

RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 1987 Fax: (02) 8922 4890
Email: jim.tsirimiagos@railcorp.nsw.gov.au

2 March 2012

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

ATTENTION: Caroline Owen

Dear Sir/Madam,

MAJOR PROJECT- MP 10_0143
Request for Provision of Key Issues and Assessment Requirements-
Columbia Precinct, 2-20 Parramatta Road & 11-13 Columbia Land, Homebush

I refer to your Department's letter dated 16 January 2012 regarding the proposed development at the above address.

As you are aware, RailCorp provided comments on 29 October 2010 in relation to the Director-General Requirements for this proposal. RailCorp identified that the proposal was making reference to a potential link to Strathfield Town Centre and Station through railway land. RailCorp requested that such a reference be deleted in the final Environmental Assessment report (refer Attachment A).

RailCorp again raised this matter with the proponent in its response dated 21 March 2011 to the proponents request for further information dated 4 February 2011 (refer Attachment B). The proponent's position was that it would be "poor planning" if this access could not be provided. RailCorp's response was that it would be "poor planning" to create an unrealistic expectation that this link would or could be provided in the future. RailCorp again advised that this reference be removed, and that if it wasn't that RailCorp's land owner's consent would be required if any part of its land was included as part of the EA documentation.

RailCorp's review indicates that the proponent is still including RailCorp land within the EA documentation, and also making reference to a possible linkage to the Town Centre through RailCorp's land (refer Attachments C and D). It is RailCorp's position that as the proponent has included works on RailCorp land as part of the Concept Plan, then RailCorp's land owner's consent is required before your Department can approve this application. RailCorp at this stage must object to the inclusion of its land in this Concept Plan and requests that the proponent be advised to amend the EA documentation, and remove any reference to the use of RailCorp land and any linkage to the Town Centre through RailCorp's land.

RailCorp also notes the proponent's comments on Page 83 of the EA in relation to RailCorp's need that the future streets accommodate large vehicles used by RailCorp. The proponent claims that none have been witness, however, as RailCorp's land provides access to the rail tracks there is the likelihood that such vehicles will need to use these streets in the future to carry-out essential maintenance

and emergency works. This access may also be used during the construction of the proposed Northern Sydney Freight Corridor. As such RailCorp will be seeking the imposition of conditions which ensures that the future streets can accommodate RailCorp's request.

Once the revised EA is submitted to address RailCorp's concern regarding the use of its land, RailCorp requests that the conditions of consent contained in Attachment E be imposed as part of your Department's approval.

RailCorp also notes that the approval being sought is for a concept plan only. As such, RailCorp requests that the conditions contained in Attachment F be included as advisory notes to make the proponent aware of some of the additional conditions that RailCorp may require as part of any approval of a Project Application or Development Application.

Finally, it is asked that your Department forward to RailCorp a copy of the final approval and conditions to enable RailCorp to monitor the Proponent'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,



Jim Tsirimiagos
Manager, Land Use & Planning
RailCorp Property



RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 1987
Email: jim.tsirimiagos@railcorp.nsw.gov.au

29 October 2010

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

ATTENTION: Caroline Owen

Dear Sir/Madam,

MAJOR PROJECT- MP 10_0143
Request for Provision of Key Issues and Assessment Requirements-
Columbia Precinct, 2-20 Parramatta Road & 11-13 Columbia Land, Homebush

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

As your Department is aware the subject site is located in close proximity to RailCorp's rail corridor and depot. The site may also be affected by the proposed *Northern Sydney Freight Corridor (NSFC)*. The NSFC will include a number of infrastructure projects to improve freight and passenger rail services along the Main North Line between Sydney and Newcastle. This project will help reduce delays and improve capacity by separating freight and suburban passenger services.

Given the above, RailCorp provides its comments on the Director-General's Requirements in Attachment A.

Finally, it is asked that your Department forward to RailCorp a copy of the final Director-General's Requirements and that the Environmental Assessment be forwarded to RailCorp for review once submitted.

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

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Jim Tsirimiagos", written over a blue circular stamp.

