

Industry Assessments
Department of Planning, Industry & Environment
GPO Box 39
SYDNEY NSW 2001

ATTN: Rita Hatem

Dear Madam/ Sir,

**New Request for Advice - Warakirri College, (SSD-10420) (Campbelltown)
Response to Submissions**

Thank you for your request via ePlanning Portal (ref: PAE-3615) dated 11 June 2020 seeking Transport for NSW (TfNSW) review and comment on the above.

Legislation came into effect on 1 December 2019 that brings together Roads & Maritime Services and TfNSW. This response reflects the advice from the new organisation.

It should be noted that Sydney Trains comments and recommended conditions are also included.

The supporting documentation provided in support of the SSD has been reviewed, and detailed comments and suggested conditions of consent are provided in **ATTACHMENT A**.

Should you require clarification of any issue raised, please don't hesitate to contact Robert Rutledge, Principal Transport Planner, Land Use Planning and Development at Robert.rutledge@transport.nsw.gov.au.

Yours sincerely



24/6/2020

Mark Ozinga
Principal Manager, Land Use Planning & Development
Customer Strategy and Technology

CD20/04972

ATTACHMENT A – Suggested Conditions of Consent SSD-10420

Green/ Workplace Travel Plan

Comments

The Applicant has not adequately addressed TfNSW recommendation that a Green Travel Plan (GTP) be prepared in consultation with TfNSW in the Response to Submissions (RtS).

The RtS states that “A Green/Workplace Travel Plan is not necessary to provide for the College as the vast majority of the students already access the existing Campbelltown Campus by public transport (bus and train).”

The table on pages 8 and 9 of the RtS provides a brief response to the items TfNSW has recommended for inclusion in a GTP. However this does not demonstrate an adequate response to the TfNSW recommendation that the Applicant prepare a Green Travel Plan.

Recommendation

Prior to the issue of the first Occupation Certificate, the Applicant be conditioned to develop a Green Travel Plan in consultation with the Sydney Coordination Office within TfNSW. The Green Travel Plan should include, but not be limited to:

- Identify the total number of staff and students and predicted mode share;
- Provide strategies that encourage the use of public and active transport and discourage the use of single occupant car travel to access the site; for staff and students;
- Determine a communication strategy for engaging staff, visitors and the local community regarding public and active transport use to the site;
- Map potential walking/ cycling routes and prepare a Transport Access Guide for staff and students providing information about the range of travel modes, access arrangements and supporting facilities that service the site;
- Include promotion of the health and wellbeing benefits of active travel to the site; and
- Identify the number of students within reasonable walking / cycling distance.

Resources to assist can be found here: <https://www.mysydney.nsw.gov.au/travelchoices/tdm>

The applicant shall submit a copy of the final Green Travel Plan to TfNSW for endorsement; and provide the builder's direct contact number to small businesses adjoining or impacted by the construction work.

Sydney Trains

Comments

Sydney Trains advises that the documentation supplied as part of the EIS and RTS is not entirely sufficient due to the lack of sufficient rail related information and consultation. It is noted in the preliminary geotechnical assessment (CES180704-IDC-AC) that further more detailed investigation will be required. Sydney Trains will be happy to meet with the proponent to discuss the required documentation in greater detail.

Recommendations

In this regard, with consideration of the proposal and Applicant's RTS, it is requested that the following requirements as written in **Sections A & B** (including the amendment, as written, associated with Section B (2) in relation to the Acoustic wall being solely situated on RailCorp land not the defined boundary) are imposed on the proposed development:

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Section A

Prior to the issue of a Construction Certificate the Applicant shall prepare and provide to Sydney Trains satisfaction for review, comment and written endorsement the following **final version** items in compliance with relevant ASA Standards

(<https://www.transport.nsw.gov.au/industry/asset-standards-authority>):

1. Geotechnical and Structural report/drawings that meet Sydney Trains requirements. The Geotechnical Report must be based on actual borehole testing conducted on the site closest to the rail corridor, including a rail specific section on any potential impacts and mitigation measures.
2. Construction methodology with construction details pertaining to structural support during excavation. The Applicant is to be aware that Sydney Trains will not permit any rock anchors/bolts (whether temporary or permanent) within its land or easements.
3. Cross sectional drawings showing the rail corridor, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail corridor. All horizontal and RL measurements are to be verified by a Registered Surveyor.
4. Detailed Survey Plan showing the relationship of the proposed development with respect to Sydney Trains rail corridor (assets, land and/or easements).

Section B

1. No scaffolding is to be used facing the rail corridor unless prior written approval has been obtained from Sydney Trains. To obtain approval the Applicant 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. Unless agreed to by Sydney Trains in writing, scaffolding shall not be erected without isolation and protection panels.
2. No new fencing, structures or other features are to be fixed, attached or in any way structurally supported by, or reliant on, the existing Acoustic Wall on RailCorp Land.
 - a. Prior to the commencement of any works appropriate fencing must be in place along the rail corridor to prevent unauthorised access to the rail corridor during construction works. Details of the type of fencing and the method of erection are to be to the satisfaction of Sydney Trains prior to the fencing work being undertaken.
 - b. The Applicant/Developer will be liable to rectify any damages to the Acoustic Wall should they occur as a result of the proposed development. Should any rectification works be required the Applicant/Developer shall consult with Sydney Trains seeking approval for the works to be carried out prior to commencement of any such works.
3. The Applicant must ensure that all drainage from the development is adequately disposed of and managed and not allowed to be discharged into the railway corridor unless prior written approval has been obtained from Sydney Trains.
4. Unless advised by Sydney Trains in writing, all excavation, shoring and piling works within 25m of the rail corridor are to be supervised by a geotechnical engineer experienced with such excavation projects and who holds current professional indemnity insurance.
5. Prior to the commencement of any works a Registered Surveyor shall peg-out the common property boundary between the development site and RailCorp's land and easements. A copy of the survey report indicating the location of pegs must be provided

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to Sydney Trains prior to the commencement of works.

