

**RailCorp Property**  
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24 December 2010

Mr Sam Haddad  
Director-General  
Department of Planning  
GPO Box  
Sydney NSW 2001

**ATTENTION: Kate Masters**

Dear Mr Haddad,

**SYDNEY CITYGRID PROJECT – STAGE 2D**

I refer to your Department's request for RailCorp's comments on the above proposed development.

RailCorp has reviewed the proposal and the Environmental Assessment (EA) Report and whilst the proposal will pose a number of impacts on existing and future RailCorp tunnels and infrastructure (eg excavation impacts), these could be mitigate via the entering into an agreement/deed with RailCorp or via conditions of consent.

In relation to the existing rail assets, agreement has been tabled as part of EnergyAustralia's draft Statement of Commitments listed on page 117 of Table 17-1 of the EA (under the heading "Detailed Design Investigations).

However, these commitments need to be expanded to ensure that RailCorp can protect it current rail assets. As such, RailCorp requests that EnergyAustralia agree to the following amendments, or that your Department imposes conditions of consent to achieve the same outcome:

- Detailed Design Investigations – Paragraph 1. This commitment is to be expanded to ensure that the additional geotechnical investigations to be undertaken need to be done in accordance with RailCorp Geotechnical, Structural and Construction Methodology reporting requirements so that RailCorp can be presented with the required information to enable it to assess the proposal's impacts.

- Detailed Design Investigations – Paragraph 2. This commitment needs to be expanded to ensure that the detailed design is endorsed by RailCorp (and not purely consulted with) for any part of the proposal that is within 25m of an existing rail tunnel or infrastructure.
- Detailed Design Investigations – Paragraph 3. For RailCorp's existing assets, this commitment needs to be amended so that the words '*in the vicinity*' is replaced with the words '*within 25 metres*'.

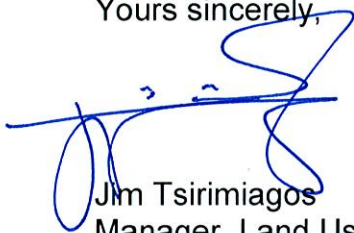
In addition, it is recommended that EnergyAustralia enter into the agreement when works start and not wait until the works reach the stakeholders assets. This is to ensure that there is enough lead time to negotiate and enter into an agreement (include the review of required documentation) so there is no delay in works progressing or needed to halt whilst the agreement is being negotiated or documents reviewed.

This agreement, for RailCorp purposes needs to cover, but limited to, the items provided in page 2 of RailCorp's letter dated 12 May 2008 (attached).

In relation to the protection of future rail corridor, RailCorp's suggested conditions of consent are provided as Attachment A. These conditions are similar to Conditions 73-78 imposed by the Minister for Planning in his determination on 21 February 2007 (attached).

Thank you for providing RailCorp the opportunity to comment and it would be appreciated if a copy of the final approval be forwarded to RailCorp.

Yours sincerely,



Jim Tsirimiagos  
Manager, Land Use & Planning  
RailCorp Property

**CITYGRID STAGE 2D  
RAILCORP REQUIREMENTS**

1. Before construction commences, the Proponent must consult with RailCorp about impacts on existing rail infrastructure and the planned CBD Rail Link (CBDRL).
2. The Proponent must design, construct and maintain the cable tunnel so as to:
  - a) not interfere with either existing rail infrastructure or the capacity to design, construct and operate the CBDRL;
  - b) provide for impacts from the construction, operation and maintenance of the CBDRL; and
  - c) provide for impacts, including stray currents and vibration, from rail operations.
3. Before construction commences, the Proponent must obtain from RailCorp and comply with a Rail Party Access Authority as provided under the Master Deed for Access to Rail Corridor between Energy Australia and RailCorp.
4. The Proponent must advise the Director-General of such authority as soon as practicable after an authority has been issued by RailCorp.
5. Before construction commences, the Proponent must enter and comply with an agreement with RailCorp to ensure that the capacity to design, construct and operate the CBDRL is not impeded. The agreement is to at least address:
  - a) the provision of design documentation, technical reports and other information to RailCorp before construction commences and the ongoing provision of information;
  - b) the taking into account RailCorp submissions, including those related to designs, design modifications, technical reports and other documents, where there may be an impact on the capacity to design, construct and operate the CBDRL; and
  - c) notification to RailCorp of events that affect existing rail infrastructure and the planned CBDRL.
6. The Proponent must advise the Director-General of such agreement as soon as practicable after agreement has been reached.





# RailCorp

Rail Corridor Management Group  
Level 16, 55 Market Street  
Sydney NSW 2000  
Tel: (02) 9224 2349 Fax: (02) 9224 4805

12 May 2008

Neville Osborne  
Manager – Energy and Water  
Major Infrastructure Assessment  
23-33 Bridge Street  
SYDNEY NSW 2000

Dear Mr Osborne,

**SYDNEY CITYGRID PROJECT: PROPOSED ENERGYAUSTRALIA SYDNEY CBD  
132kV CABLE TUNNEL AND BELMORE PARK SUB-STATION.**

With reference to your letter dated 23 April 2008 and the meeting arranged at EnergyAustralia's Head Office on 28 April 2008, it is advised that the proposed works will impact on both the existing rail corridor and planned future works.

It is understood that at this stage it is only requested that key issues be identified where it is apparent that there will be interaction between EnergyAustralia and RailCorp with potential impact on the rail corridor, infrastructure, operations and future proposals.