Jim Tsirimiagos
Manager Land Use and Planning
RailCorp Property

Attachment A

- D-G Requirement 6 – Figure 16 (page 26) of the Preliminary Environmental Assessment refers to a potential link to Strathfield Town Centre through railway land. RailCorp has not been presented with any request from the proponent to establish this. The railway land that is being referred to is a depot site, which also provides access to the rail corridor, and as such public access through it would not be possible due to safety issues. As such the proponent should remove all references to the creation of this link from the final Environmental Assessment report.
- D-G Requirement 17 – this requirement needs to be expanded to cover the increase trains that may occur as a result of the proposed *Northern Sydney Freight Corridor (NSFC)*. The NSFC will include a number of infrastructure projects to improve freight and passenger rail services along the Main North Line between Sydney and Newcastle. This project will help reduce delays and improve capacity by separating freight and suburban passenger services. The proponent should be aware that this project will result in more passenger and freight rail traffic on the Main North Line and as such the acoustic report should address this issue.
- D-G Requirement 18 – RailCorp would like to ensure that the proponent consults with RailCorp (in particular regarding the new street and use of Columbia Lane during construction works) prior to the finalisation of the concept plan EA and prior to any Project Applications being submitted.
- D-G Requirement 19 – RailCorp notes that the proposal seeks the creation of a new street from Parramatta Road through the subject site (refer Figure 14 on page 26). Currently RailCorp uses Columbia Lane as the only means to access its depot and rail corridor. RailCorp is concerned that access may be lost during the creation of the new street, especially when required to access the rail corridor during emergency situations. Further, as RailCorp's depot is also accessed by large heavy vehicles RailCorp needs to ensure that access for these vehicles are also provided during construction works, and that the new street is wide enough to accommodate all forms of RailCorp vehicle. The staging plan and road details need to cover RailCorp's issues.

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Colston Budd Hunt & Kafes Pty Ltd

as Trustee for C & B Unit Trust
ABN 27 623 918 759

Our Ref: LBH/7453/jj

4 February, 2011

Transport Planning
Town Planning
Retail Studies

Railcorp Property
Level 21
477 Pitt Street
SYDNEY NSW 2000

Attention: Chris Bailey/Jim Tsirimiagos
Email: chris.bailey@railcorp.nsw.gov.au

Dear Chris,

RE: COLUMBIA PRECINCT MIXED USE DEVELOPMENT – MPI0/0143
REQUEST FOR FURTHER ADVICE

The Department of Planning has provided us with a copy of your response of 29 October to their earlier notification letter regarding the above Major Project. This has been furnished to assist our preparation of the necessary Environmental Assessment Report on the Columbia Precinct Concept Plan in accordance with the DoP Director-General's Requirements which incorporate your response.

We have reviewed your response letter and concur with its contents, and have the following comments and/or queries:-

- It is understood that the depot operations are likely to remain on the Railcorp land for some time, and that no third party access through that site will be possible while that remains the case. It would nevertheless be poor planning of the Columbia Precinct land if no access could be obtained were that situation to change at some future date.
- Could you kindly direct us to the relevant planning documentation dealing with the proposed Northern Sydney Freight Corridor. Specifically what infrastructure works are likely, and what are the projected train movements?
- It is acknowledged that Columbia Lane presently provides the only means of vehicular access to the Railcorp land. Future access will be maintained, both during and after construction, and the project documentation will reflect that.

Suite 1801/Tower A, Zenith Centre, 821 Pacific Highway, Chatswood NSW 2067
P.O. Box 5186 West Chatswood NSW 1515 Tel: (02) 9411 2411 Fax: (02) 9411 2422
Directors - Geoff Budd - Lindsay Hunt - Stan Kafes - Tim Rogers - Joshua Hollis ACN 002 334 296
EMAIL: cbhk@cbhk.com.au

Colston Budd Hunt & Kafes Pty Ltd

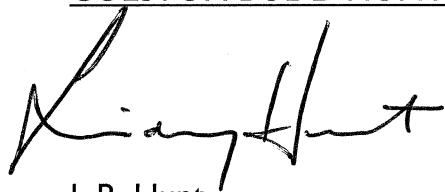
Could Railcorp kindly provide us with details of the size and approximate frequency of your service vehicles currently accessing the site.

