

17 April 2012

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

ATTENTION: Christine Chapman

Dear Sir/Madam,

**MAJOR PROJECT- MP 10_0028
ENVIRONMENTAL ASSESSMENT
1 GRAND AVENUE , CAMELLIA
REMONDIS INTEGRATED RECYCLING PARK**

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

As your Department is aware the use of the subject site was previously reviewed by RailCorp and concurrence was issued in accordance with Clause 84 of State Environmental Planning Policy (Infrastructure) 2007 due to its impact on the adjoining level crossing.

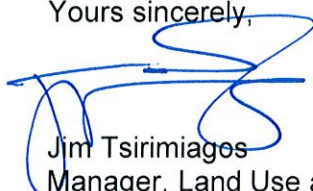
RailCorp's review has identified that similar issues would arise in relation to the level crossing for this proposal and as such will be requesting the imposition of similar conditions. However, as this particular proposal involves the construction of a building RailCorp will also request the imposition of conditions to protect the rail corridor from construction and operational impacts.

RailCorp's requested conditions to be imposed are provided in Attachment A.

Finally, it is asked that your Department forward to RailCorp a copy of the final project approval for its records.

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

- *Prior to the commencement of operations on the subject site, the Applicant shall undertake, or negotiate with Council, the installation of the following items:*
 - *A new sign on the eastbound lane of Grand Avenue approaching the Grand Avenue North intersection warning motorists of the location of a rail level crossing on Grand Avenue.*
 - *New high visibility reflective line markings installed on Grand Avenue North on either side of the level crossing in accordance with RailCorp's engineering standard ESC520.*
 - *New high visibility reflective stop signage installed on Grand Avenue North on either side of the level crossing in accordance with RailCorp's engineering standard ESC520.*
 - *New high visibility line markings installed adjacent to the subject site's property fence for a clearly designated safe pedestrian access route from Camellia Station to the level crossing. This pedestrian crossing should be extended across to the Aldi entrance gates to the footpath on Grand Avenue.*
 - *New lighting installed on either side of the level crossing with minimum lux levels to ensure good visibility at night of the level crossing itself and approaching trains, motor vehicles and pedestrians.*
 - *Improvements to the subgrades and road surface along Grand Avenue North.*

The above items are to be installed prior to the commencement of operations on the subject site

- *Prior to the commencement of operations on the subject site, improvements at the level crossing itself to allow for the substantial increase in proposed truck movements at this location. These improvements will involve, but not limited to, the full reconditioning of the track (including concrete sleepers, 60kg rail, guard angles, etc) and improvement to the road surface. The Proponent is to liaise with RailCorp as to the specific requirements for the reconditioning works and have these works completed prior to the commencement of operations on the subject site.*

- Prior to the issuing of a Construction Certificate, the Proponent is to obtain RailCorp's written advice as to whether the Level Crossing Risk Assessment dated 25 November 2010 is still valid, and if not, the proponent shall prepare a revised Level Crossing Risk Assessment for RailCorp's endorsement prior to the issuing of the Construction Certificate or on a timeframe agreed to by RailCorp. Should the risk assessment identify any safety issues the Applicant is to incorporate any new mitigation measures recommended by the risk assessment report within the timeframe specified by RailCorp. Should the Applicant not install these new measures within the specified timeframe then the Applicant is not to commence operations until the required measures are provided.
- Following the 12-month anniversary of the commencement of operations and every 12-months following that date if required by RailCorp, the Proponent shall undertake a new detailed risk assessment of the level crossing and the controls installed to assess impacts or issues that have arisen with vehicles crossing the level crossing. The new risk assessment is to be prepared in consultation with Council, RTA and RailCorp representatives and submitted to RailCorp and Council within 2 months following that date. Should the risk assessment identify any safety issues the Applicant is to incorporate any new mitigation measures recommended by the risk assessment report within the timeframe specified by RailCorp. Should the Applicant not install these new measures within the specified timeframe then the Applicant is to cease operations until the required measures are provided.
- The Proponent, jointly with RailCorp, is to undertake an inspection and maintenance (at the Proponents cost) of the level crossing every 12 months (or as instructed by RailCorp) to ensure the level crossing is fit for use and that it meets RailCorp's standard applicable at the time the inspection is undertaken.
- Should the proposed construction works involve ground penetration deeper than 2m and within 25m of the adjoining rail corridor, the Proponent is to submit to RailCorp the following items for endorsement:
 - Geotechnical and Structural Report that meets RailCorp's requirements.
 - Construction/excavation/Installation methodology with details pertaining to structural support during excavation/piling.
 - Cross sectional drawings showing ground surface, viaduct tracks, sub soil profile, proposed excavation location and structural design of sub ground support adjacent to the Rail Corridor. All distances from the rail corridor and rail infrastructure are to be confirmed as accurate by a Registered Surveyor.

The endorsement of the above documents is to be obtained prior to the issuing of a Construction Certificate.

- Prior to the commencement of works, the Proponent shall undertake an accurate survey locating the correct property boundary with respect to the rail boundary and rail infrastructure. This work is to be undertaken by a registered surveyor.

- *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.*
- *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.*
- *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.*
- *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.*
- *During all stages of the development measures are to be installed to prevent any contaminants from the proposed works from entering the rail corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the Applicant. Prior to the commencement of works the Proponent shall submit the proposed measures to RailCorp for endorsement.*
- *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.*
- *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.*
- *There is a need to ensure that the roots and foliage of trees being planted beside the rail corridor do not have an impact on the rail corridor. The development's landscaping and planting plan should be submitted to RailCorp for review prior to installation.*

- *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.*
- *During works and the operation of the facility, employees/visitors of the site shall not utilize the adjoining commuter carpark.*

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