

Mr. David Glasgow  
Principal Planning Officer  
Key Sites Assessments  
Department of Planning, Industry and Environment  
GPO Box 39  
Sydney NSW 2001

Dear Mr. Glasgow

**Atlassian Office and Hotel Development (SSD-10405) - Notice of Exhibition**

Thank you for your correspondence via the Major Projects Portal on 10 December 2020, requesting Transport for NSW (TfNSW) to review and comment on the above.

In preparing this letter, TfNSW has consulted internally across the Transport cluster including Sydney Trains, NSW Trains and Sydney Metro. The resultant feedback is provided in attachments as follows:

- **Attachment A:** Items to be addressed as part of the applicant's Response to Submissions (RtS); and
- **Attachment B:** Suggested Conditions of Consent to be imposed for the above development application (which will be further refined following review of the RtS).

It is requested that the applicant consults directly with TfNSW in relation to the comments raised. The TfNSW team will interface with the Transport cluster as necessary to communicate queries and consider any further material forwarded from the applicant.

If you require clarification regarding the attached, please don't hesitate to contact Para Sangar, Senior Transport Planner, Land Use Planning and Development on 0466 024 892.

Yours sincerely,



5/2/2021

**Mark Ozinga**

Principal Manager, Land Use Planning and Development  
Customer Strategy and Technology

Objective Reference CD20/09728

## **Attachment A: Items to be addressed as part of the Response to Submissions (RtS)**

### **Environmental Impact Statement**

Section 5 of the EIS should include NSW Trains as one of the stakeholders.

### **Safety Assessment of the Proposed Development**

#### Comment

Section 6.7 of the Traffic Report states that there are no impacts to road user safety. It is advised that this needs to be demonstrated by the following:

- Undertake a Stage 2 (Concept Plan) Road Safety Audit for the proposed Lee Street access arrangement, Lee Street pick and drop off arrangement and the access arrangement between the loading dock and Lee Street; and
- Undertake a Swept Path analysis for the maximum size of the vehicle that would expect to use the loading dock to demonstrate that:
  - Simultaneous service vehicle movements to/from Lee Street through dive ramp structure would be possible as the proposed access arrangement would have the potential to lead vehicles to reverse into Lee Street and give way to the vehicles leaving the site and causing pedestrian and traffic related incidents; and
  - The service vehicles turning left from the loading dock access to Lee Street would not conflict with the vehicles travelling in the opposite direction along Lee Street and with the vehicles dropping off and picking up in the proposed “No Parking” zone on Lee Street.

#### Recommendation

It is requested that the applicant undertakes the following as part of the applicant’s Response to Submissions:

- A Stage 2 (Concept Plan) Road Safety Audit for the proposed Lee Street access arrangement, Lee Street pick and drop off arrangement and the access arrangement between the loading dock and Lee Street in accordance with *Austroads Guide to Road Safety Part 6: Managing Road Safety Audits* and *Austroads Guide to Road Safety Part 6A: Implementing Road Safety Audits* by an independent TfNSW accredited road safety auditor; and
- A Swept Path analysis for the simultaneous service vehicle movements to/from Lee Street through dive ramp structure for the maximum size of the vehicle that would expect to use the loading dock. Swept paths need to cover the vehicle travel paths between Lee Street and the loading dock.

Based on the results of the road safety audit and the swept path analysis, the design drawings need to be reviewed to identify safety measures that may need to be implemented in consultation with TfNSW.

### **Traffic and Safety Assessment for Lee Street**

#### Comment

The following comments are provided in relation to traffic and safety issues associated with Lee Street:

- The proposed development proposes changes to traffic arrangements along Lee Street. It is noted that no traffic and pedestrian safety analysis for Lee Street has been undertaken for the existing situation to confirm that the proposed measures would not exacerbate existing safety issues;