- Can you advise whether the Sydney Metro Project past the site still imposes development restrictions of land above and adjoining the corridor?

Please call me if there is anything in the above requiring clarification. We look forward to your reply.

Yours faithfully,

COLSTON BUDD HUNT & KAFES

A handwritten signature in black ink, appearing to read 'L.B. Hunt', written over a horizontal line.

L.B. Hunt
Director

RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 1987
Email: jim.tsirimiagos@railcorp.nsw.gov.au

21 March 2011

LB Hunt
Director
Colston Budd Hunt & Kafes
PO Box 5186
WEST CHATSWOOD NSW 1515

Dear Sir/Madam,

**COLUMBIA PRECINCT MIXED DEVELOPMENT – MP 10/0143
REQUEST FOR FURTHER INFORMATION**

I refer to your letter dated 4 February 2011 regarding the above. In response to the items you requested further information RailCorp provides the following advice:

- RailCorp disagrees with your assessment of this issue. It is RailCorp's view that it would be poor planning to create an unrealistic expectation that access to Strathfield Town Centre through RailCorp's land would be provided. RailCorp advises there is no long term plan to dispose of this site or change its use.

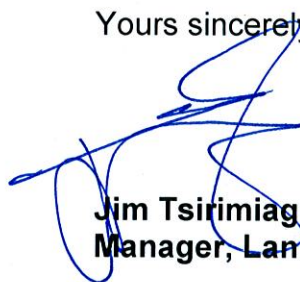
RailCorp also advises that should your proposal continue to contain this access you are effectively including land owned by a party that is not part of the proposal. This may in effect require you to obtain RailCorp's land owner's consent before the Minister for Planning can approve your proposal. Given the above it is unlikely that RailCorp would consent to such a request. Therefore, to avoid any unnecessary delays to the assessment of your Part 3A Concept Plan, RailCorp requests that any reference to access through RailCorp land be removed.

- In regard to this matter, you advised to contact Aaron Bowden, Planning Manager, Transport Construction Authority (TCA) on 9422 5402.
- Access to RailCorp's depot from Columbia Lane is required 24hrs 7 days a week. RailCorp constantly has vehicles using this access and must also be available in case of any emergency works. RailCorp advises that this access is used by articulated and container heavy vehicles and as such access for these larger vehicles needs to be ensured.

