

Our Ref: 15756
DPE Ref: SSDA 7317 MOD 5

30 April 2018

15756

Ben Lusher
Director - Key Sites Assessments
Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Attention: Pilar Aberasturi

Dear Pilar,

SSDA 7317 MOD 5 – RESPONSE TO SUBMISSIONS

This Response to Submissions (RTS) letter is submitted to the Department of Planning & Environment (the Department) in support of Modification 5 to amend State Significant Development (SSD) consent SSD 7317 relating to the construction of a commercial campus at the Australian Technology Park, Eveleigh.

The Section 96 (1A) application identified as Modification 5 (MOD5) was lodged on 25 January 2018 and seeks approval for the construction of a concrete base structure beneath Locomotive Street to house a travelator that will connect Bay 4 of the Locomotive Workshop to the lower ground floor of Building 2.

MOD 5 was placed on exhibition for 14 days until 15 February 2018. During this time submissions were received from the City of Sydney Council, Transport for NSW and the NSW Heritage Council. No submissions were received from the public.

This letter responds to the key issues raised by the Department in its letter dated 22 February 2018.

The following additional information is attached in support of this RTS:

- Owners Consent Letters (**Attachment A**);
- Contamination Impact Statement, prepared by JBS&G, dated 26 February 2018 (**Attachment B**);
- Construction Noise and Vibration Impact Statement, prepared by Renzo Tonin Associates, dated 11 April 2018 (**Attachment C**); and
- Amended Structural Assessment Letter (dated 30 April 2018) and Shoring Concept Plan for the Locomotive Workshop, prepared by Archadis (**Attachment D**).

1.0 Response to Key Issues

1.1 Relationship between SSD 7317 and SSD 8517

1.1.1 Issue 1

Provide justification for the need for the concrete base structure to be considered separately to SSD 8517, including details on the timing of the public domain works in Locomotive Street (SSD 7317) and future works associated with SSD 8517 if approved.

Response

As set out in the application letter, Mirvac is wishing to commence works to upgrade Locomotive Street as part of the public domain works that are already approved under SSD 7317 and it is more logical and efficient to construct the travelator shell ahead of the above ground public domain works.

An open cut excavation method is proposed rather than tunnel boring and the likely construction sequence will be as follows:

1. Install piles from existing ground level.
2. Excavate down to 1.5m below existing ground level and support existing services.
3. Excavate in 1.5m increments to base level.
4. Pour tunnel base slab.
5. Pour tunnel lid and walls.
6. Backfill to final finished levels.
7. Install final surface finishes and embellishments.

Mirvac are proposing to commence the excavation works in August 2018 and given the complexities and sensitivities of SSDA 8517, Mirvac has sought approval for the construction of the travelator shell separately from SSDA 8517, simply to enable the excavation works to be completed ahead of the above ground public domain works commencing in February 2019.

1.1.2 Issue 2

Provide plans/ details to demonstrate how the concrete base structure will be capped at the boundary between SSD 7317 MOD 5 and SSD 8517 as well as any interim works at the junction to the Building 2 basement.

Response

During the construction works and until such time that the travelator is fully functional, the concrete base structure will be capped at the boundary between SSDA 7317 and SSD 8517 by hoardings and hoardings will also be used at the junction of Building 2.

Whilst glazed doors are intended to be constructed at the junction of Building 2 and the tunnel as shown on Architectural Drawing AR-DWG-BB-B2- 300L (**Figure 1**), the exact junction detail between Building 2 and the tunnel is likely to be developed as part of the construction certificate documentation for CC5 – External Works for Building 2.