- The management of conflicts on the B2 ramp has been detailed in Section 4.5 of the Traffic Report, however, no arrangements are proposed to manage conflicts beyond this point at the Lee Street access. That is, a service vehicle about to depart onto Lee Street would prevent a vehicle entering given the driveway width of 5.5 m does not allow simultaneous movement. Importantly, this has the potential to impact the nearby Lee Street / Pitt Street / George Street intersection;
- The proposed pick up and drop off arrangement on Lee Street would have potential impact on general traffic and bus movements due to the following:
  - The traffic and pedestrian conflict is a concern due to the number of near misses observed along Lee Street and the fact that a significant number of pedestrians cross at midblock locations along Lee Street. The proposed arrangement is likely to increase conflict involving vehicles leaving the kerb and vehicles changing lanes just after the intersection and pedestrians crossing Lee Street at midblock locations. Any incidents on Lee Street would have potential to impact on general traffic and bus operation with the CBD and beyond; and
  - Introduction of a 'No Parking' zone on Lee Street immediately adjacent to the Adina Hotel would have the potential to impact on the operation of the road network including the operation of the nearby Lee Street / Pitt Street / George Street intersection. Based on the Traffic Report, the maximum queue length at the existing midblock pedestrian crossing in Lee Street is expected to increase by approximately 25m. SIDRA modelling, however, does not account for all driver behaviour. Taxis leaving the drop off / pick up zone may result in the maximum queue length extending further and impacting the Lee Street / Pitt Street / George Street intersection.

### Recommendation

It is requested that the applicant undertakes the following as part of the applicant's Response to Submissions:

- Traffic and pedestrian safety assessment including historic crash analysis to confirm that the proposed measures along Lee Street would not exacerbate existing safety issues; and
- An assessment of conflicts at the Lee Street access to provide mitigation measures to minimise the impacts on Lee Street / Pitt Street / George Street intersection and Lee Street.

### **Freight and Servicing Management**

#### Comment

It is noted that:

- The Traffic Report document makes several references to the Sydney DCP where it is compliant. This document should acknowledge its non-compliance to the Sydney DCP (requirement for ~18 dock spaces); and
- Approximately 20 loading dock movements are anticipated during the peak hour. The design proposes to provide a total of nine service vehicle bays within the loading dock at a turnover rate of approximately 20 minutes. The stated turnover rate appears to be low. There is going to be no kerbside space to support loading activities associated with the subject development. The continued provision of on-street parking zones in any location cannot be guaranteed as there are many competing demands for kerbside space with kerbside restrictions set to suit the wider community needs and transport network requirements and are constantly subject to change.

### Recommendation

It is requested that the applicant undertakes the following as part of the applicant's Response to Submissions:

- More information needs to be provided on how vehicles that have been refused entry will be managed back onto the road network, specifically to ensure that there are no reversing movements onto Lee Street;
- Further explanation is required to outline how management techniques can overcome the deficiency of what the DCP states should be provided. While there is a strong environmental focus to this building, there is a risk that under provision of dock capacity could lead to externalised environmental impacts; and
- Sufficient loading dock space should be provided in accordance with Council's Development Control Plan (DCP) or TfNSW's Guide to Traffic Generating Developments, whichever provides the greater amount of space, to ensure sufficient space is provided within the site to support the forecast freight and servicing demand of the proposed development.

### **Protection of Sydney Trains / NSW Trains Assets and Operation**

#### Comment

Central Station is located in close proximity to the proposed development. It is noted that:

- It appears that lower part of roof top outdoor terrace facing rail corridor does not include any measures to prevent throwing/falling of objects or opportunity for self-harm; and
- The development application identifies groundwater drawdown as an issue.

It is advised that:

- Possession works be managed by Sydney Trains (not TfNSW as mentioned in Appendix Z);
- Section 2.5 of Appendix Z needs to include TAHE as one of the authorities which need to be liaised with; and
- Section 2.6 of Appendix Z needs to include Sydney Trains as one of the stakeholders for the preparation of Stakeholder Management Plan.

