

24th May 2021

Joelle Khnouf
Development Assistant
Deicorp Project Showground Pty Ltd
Level 3/161 Redfern Street,
Redfern NSW 2016

Dear Joelle,

**Showground Station Precinct Development
RE: Development Near Rail Corridor**

Summary

The Protection Zone around rail corridors is divided into two classifications: "First Reserve" and "Second Reserve". Demolition and construction works are generally not possible within the First Reserve, while works within the Second Reserve are normally possible subject to a detailed engineering assessment.

The principle elements for assessment are to confirm the ground loadings and ensure that the rail asset is not adversely affected by the proposed development works. Assessment also entails demonstrating that the presence of the rail will not adversely affect the proposed development (noise, vibration etc.). Other requirements are subject to further assessment.

The relevant document for works around the Sydney Metro rail corridor is the *Sydney Metro At Grade and Elevated Sections corridor Protection Guidelines (2018)*. These guidelines stipulate the specific requirements and provides technical and procedural guidelines to be followed for new developments near existing and future Sydney Metro rail at grade and elevated infrastructure during development planning, designing, construction and operating stages.

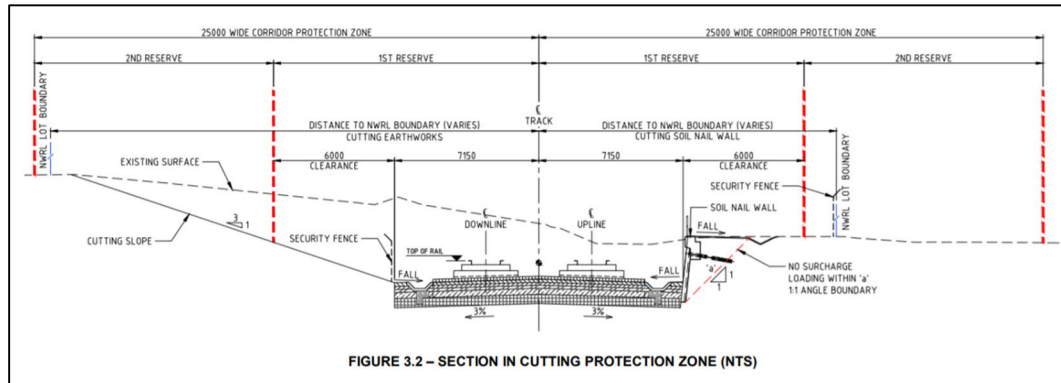
The guidelines define the Rail Corridor Protection Zone as elements as follows;

- a. *Elevated viaduct - 25m from the centre line of the dual track structure.*
- b. *At Grade embankments and cuttings within a fenced or walled boundary - 25m from the centre line of the dual track structure.*
- c. *For other infrastructure the protection zone shall be assessed based on the adjacent proposed development.*

Proposed Development

The proposed Doran Drive Showground Precinct Development is adjacent to an underground section of the Sydney Metro Northwest.

Figure 3.2 in *Sydney Metro At Grade and Elevated Sections corridor Protection Guidelines* sets out the zones that form the First Reserve and Second Reserve around Metro at-grade infrastructure. The Protection Zone that encompasses both reserves measure 25 metres from the centreline of track as seen below.



The proposed Doran Drive Showground Precinct Development is located outside the Protection Zone of the at-grade Metro infrastructure. The development boundary measures approximately 40 metres from the mapped centreline of the dual track structure, well exceeding the 25-metre Protection Zone requirement. A visual representation is shown below in Figure 1.

Due to the distance from the operation guideline, the proposed development:

- Is not located within the protection reserve; and
- Does not have the potential to cause design and construction related safety, engineering, maintenance and operational impact on the at grade and elevated Metro infrastructure.

The development of this future precinct was considered as a part of the Showground Station design and the adjacent roads and frontages are already completed.

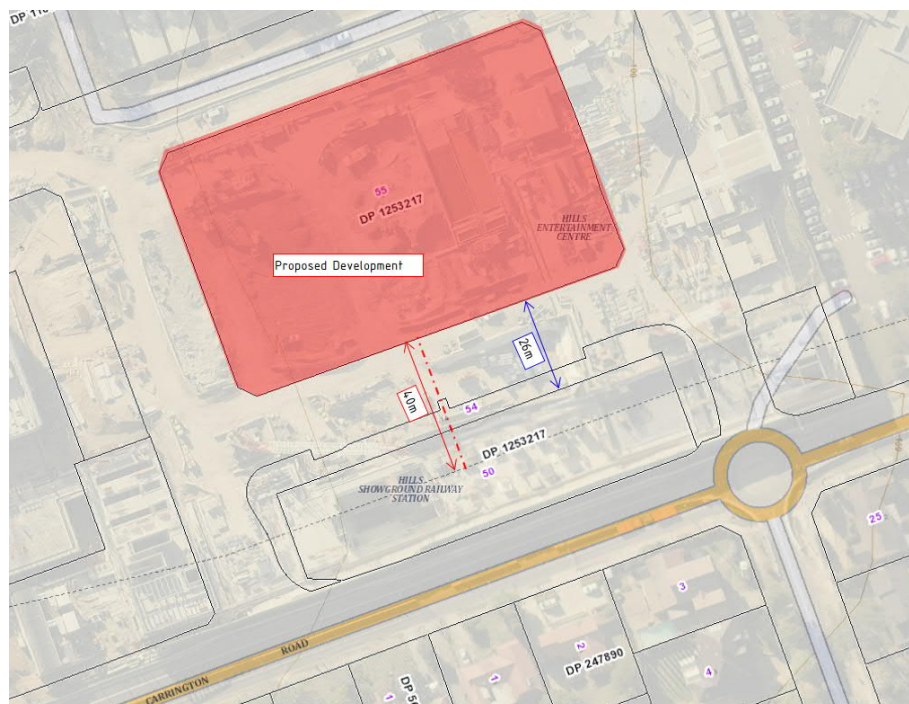


Figure 1: Distance of proposed development from track centreline

It is recommended that construction access to the proposed development off Mandala Parade is limited for as far as practicable and that the key elements of the *Sydney Metro At Grade and Elevated Sections corridor Protection Guidelines* Section 7 are incorporated into the Construction Management Plan.

If you require any further information, please don't hesitate to contact me on the details below.

Yours faithfully



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