

TfNSW Ref: CD22/02550
Planning Portal Ref: SSD-14378717

Minoshi Weerasinghe
Department of Planning and Environment
PO Box 5022
PARRAMATTA NSW 2124

Dear Ms. Weerasinghe,

SSD-14378717– Response to Submissions (RTS) for Telopea Concept Plan & Stage 1A Residential, Retail, Child Care and Aged Care, Adderton Road Telopea

Thank you for requesting Transport for NSW (TfNSW) review and comment on the subject matter via NSW Major Projects Planning Portal (CNR-38872) on 22 April 2022.

TfNSW has reviewed the responses provided in Request to Submission (including relevant amended documents) addressing the comments 23, 24 25, 26, 27, 28, 29, 30, and 31 of the TfNSW submission dated 20 December 2021, and provide comments below:

1. Flooding and Stormwater Impact

A copy of the Civil Stormwater Management Report or Flooding Impact Assessment was requested with further information to demonstrate the impact on the light rail corridor.

Comment

No additional information has been provided that demonstrates the impacts on the rail corridor.

Recommendation

Additional information on the stormwater and flooding impacts on the light rail corridor needs to be provided for review.

In addition to above, following comments are relevant to Appendix DD Flood Assessment (EIS documents) and Appendix R (RTS documents).

- a) Appendix DD - Section 1 Introduction states that the study considers mainstream flooding only, and that overland flow assessment and stormwater drainage has been undertaken by others. The Integrated Water Management Report (Appendix EE) also does not appear to contain an overland flow assessment.
 - o The report needs to be updated to include overland flow assessment and stormwater drainage.

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- b) Appendix DD Section 3 Flood behaviour and Appendix R: Flood mapping is provided for the baseline (existing) scenario only, and for riverine flooding only. There does not appear to be any afflux mapping provided to illustrate flood impacts associated with the proposal (eg as a result of change in grading/overland flow, in particular as a result of creation of the new Link Road).
- The report should be updated to include above information to allow review of potential impact to the light rail corridor.

2. Electrolysis / Stray Currents

Due to the likelihood of stray currents from the rail corridor, the Applicant was requested to update the Electrolysis Testing Document and recommendations.

Comment

The requirement relating to reinforcement bar chairs has not been adequately addressed.

Recommendation

This issue can be dealt with as a condition of consent as outlined below:

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, bar chairs for reinforcement (pre-pour) should be specified to be either plastic or concrete.

Comment

The requirement relating to electrical continuity testing has not been addressed.

Recommendation

This issue can be dealt with as a condition of consent as outlined below:

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, Electrical Continuity Testing document needs to be updated to include the need to undertake resistance testing in accordance with AS2832 prior to pouring each concrete element.

3. Building E design requirements

Comment - berm design life requirements

Building E is adjacent to and within 25m of the light rail corridor. Therefore, from a geotechnical and ground movement standpoint the proposed berm geometry will need to satisfy the required design life. The Applicant was requested to update Appendix Y3 - Prediction of Ground Movements Under Rail Corridor' (Section 2.2) and Appendix Y1 - Preliminary Geotechnical assessment (page 6) to confirm that the proposed berm geometry would satisfy the required design life and provide a construction programme and design life for Building E berm adjacent to the rail corridor.

This requirement has not been addressed adequately in RTS documents.

Recommendation

This issue can be dealt with as a condition of consent as outlined below:

- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall provide a construction programme and design life for Building E berm adjacent to rail corridor. The applicant shall confirm that the berm geometry satisfies the required design life.

Comment - confirmation of excavation levels

Appendix Y3 - Prediction of Ground Movements Under Rail Corridor in the Finite Element Analysis section addressing the detailed cross-section in Figure 2 requires additional information on reduced levels and maximum depth of excavation. The Applicant was requested to update the detailed cross-section in Figure 2 to provide additional information on reduced levels and maximum depth of excavation.

This requirement has not been addressed adequately in RTS documents.

Recommendation

This issue can be addressed by imposing the suggested condition of consent as below:

- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall provide reduced levels on Figure 2 and confirm maximum depth of excavation.

Comment - predicted ground movements

Figures presented in Appendix Y3 - Prediction of Ground Movements Under Rail Corridor (Section 3) figures appear that the application of foundation load results in a localised impact on movement (no change in movement at tracks). However, this is not reflected in the results table.

The Applicant was requested to confirm the analysis results in Appendix Y3 - Prediction of Ground Movements Under Rail Corridor (Section 3) presented in the table to confirm they match those presented in Figures 3, 4 and 5 including if the stages reported are correct.

This requirement has not been addressed adequately in RTS documents.

Recommendation

This issue can be addressed by imposing the suggested condition of consent as below:

Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall provide confirm analysis results presented in the table (Section 3) match those presented in Figures 3,4 and 5 and the stages reported are correct.