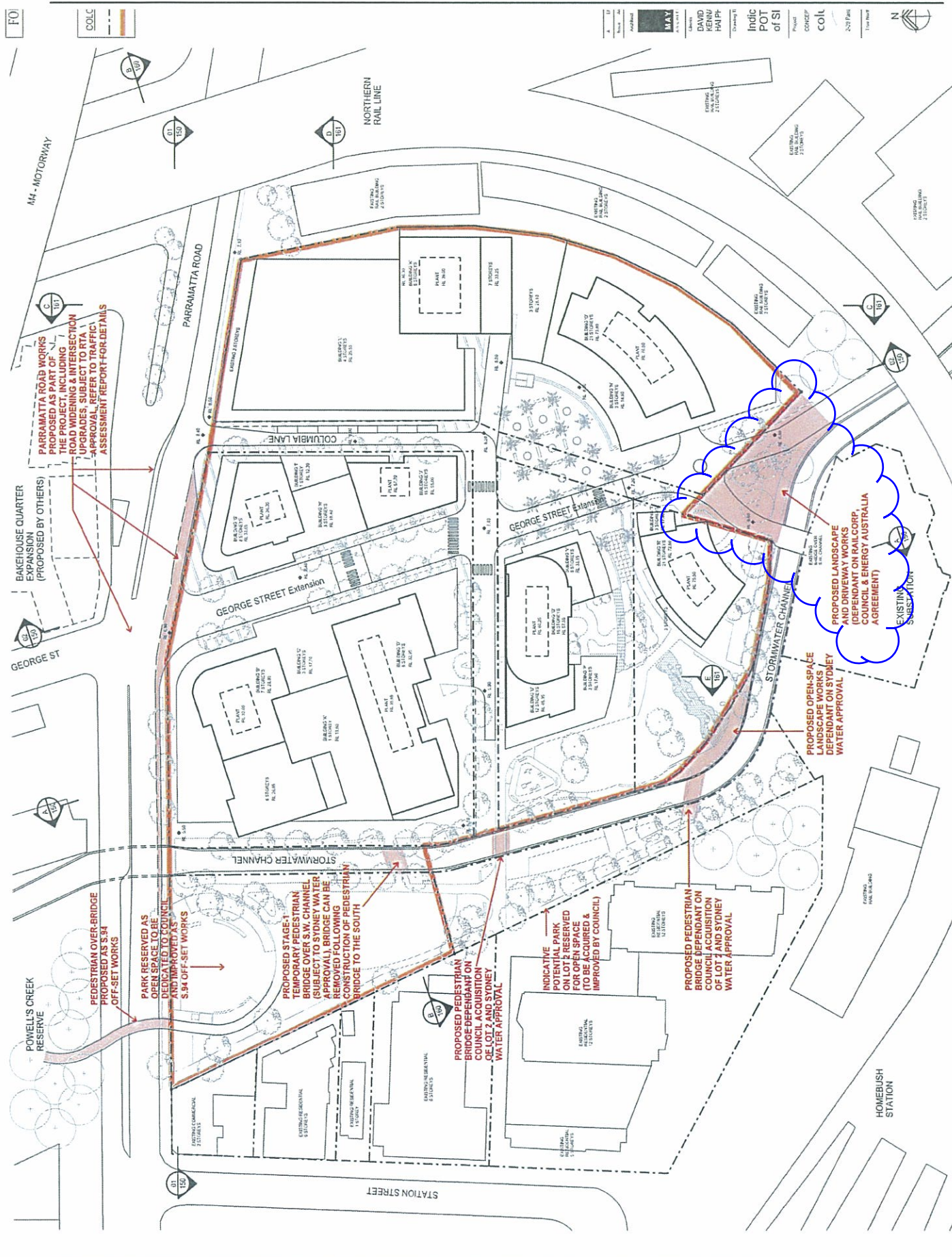
- In regard to this matter, please contact Ben Hendriks or Mohini Nair from Transport NSW on 8202 2200.

Should you have any queries regarding this submission please contact me on 8922 1987 or via the email address provided above.

Yours sincerely,



Jim Tsirimiagos
Manager, Land Use & Planning



COLOUR LEGEND :

- PROPOSED BUILDING (PODIUM & RESIDENTIAL TOWER)
- EXISTING RESIDENTIAL
- EXISTING NON-RESIDENTIAL
- PROPOSED PARK / SOFT LANDSCAPE AREA
- PROPERTY BOUNDARIES
- SITE PERIMETER

9 ENVIRONMENTAL ASSESSMENT ISSUE 15-16-11

A	CONCEPT PLAN DRAFT SUBMISSION	05-03-11
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Issue	Amendment Description	Date
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Architect
PD MAYOR PTY LTD

[illegible]

