



Transport
for NSW

The Director
Industry, Social Projects and Key Sites
Department of Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Attention: Thomas Mithen

**NORTH PENRITH DEFENCE SITE SUBDIVISION OF STAGE 3A (SSD 5348)
NOTICE OF EXHIBITION**

Dear Mr Mithen

Thank you for your letter received 9 September 2013 regarding your request for Transport for NSW (TfNSW) to provide comment on the Stage 3A Notice of Exhibition (SSD 5348), for the North Penrith Mixed Use Development site.

TfNSW has completed a review of the exhibition proposal for the North Penrith Defence Site. As lodged, TfNSW is not able to support approval of the subdivision plan until all the Director-General Requirements are satisfied. The unresolved issues relate to:

- Bus Infrastructure Requirements, and
- RailCorp property and Safety Requirements

Detailed comments are provided in **Attachment 1**.

Should you have any questions regarding this matter, please contact Robert Rutledge, Principal land Use and Transport Planner on 8202 2203 or email Robert.rutledge@transport.nsw.gov.au.

Yours sincerely

13/11/13

Mark Ozinga
**Manager, Land Use Planning and Development
Planning and Programs**

ATTACHMENT 1

TRANSPORT FOR NSW TRANSPORT CLUSTER COMMENTS

NORTH PENRITH DEFENCE SITE SUBDIVISION OF STATE 3A (SSD 5348)

Bus Infrastructure Requirements

Early identification and protection of corridors is consistent with transport objectives in the *Metropolitan Plan for Sydney 2036*. With a view to providing maximum flexibility for future bus operations in an area that is close to a major railway station and regional city, these objectives include bus priority measures on key bus transport networks, including corridors with long term potential.

TfNSW's submission of 18 January 2013 in regards to the Exhibition of Stages 2B & 2C, 2D & 3B indicated that in order to provide maximum flexibility for future bus operations in this area, it is important for consideration to be given to providing roads and intersections that can support bus manoeuvrability in accordance with the relevant standards. It was noted that the proposed width of some of these roads and intersection layouts would permanently inhibit buses or larger service vehicles.

The diagram illustrated in **Attachment 2** was provided to the developer at this stage, and indicated the roads and intersections that should be considered. These particular roads at least should be designed to accommodate overall bus manoeuvrability, bidirectional movement and swept paths of buses up to 14.5 metres in length such that there is no centreline crossing.

TfNSW continues to require these amendments.

Further, an additional bus stop (designed in accordance with the STA Style Guide), capable of accommodating up to two buses should be located on the north eastern side of the roadway immediately opposite Penrith Station. This is necessary to accommodate buses that are approaching the Station from the north and west.

The Landscape Concept Report provided needs to be reviewed in the vicinity of the bus stops to ensure that visibility for buses is not obstructed. This may involve the removal of a number of the proposed trees from the plan.

RailCorp Property and Safety Requirements

The subject proposal was reviewed by RailCorp as the beneficiary of registered electrical easement which burdens the subject land. This easement is for RailCorp's 11,000 volt (ie 11kV) and 66,000 volt (ie 66kV) high tension transmission lines (HTTL) running through the subject site.

RailCorp does not support the approval of the subdivision plan (as lodged with the subject EIS) as it does not contain the registered easement and also does not comply with the Director-General Requirements which specifically state that the subdivision plan is to include all easements.

RailCorp was furnished with a revised subdivision plan (**Attachment 3**) which now includes the registered easements. RailCorp will support the approval of this plan, subject to DPI imposing the following condition:

- The subdivision plan shall not be registered until all easements burdening the subject land have been included and a written endorsement from RailCorp's land Information Unit has been obtained.

Given the presence of RailCorp's easement on the subject land, RailCorp has concerns with certain components of the proposed works for the Station Plaza. The proposal includes the provision of high mast multi headed luminaire poles, future colonnade and paving works. With respect to the poles some of these are proposed to be located within the same area as the HTTL which is not possible. It should also be noted that the easement terms do not allow any works within the easement area without RailCorp's approval, and compliance with the relevant electrical clearance standards will be a further requirement.

UrbanGrowth will be liaising with RailCorp and Sydney Trains with respect to the relocation of the HTTL, however, until there is agreement to the relocation of the HTTL RailCorp can only support the current proposal on the basis DPI imposes the following conditions.

- No works are to occur within RailCorp's easement area until such time written agreement has been obtained from RailCorp and Sydney Trains. The provision of high mast multi headed luminaire poles, colonnade, water features and public amenity building located outside the easement area are to comply with the relevant electrical easement standards with respect to clearance requirements.
- Due to the location of RailCorp's power poles within the Station Plaza area RailCorp's written approval is to be obtained regarding any level changes to areas around the power poles.
- Prior to the commencement of work 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 endorsement. Works shall not commence until written confirmation has been received from RailCorp 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.
- Prior to the commencement of works the Applicant is to submit to RailCorp a plan showing all craneage and other aerial operations for the development and must comply with all RailCorp requirements. No works are to be undertaken until written confirmation has been received from RailCorp confirming that this condition has been satisfied.

