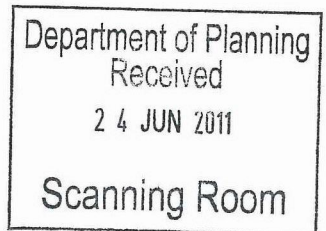




RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 8922 4062 Fax: (02) 8922 4890
Email: alexandra.stathakis@railcorp.nsw.gov.au

22 June 2011

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



ATTENTION: Peter McManus

Dear Sir/Madam,

**PROJECT APPLICATION – MP10_0214
Site 8B Commercial Development, Sydney Olympic Park**

I refer to the Department of Planning and Infrastructure's letter received on 24 May 2011 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.

1. Dilapidation Surveys

It is imperative that the construction and installation activities do not affect RailCorp's facilities, such as tunnels or embankments etc. Such activities will require full-time monitoring during the course of the works. It is therefore requested that The Principle Certifying Authority include the following condition of consent:

- *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 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 dilapidate on report will be required unless otherwise notified by RailCorp.*

2. Noise and Vibration

RailCorp is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can

seriously affect residential amenity and comfort, jeopardise the structural safety of buildings, and thus should be addressed early in the development process.

The Department of Planning has released the document titled “Development Near Rail Corridors and Busy Roads- Interim Guidelines”. The document is available on the Department of Planning’s website.

The Principle Certifying Authority is therefore requested to impose the condition of consent:

- *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”.*

3. Stray Currents and Electrolysis from Rail Operations

Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train’s motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that The Principle Certifying Authority include the following condition of consent:

- *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.*

4. Geotechnical and Structural Stability and Integrity

RailCorp needs to be assured that the development has no adverse effects on the geotechnical and structural stability and integrity of RailCorp’s Facilities. It is requested that The Principle Certifying Authority impose the following condition of consent.

- *The Applicant shall provide a Geotechnical Engineering report 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*

5. Demolition, Excavation and Construction Impacts

During demolition, excavation and construction, there is a need to ensure that there will be no adverse impact on the integrity of RailCorp's facilities, or the operation of the network. It is requested that The Principle Certifying Authority include the following condition of consent:

- *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 the Rail Authority 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 the Rail Authority confirming that this condition has been satisfied.*
- *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.*

6. Requirement for the Applicant to enter into a Deed with RailCorp

The proposed development has the potential to impact the safety, integrity and operation of RailCorp's network. It is requested that The Principle Certifying Authority include the following condition of consent:

- *The developer 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 the appropriate safety and technical standards are complied with throughout the development.*

Finally, it is asked that The Principle Certifying Authority forward to RailCorp a copy of the final development consent to enable RailCorp to monitor the Applicant's compliance with rail related conditions of consent.

Thank you for providing RailCorp the opportunity to comment and please contact me if you have any further enquires.

Yours sincerely,



Alexandra Stathakis
Assistant Town Planner
RailCorp Property