposal and asks that the following issues be addressed in the conditions for the *Concept Plan* of the proposed development.

1. Geotechnical and Structural Stability and Integrity

Prior to the lodgement of any future Project Application or development Application that will involve excavation or other ground penetration (piles/footings) of greater than 2m and within 25m of the rail corridor, the proponent is to prepare the following items for endorsement by RailCorp:

- A Geotechnical and Structural Report, and Excavation and Construction methodology that meets RailCorp's requirements
- Detailed 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 distances from the rail corridor and infrastructure are to be confirmed as accurate by a Registered Surveyor.

That no future rock anchors will be allowed within RailCorp land or easements.

2. Fencing and Landscaping

Prior to the lodgement of any future Project Application or development Application that will involve the installation of fencing or landscaping within 20m of the rail corridor the Proponent is to obtain endorsement from RailCorp as to the proposed method of fencing along the rail corridor and obtain species details from RailCorp's biodiversity specialist and have these details incorporated in the Project Application or Development Application when lodged.

3. Services Search

Prior to the lodgement of any future Project Application or Development Application the Proponent shall undertake a services search to establish the existence and location of any rail services/utilities. Persons performing the services search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site the Proponent must obtain approval from RailCorp as to whether these services are to be relocated or incorporated within the development site.

4. Drainage

All future Project Application or Development Application are to contain a drainage diagram confirming that drainage from the development will be adequately disposed of/managed and not allowed to be discharged into the corridor unless prior approval has been obtained from RailCorp.

5. Stray Currents and Electrolysis

Prior to the lodgment of any future Project Application or Development Application the Proponent is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Proponent must incorporate in the development all the measures recommended in the report to control that risk.

6. Pedestrian Modelling

Penrith Station is the 38th busiest station on the CityRail network, serving the growing population of the regional city and its surrounds. In order to cater for this growing population it is important to consider potential future demands and provision of suitable infrastructure.

The North Penrith Development Transport Mobility and Accessibility Plan (TMAP), demonstrates an understanding of the future demand on transport facilities at Penrith Station. However, in order to fully understand the future demands on station facilities, RailCorp recommends a more detailed study into cross corridor pedestrian activity and forecast station patronage is required.

Whilst the TMAP provides a strong analysis on the projected access to the station via mode split as well as station entry and exit data, little analysis of unpaid cross corridor access has been completed. At present, Penrith Station concourse is the only cross corridor pedestrian access servicing the North Penrith site. Consequently, the concourse is likely to experience a significant increase in pedestrians crossing the corridor from the new development in the North in order to access Penrith Town Centre to the south. At present, the majority of pedestrians accessing the station from the north are commuters using the commuter car park.

Pedestrian modelling should be undertaken in order to gauge the projected demand and level of service across the concourse, and to better understand the future design requirements for vertical transport elements. The pedestrian modelling should also take into account the forecast station patronage in order to give an accurate analysis of the future station operating environment.

Pedestrian activity at the base of the concourse stairs is also an important consideration to ensure a safe environment and to cater for pedestrian desire lines. The concourse stairs on the north side of the station are of particular importance, as they cater for unpaid cross corridor access and station access and will therefore be subject to higher demand.

Finally, it is asked that The Department of Planning forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the Applicant's compliance with rail related conditions of consent.

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

Yours sincerely,



Alexandra Stathakis
Assistant Town Planner
RailCorp Property