- Access to the Station is not to be hindered during construction works. Any changes to access arrangement are to be endorsed by Sydney Trains and Transport for NSW.

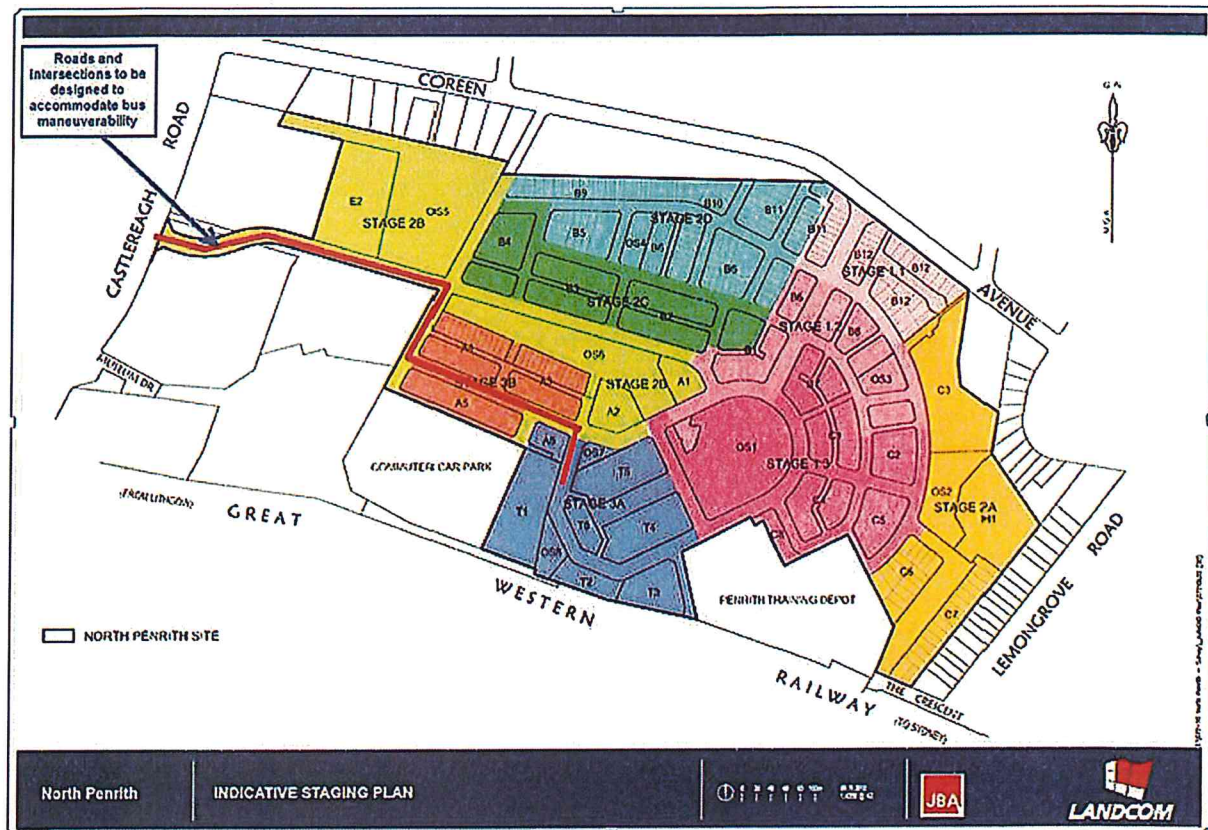
Finally, in relation to the future bus link to Penrith CBD on proposed Lot 3007 RailCorp is concerned that the fencing and landscaping of this land will hinder the inspection and maintenance of the HTTL. RailCorp requests DPI to impose the following condition:

- The fencing of proposed lot 3007 for the future bus link is to include access for RailCorp and Sydney Trains. The access and security mechanism is to meet RailCorp and Sydney Trains requirements.
- No landscaping is to be provided under or within 6m of RailCorp's electrical infrastructure.

ATTACHMENT 2

NORTH PENRITH DEFENCE SITE SUBDIVISION OF STATE 3A (SSD 5348)

FUTURE ROAD BUS MANOEUVRABILITY



ATTACHMENT 3

NORTH PENRITH DEFENCE SITE SUBDIVISION OF STATE 3A (SSD 5348)

REVISED SUBDIVISION PLAN