MAYO
ARCHITECTS

44 Boulevard Ave., Northridge, CA 91323
Phone: (818) 705-8444 Fax: (818) 705-8424
E-mail: info@mayoarch.com, us

Clients
SALES LIAISON SERVICE

DAVID LHOEUE PTY LTD
KENNARDS SELF-STORAGE PTY LTD
LIL BUNGO PROPERTIES PTY LTD

HAI PHONG PROPERTIES PLY LTD

Indictive Design
Drawing 1152

Indicative Design SITE PLAN

Project

CONCEPT PLAN APPLICATION FOR:
columbia precinct

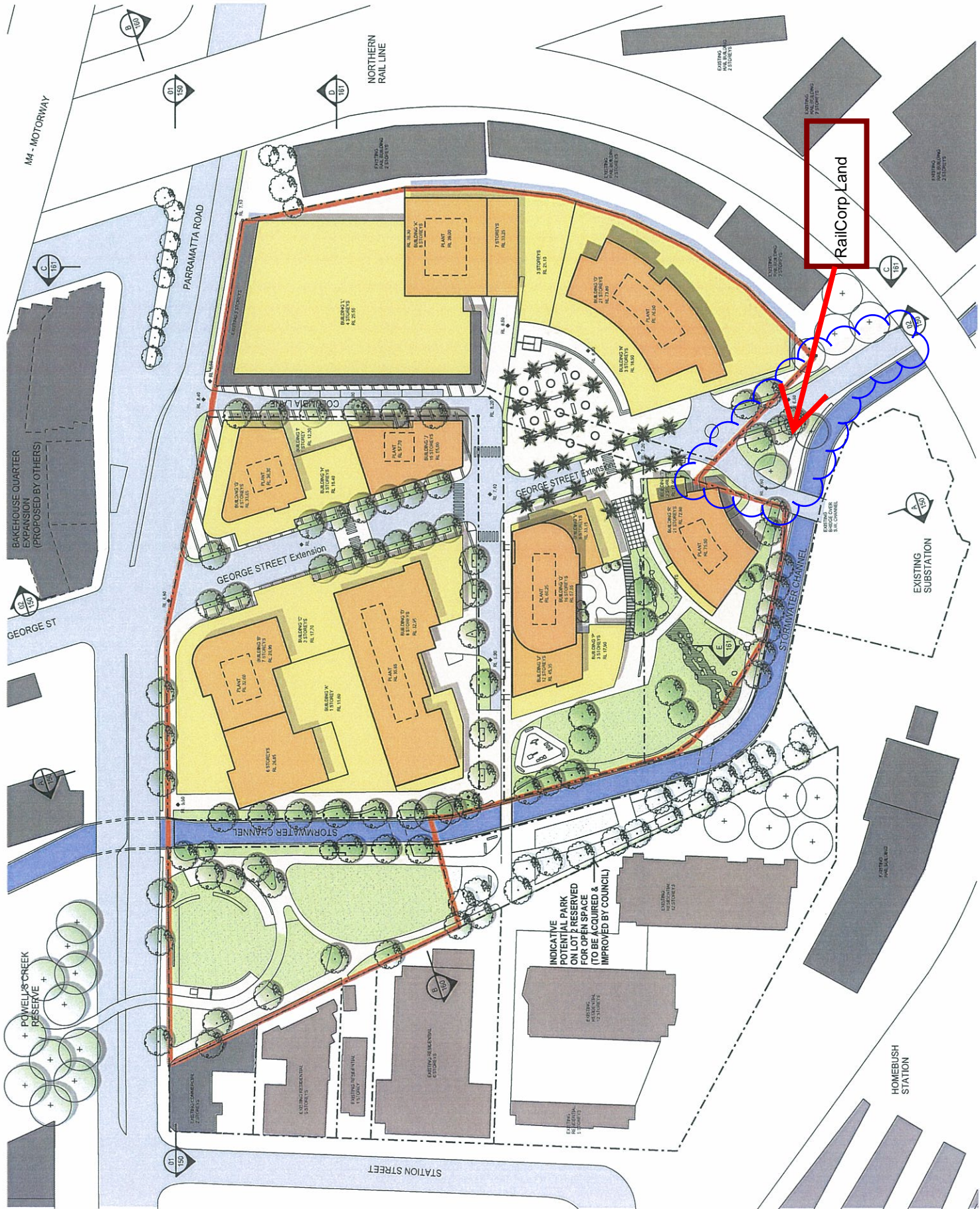
regeneration
columbia precision
HDBUSH

2-20 Parramatta Road & 11-13 Columbia Lane, Homebush NSW

True North Scale 1:500 @ A1 JOB NO. 0834


 Circuit: PH Drain: TL, TT

A.002 B



Attachment E – Requested Conditions of Consent & Justification

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 & Infrastructure include the following condition of consent:

- *Prior to the lodgement of any future Project Application or Development Application the Proponent/Applicant shall provide an accurate survey locating the development with respect to the rail boundary, easements and rail infrastructure. This work is to be undertaken by a registered surveyor, to the satisfaction of RailCorp's representative.*

This survey is to also identify any existing or proposed encroachments into RailCorp land or easements. The Proponent/Applicant is to liaise with RailCorp regarding the removal or retention of any existing encroachment, and RailCorp's consent for any future encroachments.