Comment - building openings near the rail corridor

The design for openings such as balconies and windows on Building E will require risk mitigation of debris being thrown onto rail infrastructure. The Applicant was requested to provide updated

drawings/details for Building E, showing anti-throw mechanisms for openings etc. (windows, balconies, terraces, roof top facilities and the like) within 20m facing the rail corridor in accordance with protection of rail corridors in Asset Standards Authority (ASA) Technical Guidelines T HR CI 12090 ST and Development near Rail Corridors and Busy Roads – Interim Guideline.

RTS document states that *Only a part of Building E may be within 20m of the PLR corridor. This requirement could be accepted as a condition of consent, as is typical of these types of requirements.*

Recommendation

This issue can be addressed by imposing the suggested condition of consent as below:

- Prior to the issue of any construction certificate or any preparatory, demolition or excavation works, whichever is the earlier, the applicant shall provide updated drawings/details for Building E, showing anti-throw mechanisms for openings etc. (windows, balconies, terraces, roof top facilities and the like) within 20m facing the rail corridor in accordance with protection of rail corridors in Asset Standards Authority (ASA) Technical Guidelines T HR CI 12090 ST and Development near Rail Corridors and Busy Roads – Interim Guideline.

As stated in comments 1, 2 and 3 in page 9 of 12 of our submission dated 20 December 2021, TfNSW also provides the suggested conditions of consent in TAB A for consideration in the determination of this application.

Thank you again for the opportunity of providing comments for the RTS documents for SSD-14378717. It is noted that this RTS has also been referred to TfNSW's Roads and Maritime Services Portal Account and a separate letter of response (TfNSW Reference: SYD21/00188/04) for that referral has been provided to Department on 25 May 2022.

If you require further information, please email development@transport.nsw.gov.au. I hope this has been of assistance.

Yours sincerely



16/6/2022

Mark Ozinga

Senior Manager Land Use Planning & Development
Customer Strategy & Technology

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TAB A - Additional Suggested Conditions of Consent

As stated in comments 1, 2 and 3 in page 9 of 12 of our submission dated 20 December 2021, TfNSW also provides the following comments conditions for consideration in the determination of this application:

- Prior to the commencement of works on site, if required by TfNSW, an interface agreement between the Applicant, the Parramatta Light Rail Operator, (and if nominated by TfNSW any other relevant TfNSW Contractor) must be executed. The interface agreement will include, but is not limited to:
 - Pre and post construction dilapidation reports;
 - The need for track possessions;
 - Review of the machinery to be used during excavation, ground penetration and construction works;
 - The need for track monitoring;
 - Design and installation of lights, signs and reflective material;
 - Access by representatives of TfNSW, the Parramatta Light Rail Operator and any other relevant TfNSW Contractor nominated by TfNSW to the site of the approved Development and all structures on that site;
 - Endorsement of Risk Assessment/Management Plan and Safe Work Method Statements (**SWMS**);
 - Endorsement of plans regarding proposed craneage and other aerial operations;
 - Erection of scaffolding/hoarding;
 - The rules and procedures of the Parramatta Light Rail Operator and any other relevant TfNSW Contractor nominated by TfNSW;
 - Parramatta Light Rail Operator's recovery of costs from the Applicant for costs incurred by these parties in relation the Development (e.g. review of designs, shutdown /power outages costs including alternative transport, customer communications, loss of revenue etc) risk assessments and configuration change processes; and
 - Alteration of rail assets such as the overhead wiring along the track and associated hoarding demarcation system, if undertaken by the Applicant.
- Prior to the commencement of any works, if required by TfNSW, a Deed Poll will need to be accepted by Parramatta Light Rail Contractors and signed by the Applicant. The Deed Poll will include, but is not limited to:
 - Work Health and Safety provisions including the need for Safe Method Work statements;
 - Parramatta Light Rail access requirements including site works access approval and access permit to work;
 - Parramatta Light Rail Contractor compliance requirements;
 - Indemnities and releases;

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- Insurance requirements and conditions;
 - Parramatta Light Rail Contractors recovery of costs from the Applicant for costs incurred in relation to the Development (e.g. review of designs, provision of information);
 - The need to enter into an interface deed or similar with the Parramatta Light Rail Operator when the Parramatta Light Rail project is handed over to the Operator;
 - Attendance and participation in the construction works risk assessment of construction activities to be performed in, above, about, and/or below the Parramatta Light Rail Corridor.
- Prior to commencement of works, the applicant must hold current public liability insurance cover of minimum AUD\$ 250 million, unless otherwise advised by TfNSW, for the entire period of the construction programme. This insurance shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure. Prior to issuing the first Construction Certificate the Certifier must witness written proof of this insurance in conjunction with TfNSW's written advice to the applicant on the level of insurance required.
 - Consultation with TfNSW Light Rail and the PLR operator is to be maintained during the design phase of the New Link Road/Adderton Road signalised intersection.
 - Prior to Construction Certificate, the Applicant is requested to provide a copy of structural drawings of proposed structures (including retention system) within 25m of the rail corridor to TfNSW.