

2 September 2011

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- 6 SEP 2011

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

Director-General

Attn: Scott Schimanski

Dear Sir/madam,


**Discovery Point Stage 1 Project Application
(MP10_0030)**

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

RailCorp has reviewed the proposal and in order to protect the rail corridor and rail operations, and works on RailCorp land, RailCorp requests that the conditions provided in Attachment A be imposed.

Please contact Mr Jim Tsirimiagos should you have any further enquiries on this matter.

Yours sincerely,



Jim Tsirimiagos
Manager, Land Use & Planning

Attachment A

1. *A construction certificate shall not be issued until written endorsement from RailCorp has been received for the following documentation for any works within 25m of the rail corridor or RailCorp easements:*
 1. *Geotechnical and Structural Reports*
 2. *Construction methodology and drawings*
 3. *Structural support during excavation*
 4. *And if deemed necessary by RailCorp following the review of the above matters, the following:*
 - i. *Track monitoring requirements (including instrumentation and the monitoring regime) during excavation and construction phases.*
 - ii. *A rail safety plan.*
 - iii. *Any other matter in order to protect the rail corridor.*
2. *Prior to the issue of a Construction Certificate the proponent 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 Proponent must discuss with RailCorp as to whether these services are to be relocated or incorporated within the development site.*
3. *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 Proponent. 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.*
4. *An acoustic assessment is to be submitted to the Principle Certifying Authority prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". All recommendations of the acoustic assessment are to be incorporated in the construction documentation.*
5. *Prior to the issue of a Construction Certificate 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. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate.*
6. *The Proponent appears to need track possessions (the stopping of trains running on adjacent tracks) and/or power outages (shutting of power to RailCorp's facilities) to be able to undertake the proposed construction and installation work. This will require the Proponent to enter into a Deed with RailCorp, enabling his work to be planned and to proceed in a safe and controlled manner. In this regard the Proponent should be referred to the Rail Corridor Management Group (RCMG) for further details*

7. *The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare and reflectivity to the satisfaction of RailCorp.*
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.
8. *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.*
9. *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.*
10. *Prior to the issuing of a Construction Certificate the Proponent 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.*
11. *During all stages of the development, environmental legislation and regulations will be complied with.*
12. *During all stages of the development extreme care shall be taken to prevent environmental harm within railway corridor. Any form of environmental harm to areas within the railway corridor or legislative non-compliance that arises as a consequence of the development activities shall remain the full responsibility of the Proponent.*
13. *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 Proponent.*
14. *Given the site's location next to the rail corridor, drainage from the development and proposed new roadway must be adequately disposed of/managed and not allowed to be discharged into the corridor unless prior approval has been obtained from RailCorp.*
15. *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.*
16. *Where the Proponent proposes to enter the rail corridor, the Principle Certifying Authority shall not issue a Construction Certificate until written confirmation has been received from RailCorp confirming that its approval has been granted.*
17. *To improve the comfort of future occupants, the landscaping and fencing in the plan should be designed to screen views of the rail tracks and reduce exposure to passing trains. Landscaping and fencing along the rail corridor shall meet RailCorp's satisfaction. The Principle Certifying Authority shall not issue a Construction Certificate until written confirmation has been received from RailCorp that this*

requirements has been met. The method of erection of the fencing is to be to the RailCorp's satisfaction prior to the fencing work being undertaken. The RailCorp may provide supervision, at the proponent's cost, for the erection of the new fencing.

18. Prior to the issuing of a construction certificate the proponent is to obtain RailCorp's requirements regarding the need for any crash barriers along the proposed roadway to prevent vehicles entering the rail corridor. RailCorp's requirements are to be implemented prior to the issuing of any Occupation Certificate for building the subject of this application. The method of erection is to be to the RailCorp's satisfaction prior to the fencing work being undertaken. The RailCorp may provide supervision, at the proponent's cost, for the erection of the new fencing.
19. No scaffolding is to be used within 6 horizontal metres of the rail corridor unless prior written approval has been obtained from the RailCorp. To obtain approval the proponent will be required to submit details of the scaffolding, the means of erecting and securing this scaffolding, the material to be used, and the type of screening to be installed to prevent objects falling onto the rail corridor.
20. The proponent must provide a plan of how future maintenance of the development facing the rail corridor is to be undertaken. The maintenance plan is to be submitted to RailCorp prior to the issuing of the Occupation Certificate. The Principle Certifying Authority shall not issue an Occupation Certificate until written confirmation has been received from RailCorp advising that the maintenance plan has been prepared to its satisfaction.
21. The Proponent shall provide details of any intended encroachment into RailCorp's easement or RailCorp owned lands, for review and approval by RailCorp prior to the commencement of works.
22. RailCorp infrastructure is to be protected during construction and excavation works.
23. No future rock anchors will be allowed within RailCorp land or easements other than those already addressed and specifically identified in detail design drawings attached to the existing Deed of Agreement dated 10 September 2009.
24. Provision shall be made for easy and ongoing access by RailCorp's vehicles, plant and equipment to support maintenance and emergency activities.
25. The proponent 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 safety and technical standards are complied with throughout the development.
26. The proponent will be required to provide a Bond for all the temporary works on RailCorp's land. The Bond amount will form part of any agreement/Deed entered into prior to the commencement of works. The purpose of the Bond is to ensure that the ramp/stairs are constructed/completed/maintained and that the temporary ramp is removed.
27. The proponent will obtain final RailCorp approval from RailCorp prior to the provision of the temporary ramp and stairs. The provision of RailCorp's final approval will be at RailCorp's discretion.

28. *The final location and specifications of the ramp and stairs will comply with RailCorp's standards. Any changes required to meet RailCorp's requirements, including the need to amend any planning approvals, will be borne by the proponent, including any associated costs.*
29. *The temporary ramp shall be constructed prior to the commencement of any works that, in RailCorp's opinion, will impact on the current access to Wollli Creek Station.*
30. *The temporary bus turning loop road and station access shall be constructed prior to the removal of the current bus turning loop.*
31. *The stairs and lift shall be constructed and fit for purpose in accordance with RailCorp's land owner's consent.*
32. *The temporary access ramp shall be removed within 2 months of final endorsement by RailCorp that the stairs and the lift are acceptable and fit for purpose to provide access to Wollli Creek Station.*
33. *The timing provided in Conditions 29-32 above can be varied if agreed to by RailCorp in writing. The onus will be on the proponent to provide adequate lead time to obtain the necessary RailCorp approvals/endorsements.*
34. *If required by RailCorp, a Station Construction Liaison Group comprising of representatives of the proponent and RailCorp is to be established. This Group is to meet prior to the commencement of construction and at intervals as required during the works period. The purpose of this Group is to ensure that there is an appropriate interface to manage RailCorp's customer and operational requirements.*

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