



RailCorp

RailCorp Property
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28 April 2010

Mr Daniel Keary
Major Projects Assessment – Government Land and Social Projects
NSW Department of Planning
GPO Box 39
Sydney NSW 2001

ATTENTION: Wilfred Nino

Dear Sir,

**MAJOR PROJECT APPLICATION – MIXED USE DEVELOPMENT - MP08_0112
7-9 Gibbons Street, Redfern**

I refer to your Department's letter received 18 March 2010 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 this proposed development.

Cross - Sectional Drawings

RailCorp notes that there are no drawings identifying the relationship of the proposed development with existing rail infrastructure either vertically or horizontally and most notably the Illawarra Relief tunnels. A reference within the Attachment 10 nominates drawings but these were not attached. It would seem from some of the written information provided that the site excavation will extend to well below the level of the tunnels and that soldier piles and anchors are proposed to be used for temporary support of the excavation. These factors will require very close and detailed scrutiny particularly if it is proposed to install anchors in the vicinity of the tunnel easement.

Geotechnical Report

The Geotechnical report is incomplete as no boreholes have been taken on the subject site. Rather they have been extrapolated from the adjacent RSL site. Following completion of demolition of the existing premises it is proposed that additional boreholes are to be undertaken and the results used to update the geotechnical report and modelling for the purpose of finalising design processes. This report update is to be provided to RailCorp for review and endorsement.

Acoustic Report

The Acoustic report only deals with the impact of the rail corridor, infrastructure and operations on the proposed Development. It does not address any potential impact of the excavation or construction works from the development site on the rail tunnels, station or infrastructure and this will need to be part of the review processes.

It is noted that RailCorp has been provided very little correspondence or documentation from the Proponent and the supposed consultation to date has only included 3 very brief and limited meetings for generalised discussion. At these discussions it was indicated that there would only be around five (5) basement levels but the EA submission would suggest that this does not appear to be the case and that the number of basements and depth of excavation will be deeper than previously indicated. It is believed minutes have been prepared for one of those meetings written by the Proponent but these were never provided to RailCorp except as an attachment in this latest Part 3A EA submission.

Pages 36-40 inclusive of the Kass-Hermes Environmental Assessment dated March 2010 identifies the RailCorp requirements and methods for meeting these requirements. To enable compliance with these requirements it will be necessary for the Proponent to engage in ongoing consultation with RailCorp not only for design but also for methodologies, monitoring purposes and if required final endorsement of works.

RailCorp looks at your Department to assist in ensuring the Proponent to assist in ensuring the Proponent meets the above requirements, preferably prior to approval, but at a minimum prior to Construction Certificate.

RailCorp also requests that the conditions in Attachment A also be imposed.

Thank you for providing RailCorp the opportunity to comment and please contact me or the Project Coordinator Peter Boyden, of the Rail Corridor Management Group (RCMG) on 8922 4276 if you have any further enquires.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Jim Tsirimiagos', with a stylized flourish at the end.

Jim Tsirimiagos
Manager Land Use & 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 RailCorp as to whether these services are to be relocated or incorporated within the development site.*
- *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.*
- *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 Principle 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 Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from RailCorp confirming that this condition has been satisfied.*