### Recommendation

It is requested that the applicant provides the following as part of the applicant's Response to Submissions:

- Details of outdoor terrace area, balconies and external windows facing rail corridor and confirmation that the development has measures installed (e.g. awning windows, louvres, enclosed balconies, window restrictors etc.) which prevent the throwing of objects onto the rail corridor in accordance with the *Department of Planning's Guidelines - Development near Rail Corridors and Busy Roads*;
- Impact of groundwater drawdown on rail corridor needs to be assessed in detail and confirm this is acceptable; and
- Whether the applicant will be seeking staged Construction Certificate as TfNSW would be able to recommend any relevant conditions that apply for each specific stage.

## Heritage

### Comment

It is noted that:

- State significant colonial archaeological deposits are highly likely to be present on site. This zone along with the western forecourt is the archaeological conversation candidate for the precinct;
- The TfNSW/Sydney Trains heritage teams request technical input into development of the following detail plans: Heritage Interpretation, Public Art Plan, and Archaeological Plan.
- Further work and consultation is required with TfNSW/ Sydney Trains heritage team on:
  - Salvaging and long term storage of heritage fabric and features;
  - Archival recording;
  - Heritage document management; and
  - Early works approval and delivery.

### Recommendation

It is requested that the applicant:

- Ensures Sydney Trains and TfNSW heritage teams are consulted to address the above; and
- Includes in the Response to Submissions Report:
  - Outline of how the significant views and vistas outlined in the Central Station Conservation Management Plan have been considered in the design;
  - Outline of whether historic lighting ('NSWGR') will be retained and conserved in situ as outlined in the CMP and the Heritage Lighting Strategy;
  - Further input from key reports and findings from recent archaeological works at Central.

## **Attachment B - Suggested Conditions of Consent**

### **Green Travel Plan**

#### **Comment**

It is noted that a Green Travel Plan (GTP) has been prepared as part of the development application. This report needs further detail on proposed initiatives and strategies to encourage sustainable travel choices and associated outcomes. It is advised that the implementation of a Green Travel Plan could be an effective measure to reduce travel demand generated by private vehicle movements and reallocate, through encouragement and various other methods and programs, these trips towards other modes of transportation.

#### **Suggested Conditions of Consent**

The Applicant shall update the Green Travel Plan to increase the mode share of public transport and active transport for all staff and visitors. The plan shall be prepared in consultation with TfNSW. This plan shall include a mechanism to monitor the effectiveness of the measures in the plan. The Applicant shall submit the updated Green Travel Plan for the endorsement of TfNSW via [sco@transport.nsw.gov.au](mailto:sco@transport.nsw.gov.au), prior to the issue of the Occupation Certificate.

The plan shall be reviewed and updated annually in consultation with the aforementioned stakeholders and provide an Implementation Strategy that commits to specific management actions, including operational procedures to be implemented along with timeframes.

The plan (reviewed annually and updated as necessary) shall be implemented by the Applicant for the life of the development.

### **Transport Access Guide**

#### **Comment**

It is advised that a Transport Access Guide would inform residents, employees and visitors of the travel choices available to them. This should include information about public transport connectivity, end of trip facilities, and local pedestrian and cycling connections.

#### **Suggested Conditions of Consent**

The Applicant shall prepare a Transport Access Guide in consultation with the Sydney Coordination Office within TfNSW, implemented and maintained by the operators of the premises and be made available to staff, guests, clients, customers and visitors at all times. The report shall be submitted to and approved by Council prior to the issue of an Occupation Certificate for the site/use. The Transport Access Guide is to include (but not be limited to) the following:

- Information regarding lack of off-street car parking and passenger pick-up and set-down areas at the development site;
- Suitable nearby drop-off/pick-up locations;
- Identification of areas where drop-off/pick-up is prohibited and instruct visitors to avoid use of these areas; and
- Suitable nearby Taxi Zones.

## **Construction Pedestrian and Traffic Management**

### **Comment**

Several construction projects, including the Sydney Metro City and Southwest Project, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and public transport operations within the CBD, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.