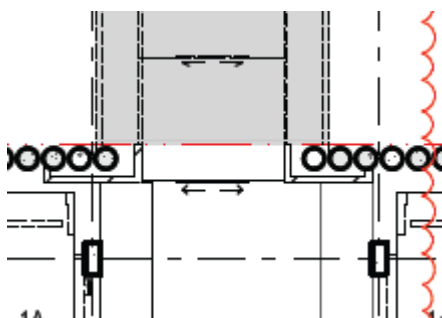


Figure 1 Proposed door at the junction of Building 2 and the travelator tunnel

Source: FJMT

1.2 Excavation and remediation

1.2.1 Issue 1

Confirm whether approval is sought for excavation associated with the proposed for a concrete base structure below Locomotive Street.

Response

We confirm that approval is sought for open cut excavation within Locomotive Street that is associated with the proposed concrete base structure.

1.2.2 Issue 2

If excavation is proposed, the proposal should be amended to address any potential contamination impacts and remediation mitigation measures not covered by the existing Remediation Action Plan (R002_ATP Site Wide RAP_Rev0_Part 1- Part 9 – EIS, SSD 7317).

Response

JBS&G has prepared a statement (**Attachment B**) that addresses any potential contamination impacts and remediation measures associated with the proposed excavation works for the traveller tunnel within Locomotive Street. In summary JBS&G conclude:

- The traveller tunnel structure walls and base will form a permanent physical barrier between future tunnel users and maintenance personnel and surrounding impacted media. As such the proposed structure details are considered consistent with those of a future building ground floor slab and basement walls as nominated in the site conceptual site model as presented in the RAP.
- In regard to the potential for soil vapour impacts, previous site assessment works have identified that there is no vapour risk present with regard to a potential health risk to current or future occupants within the Locomotive Workshop and/or potential future users of the tunnel adjoining Building 2 and the Locomotive Workshop.
- Previous site assessment works have outlined a perched groundwater body between 1.9m and 2.8m bgs in the vicinity of the proposed location of the travelator tunnel. Due to the absence of VOC impact from shallow seepage water and groundwater, groundwater does not present a primary contact exposure risk.

Furthermore, JBS&G recommend that:

- any proposed excavation works associated with the traveller tunnel be supervised by a suitably qualified environmental consultant and/ or occupational hygienist, in accordance with Safe Work Australia/ NSW WorkCover regulatory requirements; and
- details of remediation works should be documented as per the requirements of the existing RAP such that upon completion of the works a final validation assessment will be completed to demonstrate the suitability of the site for the proposed commercial use, subject to ongoing management under the proposed EMP.

Mirvac are happy to accept the above recommendations to be included as conditions of consent within the Instrument of Approval.

1.3 Noise and Vibration during construction

1.3.1 Issue 1

Provide details of the likely noise and vibration impacts during the proposed phases of construction and associated mitigation measures required.

Response

Renzo Tonin & Associates (RTA) has provided a Construction Noise and Vibration Impact Statement (**Attachment C**) that assesses the potential noise and vibration impacts associated with the construction of the travelator tunnel and provides recommendations for managing noise and vibration impacts during the construction works.

1.4 Protection of Locomotive Workshop and Building 2

1.4.1 Issue 1

Provide further details to demonstrate the shoring concept and other structural works required to protect the stability of the Locomotive Workshop and Building 2.

Response

With regard to Building 2, Enstruct have advised that:

“the piled wall adjacent to the travelator tunnel is its own structure and is detached from the Building 2 structure. Therefore adjusting the piled wall to accommodate the travelator tunnel will not have any impact on the Building 2 structure.”

Furthermore, with regard to the Locomotive Workshop, Arcadis has provided an updated Structural Assessment Statement and a Structural Details Plan (**Attachment D**) that illustrates the shoring concept and structural works that are required within the Locomotive Workshop. However, the final detailed shoring plans will be provided with the relevant construction certificate documentation for the construction of the tunnel under SSDA 8517.

We trust the information included and attached to this letter is sufficient to address the issues highlighted in the letter, dated 25 January 2018 and assessment of the application can be finalised.

Should you wish to discuss any matter, please don't hesitate to contact me.

Yours sincerely,



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