

6 October 2011

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

ATTENTION: David McNamara

Dear Sir/Madam,

MAJOR PROJECT- MP10_0195
Review of Environmental Assessment Report -
Warnervale Town Centre

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

RailCorp has reviewed the proposal and advises of the following general comments on the Environmental Assessment Report:

Reduced Level

RailCorp has maintained a collaborative working relationship with Woolworths to allow for integration of the proposed North Warnervale Railway Station design with the proposed design of the Woolworths component of the Town Centre. The RL indicated in Appendix G top of kerb RL 40.68 approx is consistent with preliminary designs developed by RailCorp for the proposed North Warnervale Railway Station. RailCorp will continue to work with Woolworths to ensure the integration of the Woolworths Retail Facility with the Warnervale Town Centre and the proposed North Warnervale Railway Station.

Appendix S- Traffic Report

Section 2.18 of the Report on the Transport aspects of the proposed retail development, North Warnervale states *"Warnervale railway station will be relocated from its existing location to the new town centre"*. RailCorp advises that *"the new North Warnervale Station is located 1.5 km north of the existing Warnervale Station"* and should replace the above exert in section 2.18 of the Report on the Transport aspects of the proposed retail development, North Warnervale.

Car Parking Provision

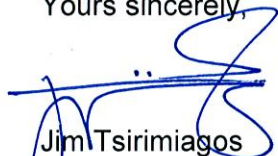
The proponent has made allowances for a total of 1880 car parking spaces for retail commercial and commuter use. The Environmental Assessment for the proposed development states that *"500 car spaces are to be provided for commuter car parking"*. However, out of the 1880 car spaces provided only 220 are identified for commuters in the transport report. RailCorp requests that the Warnervale Environmental Assessment provides an indication on the proposed location of the remaining 280 spaces for commuter car parking along with details on how these commuter spaces will be distinguished from retail and commercial spaces.

Construction Impacts

Due to the proximity of the proposed works to the rail corridor RailCorp needs to ensure that any impacts are mitigated. As such, RailCorp provides conditions of consent in Attachment A which RailCorp requests your Department to impose on any approval issued for this proposal. The conditions have been formulated on order to protect the adjoining corridor and rail operations.

Please contact me if you have any further enquires.

Yours sincerely,



Jim Tsirimiagos
Manager Land Use and Planning
RailCorp Property

Attachment A

1. *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 signalling. Should rail services be identified within the subject development site the Proponent must discuss with RailCorp as to how these services are to be protected, or if required, relocated.*
2. *The Proponent 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.*
3. *For any works that involve ground penetration of greater than 2m in depth and within 25m of the rail corridor, the Proponent shall provide a Geotechnical Engineering report and construction methodology to RailCorp for review by RailCorp's Geotechnical section prior to the commencement of works. The report shall demonstrate that the development has no negative impact on the rail corridor or the integrity of the infrastructure through its loading and ground deformation and shall contain structural design details/analysis for review by RailCorp. The report shall include the potential impact of demolition and excavation, and demolition- and excavation-induced vibration in rail facilities, and loadings imposed on RailCorp Facilities by the development.*
4. *The proponent is to note that rock anchors/bolts will not be permitted within RailCorp's property or easements.*
5. *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.*
6. *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.*
7. *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.*
8. *An Electrolysis/Stray Current Report is to be prepared. 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.*

9. *The Proponent may need track possessions (the stopping of trains running on adjacent tracks) and/or power outages to be able to undertake the proposed construction and installation work. The proponent should contact RailCorp regarding compliance requirements.*
10. *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.*
11. *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 catenary, contact and pull-off wires of the adjacent tracks, and to any aerial power supplies within or adjacent to the rail corridor.*
12. *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.*
13. *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.*
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.
No scaffolding is to be used within 6 horizontal metres of the rail corridor unless prior written approval has been obtained from the RailCorp. The proponent is to note that rock anchors/bolts will not be permitted within RailCorp's adjoining corridor.*
17. *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.*

--oOo--