

RailCorp Property
PO Box K349
Haymarket NSW 1238

19 January 2012

Mr Scott Barwick
Associate
SJB Planning
Level 2
490 Crown Street
SURRY HILLS NSW 2010

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| DATE | 25 JAN 2012 |
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| JOB No. 6341 | FILE No. 3.7 |

Dear Mr Barwick,

RE: OWNERS CONSENT TO LODGMENT FOR THE REMOVAL OF STRUCTURAL ENCROACHMENTS WITHIN THE RAIL CORRIDOR.

I refer to your request for RailCorp's consent to lodge an application to remove structural encroachments within the rail corridor adjoining Summer Hill Flour Mill.

RailCorp has reviewed your development proposal and RailCorp is prepared to consent to the lodgment of an application for these works only, subject to the conditions listed in Attachment A.

Please note that the submittal of this letter with an application to the Consent Authority will be considered as your acceptance of the conditions listed in Attachment A and your agreement to provide the required documentation at the intervals specified.

RailCorp advises that it reserves the right to review and comment on the application if and when it is placed on public exhibition and may request the attachment of certain conditions of consent on any approval.

In addition, this consent does not give you the right to commence work on RailCorp land without obtaining further approval from RailCorp.

Should you have any enquiries relating to RailCorp issues please do not hesitate to contact Jim Tsirimiagos on 8922 1987. Any enquiries regarding the Sydney Light Rail Inner West Extension should be directed to either Jeremy Kidd (8202 3038) or Dennis Emery (9200 0948) from Transport for NSW.

Yours sincerely,



Kevin Sykes
General Manager Property

General:

1. *Land owner's consent is provided for the removal of structural encroachments within the rail corridor, and is not for the provision of pedestrian access to Longport Street as originally requested.*
2. *No amendments will be made to the proposed works without RailCorp's prior written consent which RailCorp may, in its absolute discretion, withhold or in respect of which RailCorp may impose conditions.*
3. *That a copy of this letter be included with your application to the Consent Authority.*
4. *The ability to undertake maintenance and emergency activities by RailCorp, Transport for NSW (TfNSW), or any entity authorised by RailCorp or TfNSW, shall not be hindered.*
5. *All works are to comply with the Building Code of Australia and/or Australian Standards.*
6. *No excavation or boring is permitted within 2.0 metres (measured horizontally) of high voltage underground cable and 1.0 metre (measured horizontally) for low voltage cables.*
7. *No plant or vehicle is permitted to encroach on the ballast shoulder or track within the rail corridor without prior arrangements being made to certify the track for the effects of disturbance.*
8. *No infrastructure or equipment is to be placed or installed on the rail corridor without proper assessment by authorised persons to ensure no impact will occur to rail infrastructure. e.g. signal sighting, safety signage, emergency access.*
9. *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.*
10. *No work is permitted within the rail corridor at any time unless prior approval or an Agreement has been entered into with RailCorp.*
11. *All works are to be carried out in accordance with RailCorp's standards, Safeworking rules and regulations, including the Network Rules and Procedures. It should be noted that RailCorp's representative might impose conditions on the methods to be used and require the provision of on-site Safeworking supervision for certain aspects of the works. (Please note TfNSW is arranging for an adjustment to the regulation that will de-classify the Rozelle Goods Line (ie will no longer be classified heavy rail) which is likely to be in place by end Mar 2012. In this case the RailCorp Network Rules and Procedures would not apply, and the standard OH&S requirements would apply).*

12. *Appropriate fencing shall be installed separating the work area from the rail corridor.*
13. *The proposed works shall be undertaken in accordance with the requirements of the Protection of the Environment Operations Act 1979, which requires that management controls are implemented to mitigate any risk of harm to the environment as a result of these works. Appropriate management procedures should be documented in a construction environmental management plan, and this plan shall be submitted to RailCorp for review.*

Prior to the issue of a construction certificate:

1. *A Services Search shall be requested from RailCorp (if not already done so) to establish the existence and location of any RailCorp services and structures. Where RailCorp services are identified you are required to discuss and agree with RailCorp how these services are to be accommodated in the development.*
2. *The demolition methodology is to be submitted to RailCorp for approval to ensure that there is no impact on RailCorp's land and infrastructure.*

Prior to the commencement of works:

1. *Prior to the commencement of works and on completion of works a joint inspection with representatives of RailCorp of the rail infrastructure and property in the vicinity of the project is to be carried. 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.*
2. *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 prior to the works commencing on site. It should be noted that RailCorp's representative may impose conditions on the methods to be used and require the provision of on-site Safe Working supervision for certain aspects of the works.*
3. *A plan showing all craneage and other aerial operations for the development shall be submitted to RailCorp for approval.*

On completion of works:

1. *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:

2. *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.*
3. *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.*
4. *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.*
5. *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.*
6. *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.*
7. *The Applicant's construction contractor will be required to coordinate construction/demolition works within the rail corridor with the SLRIWE construction contractor.*