Insofar as the existing rail corridor and tunnels are concerned there will be impacts at the following locations:

- Wynyard – Station and Tunnels.
- City Circle at Royal Botanic Gardens – Tunnels near Conservatorium of Music
- City Circle at Eastern Distributor – Tunnels near Macquarie Street, both live and disused.
- Eastern Suburbs Railway – Tunnels near Art Gallery of NSW.
- Eastern Suburbs Railway – Tunnels near Belmore Park (which will also impact on the existing Metro Light Rail corridor in Hay Street).

In respect of the Belmore Park Substation proposal it is advised that RailCorp was involved in the review of a previous development proposal for this site on behalf of both RailCorp and Metro Light Rail. The information obtained from this previous investigation may still have relevance to the current proposal, depending on details as they are revealed.

For RailCorp the main issues at this stage for existing infrastructure are presumed to be as follows:

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1. Grade separations between the proposed CityGrid tunnel and existing rail tunnels and below ground infrastructure.
2. Accurate survey information clearly defining horizontal and vertical relativity between existing rail infrastructure and easements and the proposed tunnel design criteria.
3. Service searches should be carried out to identify the presence of any rail services in the areas under consideration.
4. Dilapidation surveys may be required prior to, during and after any works.
5. Acoustic/vibration treatment may need to be assessed for any impact from rail operations on the proposed CityGrid tunnel.
6. Vibration monitoring of the rail tunnels may be required during the works should they come in close proximity to existing rail infrastructure.
7. An Electrolysis Report may be required for those areas of the proposed works within sixty (60) metres of the existing electrified rail network. This is due to stray current presence which may have potential to impact on electrically conductive materials.
8. Where the proposed works are to be located within twenty five (25) metres of existing rail infrastructure Geotechnical and Structural Reports will be required to be submitted to rail for review.
9. Depending on results of the above Reports it may be necessary for Track Possessions and Power Outages to be arranged, particularly if access to the rail tunnels is required.
10. Construction methodologies, risk assessments, Safe Work Method Statements and any monitoring regimes applicable to rail infrastructure will be required to be submitted to rail for review.
11. Should it be proposed for craneage to be set up over rail infrastructure then details will be required to be submitted to rail for review.
12. Environmental issues will need to be taken into account to prevent any contaminants entering into the rail corridor. This will include possible stormwater ingress.

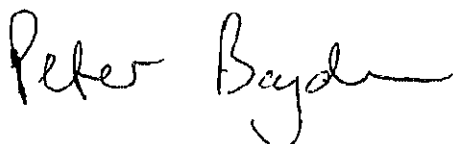
Please note that these issues are very generalised at this time and it is anticipated that as more information becomes available it will be possible to offer more detailed comments.

In respect of future rail corridors and proposals it is advised that there may be numerous impacts from the various proposed routes. This would apply in the vertical as well as the horizontal aspect and will be dealt with either through RailCorp's Network Development or TIDC/MoT and it is understood that EnergyAustralia are already engaged in discussion with these stakeholders.

RailCorp takes this opportunity to express its appreciation for being included in the review process and looks forward to further dialogue in the matter. Please note that RailCorp's role is to protect its existing infrastructure and operations as well as future options for development at the same time as ensuring that any nearby developments are able to be carried out in a safe and expedient manner.

Should you wish to contact the writer at any time during normal working hours please call on telephone number (02) 9224 2352.

Yours faithfully,

A handwritten signature in black ink, reading "Peter Boyden". The signature is fluid and cursive, with a long horizontal stroke at the end.

Peter Boyden

Access Coordinator

**Rail Corridor Management Group, RailCorp.**

### Acquisition of Land/Stratum

72. The Proponent must notify the owner of any property interest that is to be used or acquired or for which an easement or other tenure is to be obtained. The notice must contain sufficient details to identify the land of interest required and is to include dimensions, location with respect to boundaries and any other information necessary to enable the identification of the land in relation to the development. This notification must be given prior to use or access for Construction.

### Rail Infrastructure

73. Before construction commences, the Proponent must consult with RailCorp about impacts on existing rail infrastructure and the planned Redfern to Chatswood Rail Link (RCRL), also known as the MetroWest Rail Link.
74. The Proponent must design, construct and maintain the CWCT so as:
  - a) not to interfere with either existing rail infrastructure or the capacity to design, construct and operate the RCRL; and
  - b) to provide for impacts including stray currents and vibration from existing and future rail operations.
75. Prior to commencement of any construction, the Proponent must obtain from RailCorp, and comply with a Rail Party 'Access Authority Instrument' (AAI) as provided under the Master Access Deed between EnergyAustralia and Railcorp for works which may have an impact on any Rail Corridor.
76. The Proponent must advise the Director General as soon as practicable after an authority has been issued by RailCorp.
77. Prior to the commencement of any construction, the Proponent must enter an agreement with RailCorp to ensure that the capacity to design, construct and operate the RCRL is not impeded.

The agreement is to at least address:

- a) The provision of design documentation and other information to RailCorp.
  - b) The consideration of RailCorp responses including those related to design documentation, including the modification of designs where there may be an impact on the capacity to design, construct and operate the RCRL; and
  - c) Notification of RailCorp of events that affect existing rail infrastructure and the planned RCRL.
78. The Proponent must advise the Director General of the Department of the agreement as soon as practicable once it has been reached