The Proponent/Applicant is to submit written evidence from RailCorp that this condition has been met with any future Project Application or Development Application.

2. Services Searches

It is imperative that the Applicant identifies the existence of any existing RailCorp services (such as pipes and cables) and structures within their development area by initiating the appropriate service searches. Where RailCorp services exist within the development site, the Applicant must enter into discussion, and reach agreement with RailCorp regarding the accommodation of the services.

In addition, where physical intrusion into the corridor is required (e.g. stormwater connections, rock anchors) there may be conflict with existing RailCorp services in the corridor. It is imperative that the Applicant identifies the existence of any RailCorp services and structures within the area of the corridor affected. It is therefore requested that the Department of Planning & Infrastructure include the following condition of consent:

- *Prior to the lodgement of any future Project Application or Development Application the Proponent/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 RailCorp as to whether these services are to be relocated or incorporated within the development site.*

The Proponent/Applicant is to submit written evidence from RailCorp that this condition has been met with any future Project Application or Development Application.

3. Noise and Vibration

RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect residential amenity and comfort, jeopardise the structural safety of buildings, and thus should be addressed early in the development process.

The Department of Planning has released the document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". The document is available on the Department of Planning's website.

The Department of Planning & Infrastructure is therefore requested to impose the condition of consent:

- *The Proponent/Applicant is to provide an acoustic assessment with any future Project Application or Development Application demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads - Interim Guidelines".*

The acoustic assessment is to also take into account noise impacts that may emanate from the proposed Northern Sydney Freight Corridor.

4. Stray Currents and Electrolysis from Rail Operations

Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train's motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that the Department of Planning & Infrastructure include the following condition of consent:

- *The Proponent/Applicant is to provide an Electrolysis Report with any future Project Application or Development Application. The Report is to assess the electrolysis risk to the development from stray currents and provide mitigation strategies.*

5. Geotechnical and Structural Stability and Integrity

RailCorp needs to be assured that the development has no adverse effects on the geotechnical and structural stability and integrity of RailCorp's Facilities. It is requested that the Department of Planning & Infrastructure impose the following condition of consent.

- *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 in depth and within 25m of the rail corridor (which includes RailCorp land and/or easements) the proponent is to prepare the following items for endorsement by RailCorp:*

- a Geotechnical and Structural Report, and Demolition, Excavation and Construction methodology that meets RailCorp's requirements. The Geotechnical Report is to be based on actual borehole data/surveys.
- 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.

It should be noted that the lodgement of a development Application under Part 4 of the EP&A Act will also require RailCorp's concurrence in accordance with Clause 86 of State Environmental Planning Policy (Infrastructure) 2007 for any ground penetration of greater than 2m in depth and within 25m of the rail corridor (which includes RailCorp land and/or easements).

6. Building, Balconies and Window Design

The placement of buildings and structures in relation to RailCorp's facilities should enable continued access for maintenance of RailCorp's facilities.

To ensure the safety of passenger rail services, balconies and windows in the proposed development, must be designed to prevent objects being thrown onto RailCorp's facilities. Alien objects can damage overhead power lines, cause injury to others and initiate derailment.

In order to maintain the safety of the occupants of the new development, all balcony and window design should meet the relevant BCA standards, and the RailCorp Electrical Standards. These standards will provide appropriate separation of the building and its occupants from the electrified infrastructure.

Balconies overlooking RailCorp's facilities should not be serviced with outside taps, and rainwater should be piped down the face of the building overlooking the RailCorp's facilities.