6. No rock anchors, rock bolts, ground anchors or rock ties, piles, foundations, rock pillars, transfer structures, basement walls, slabs, columns, beams, cut rock faces, are to be installed into RailCorp/Sydney Trains property or easements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
7. No work is permitted within the rail corridor (including airspace), or any easements which benefit Sydney Trains/RailCorp, at any time, unless the prior approval of, or an Agreement with, Sydney Trains/RailCorp has been obtained by the Applicant. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains 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 Sydney Trains for review and comment on the impacts on rail corridor. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
9. 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 or rail operations. A final landscaping and planting plan demonstrating measures to ensure compliance with this condition must be prepared to the satisfaction of Sydney Trains. No construction certificate can be issued until written confirmation has been received from Sydney Trains confirming that this condition has been complied with.
10. Prior to the issue of a Construction Certificate, a track (and/or ground vibration) monitoring plan (including instrumentation and the monitoring regime during excavation and construction phases) is to be submitted to Sydney Trains for review and endorsement. The Principal Certifying Authority is not to issue a Construction Certificate until written confirmation has been received from Sydney Trains that the monitoring plan has been endorsed.
11. Prior to the issuing of a Construction Certificate, the Applicant must submit to Sydney Trains a plan showing all craneage and other aerial operations for the development and must comply with all Sydney Trains requirements. If required by Sydney Trains, the Applicant must amend the plan showing all craneage and other aerial operations to comply with all Sydney Trains requirements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.
12. 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. The Principal Certifying Authority must ensure that the recommendations of the electrolysis report are incorporated in the construction drawings and documentation prior to the issuing of the relevant Construction Certificate.
13. The Applicant shall prepare an acoustic assessment demonstrating how the proposed development will comply with the Department of Planning's document titled

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“Development Near Rail Corridors and Busy Roads- Interim Guidelines”. The Applicant must incorporate in the development all the measures recommended in the report. A copy of the report is to be provided to the Principal Certifying Authority and Council prior to the issuing of a Construction Certificate. The Principal Certifying Authority must ensure that the recommendations of the acoustic assessment are incorporated in the construction drawings and documentation prior to the issuing of the relevant Construction Certificate.

14. Prior to the issue of an Occupation Certificate (whether an interim or final Occupation Certificate), a report must be prepared and submitted to the Certifying Authority, Council and Sydney Trains certifying that the completed development meets the requirements of State Environmental Planning Policy (Infrastructure) 2007 and with the Department of Planning and Infrastructure’s Development Assessment Guideline titled “Development Near Rail Corridors and Busy Roads - Interim Guidelines” as set down in the subject condition of this consent. Such a report must include external and internal noise levels to ensure that the external noise levels during the test are representative of the typical maximum levels that may occur at this development, and that internal noise levels meet the required dB(A) levels. Where it is found that internal noise levels are greater than the required dB(A) level, necessary corrective measures must be carried out to ensure that internal noise levels are compliant with the requirements of this consent.
15. The development shall have appropriate fencing fit for the future usage of the development site to prevent unauthorised access to the rail corridor by future occupants of the development. Prior to the issuing of an Occupation Certificate the Applicant shall liaise with Sydney Trains regarding the adequacy of any existing fencing along the rail corridor boundary or design and construction of new fencing. Details of the type of new fencing to be installed and the method of erection are to be to the satisfaction of Sydney Trains prior to the fencing work being undertaken.
16. If required, prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains Engineering & Maintenance Interface to determine the need for public liability insurance cover. If insurance cover is deemed necessary this insurance be for sum as determined by Sydney Trains and shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure and must be maintained for the duration specified by Sydney Trains. The Applicant is to contact Sydney Trains Engineering & Maintenance Interface to obtain the level of insurance required for this particular proposal. Prior to issuing the Construction Certificate the Principal Certifying Authority must witness written proof of this insurance in conjunction with Sydney Trains written advice to the Applicant on the level of insurance required.
17. The Applicant/Developer must give Sydney Trains written notice at least 5 business days before, and on the day of, commencing works which occur adjacent to the rail corridor.
18. The Applicant must ensure that at all times they have a representative (which has been notified to Sydney Trains in writing), who:
 - a. oversees the carrying out of the Applicant’s obligations under the conditions of this consent and in accordance with correspondence issued by Sydney Trains;
 - b. acts as the authorised representative of the Applicant; and
 - c. is available (or has a delegate notified in writing to Sydney Trains that is available) on a 7 day a week basis to liaise with the representative of Sydney Trains, as notified to the Applicant.

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19. Without in any way limiting the operation of any other condition of this consent, the Applicant must, during demolition, excavation and construction works, consult in good faith with Sydney Trains in relation to the carrying out of the development works and must respond or provide documentation as soon as practicable to any queries raised by Sydney Trains in relation to the works.
20. Where a condition of consent requires consultation with Sydney Trains, the Applicant shall forward all requests and/or documentation to the relevant Sydney Trains external party interface team. In this instance the relevant interface team is West Interface and they can be contacted via email on West_Interface@transport.nsw.gov.au.
21. Where a condition of consent requires Sydney Trains or Transport for NSW endorsement the Principal Certifying Authority is not to issue a Construction Certificate or Occupancy Certificate, as the case may be, until written confirmation has been received from those entities that the particular condition has been complied with. The issuing of staged Construction Certificates dealing with specific works and compliance conditions can be issued subject to written agreement from those entities to which the relevant conditions applies.