RailCorp has concerns with the design of the balconies/windows as objects can be thrown onto the rail corridor risking passenger safety. RailCorp requests that the Applicant be required to re-design the balconies/windows to ensure that this risk is minimised. Alternatively, the following condition of consent can be included:

- *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) which face and that are within 20m of the rail corridor, the final design of the building is to contain measures (eg awning windows, louvres, enclosed balconies etc) which prevent the throwing of objects onto the rail corridor.*

7. Derailment Protection of Structures

RailCorp's prime requirement is to prevent crushing of a train by a collapsed structure in the event of derailment and collision. It is requested that Council include the following condition of consent:

- *The proposed 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.*

8. Maintenance of Development

Maintenance activities must not impact adversely on RailCorp's facilities or operations. It is requested that the Department of Planning & Infrastructure include the following condition of consent:

- *The Proponent/Applicant is to provide a plan of how future maintenance of the development facing the rail corridor is to be undertaken with any future Project Application or Development. This plan is to be to the satisfaction of RailCorp.*

9. RailCorp Access

RailCorp's ongoing ability to access its depot site and the rail corridor for maintenance and emergency situations is critical to the safety, integrity and operation of RailCorp's network. RailCorp needs to ensure that access to the corridor can continue to be easily achieved as a result of the development. It is requested that Department of Planning & Infrastructure include the following condition of consent:

- *Prior to the lodgement of any future Project Application or Development Application the Proponent/Applicant shall obtain RailCorp's requirements regarding the width of the road providing access to RailCorp's depot site.*

The Proponent/Applicant is to incorporate RailCorp's requirements in the Project Application or Development Application that creates the road access, and also submits written evidence from RailCorp that this condition has been met.

Attachment F – Requested Advisory Notes & Justification

The following conditions, but not limited to, may be requested by RailCorp to be imposed as part of an approval of any future Project or Development Application. These should be taken into account as part of the preparation of any future Project or Development application.

1. Requirement for the Proponent/Applicant to enter into a Deed with RailCorp

The proposed development has the potential to impact the safety, integrity and operation of RailCorp's network. It is requested that the Department of Planning & Infrastructure include the following condition of consent:

- *The Proponent/Applicant is required to enter into an agreement with RailCorp defining the controls to be implemented in managing the access required and/or the potential impacts of the development on RailCorp, and the involvement of RailCorp staff in ensuring appropriate the appropriate safety and technical standards are complied with throughout the development.*

2. Dilapidation Surveys

It is imperative that the construction and installation activities do not affect RailCorp's facilities, such as tunnels or embankments etc. Such activities will require full-time monitoring during the course of the works. It is therefore requested that the Department of Planning & Infrastructure include the following condition of consent:

- *Prior to the commencement of works, during the works, prior to the issue of the Occupation Certificate, and following occupation, 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 and after construction to be observed. The timing of the surveys is to be agreed with RailCorp. The submission of a detailed dilapidation report will be required unless otherwise notified by RailCorp.*

3. 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 & Infrastructure 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 RailCorp for review and comment on the impacts on rail corridor. The Principal Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from RailCorp 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.

4. 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 & Infrastructure include the following condition of consent:

- *Prior to the issuing of a Construction Certificate the Applicant is to submit to RailCorp a plan showing all craneage and other aerial operations for the development and must comply with all RailCorp requirements. The Principal Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from RailCorp confirming that this condition has been satisfied.*

5. Fencing

To ensure that unauthorised entry into the rail corridor is prevented from this development, RailCorp considers it appropriate to replace/retain the current fencing. Thus RailCorp requests that the Department of Planning & Infrastructure include the following condition of consent:

- *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 RailCorp's satisfaction prior to the fencing work being undertaken. RailCorp may provide supervision, at the developer's cost, for the erection of the new fencing.*

6. Physical Access to RailCorp's Facilities

The Applicant appears to need physical access to the rail corridor in order to undertake the construction and installation works. RailCorp needs to ensure that if any access to or works within the rail corridor are required, that this is done in a safe and controlled manner. In this regard the Department of Planning & Infrastructure is requested to include the following conditions of consent:

- *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 RailCorp.*

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

**7. General Access to RailCorp's Facilities for Maintenance and Work Purposes
(e.g. road closures, access clearances)**

The ongoing ability to access the rail corridor for maintenance and emergency situations is critical to the safety, integrity and operation of RailCorp's network. RailCorp needs to ensure that access to the corridor can continue to be easily achieved as a result of the development. It is requested that Department of Planning & Infrastructure include the following condition of consent:

- *The Proponent/Applicant shall make provision for easy and ongoing access by rail vehicles, plant and equipment to support maintenance and emergency activities during construction.*

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