It is advised that:

- The arrival and departure of construction vehicles should be limited during commuter peak periods of 7am-10am and 3pm-7pm in consultation with TfNSW Customer Journey Planning Team;
- All vehicles are required to move in a forward-in and forward-out direction at all times. TfNSW would not support reversing movements from proposed loading and lifting zones onto Lee Street; and
- TfNSW would not support on-street loading on Lee Street during weekdays, especially during peak periods. It may be considered for other periods. This would need to be investigated and approved by TfNSW where they would assess the traffic volumes prior to approving any request for an on-street loading zone.

### **Suggested Conditions of Consent**

Prior to the issue of any Construction Certificate or any preparatory, demolition or excavation works, whichever is the earlier, the Applicant shall:

- Prepare a Construction Pedestrian and Traffic Management Plan (CPTMP) in consultation with TfNSW.

The CPTMP needs to specify matters including, but not limited to, the following:

- A description of the development;
- Location of any proposed work zone(s);
- Details of crane arrangements including location of any crane(s);
- Haulage routes;
- Proposed construction hours;
- Predicted number of construction vehicle movements and detail of vehicle types, noting that vehicle movements are to be minimised during peak periods;
- Details of specific measures to ensure the arrival of construction vehicles to the site do not cause additional queuing on public roads;
- Details of the monitoring regime for maintaining the simultaneous operation of buses and construction vehicles on roads surrounding the site;
- Pedestrian and traffic management measures;
- Construction program and construction methodology;
- A detailed plan of any proposed hoarding and/or scaffolding;
- Consultation strategy for liaison with surrounding stakeholders, including other developments under construction;
- Any potential impacts to general traffic, cyclists, pedestrians and light rail and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects including Sydney Metro City and South West. Existing CPTMPs for developments within or around the development

site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the surrounding road network; and

- Proposed mitigation measures. Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.
- Submit a copy of the final plan to [sco@transport.nsw.gov.au](mailto:sco@transport.nsw.gov.au) for TfNSW endorsement; and
- Provide the builder's direct contact number to small businesses adjoining or impacted by the construction work and TfNSW to resolve issues relating to traffic, public transport, freight, servicing and pedestrian access during construction in real time. The Applicant is responsible for ensuring the builder's direct contact number (via [sco@transport.nsw.gov.au](mailto:sco@transport.nsw.gov.au)) is current during any stage of construction.

### **Freight and Servicing Management**

#### **Comment**

It is noted that a Freight and Servicing Management Plan has been prepared as part of the development application. It is advised that all new developments should not rely on on-street parking or loading zones. Kerb side restrictions can be changed at any time and the development should not rely on current kerb side restrictions to service the site.

#### **Suggested Conditions of Consent**

Prior to the issue of any Construction Certificate, the Applicant shall update the Freight and Servicing Management Plan in consultation with TfNSW. This plan shall ensure that any potential traffic and safety impacts associated with the loading dock operation are mitigated. The Applicant shall submit a copy of the final plan to TfNSW for endorsement. The Plan needs to specify, but not be limited to, the following:

- Details of the development's loading and servicing profile, including the forecast loading and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay;
- Details of freight and servicing facilities that may be required either within the subject site or other sites in the immediate vicinity which adequately accommodate the forecast demand of the development so as to not rely on the kerbside restrictions to conduct the development's business; and
- Details of measures to manage any potential traffic and safety impacts of the loading docks operation in particular potential queuing on public roads and potential conflicts between freight vehicles accessing the loading dock and transport users accessing the Central Station and/ or other pedestrians accessing the facilities within the Central Station Precinct.

The Freight and Servicing Management Plan shall be implemented by the Applicant following the issue of the Occupation Certificate.



## **Protection of Sydney Trains Assets and Operation**

### **Comment**

Central Station is located in close proximity to the proposed development. Sydney Trains and NSW Trains assets and operation needs to be protected during the construction and operation of the proposed development.

### **Suggested Conditions of Consent**

#### **Engineering**

- Prior to the issuing of a Construction Certificate, the following engineering documentation is to be submitted to Sydney Trains for review and endorsement:
  - Final Geotechnical Reports;
  - Final Structural design report and final structural drawings. Structural report/drawings are to include, but not limited to:
    - Confirmation that the design of temporary anchors are in accordance with the requirements in T HR CI 12051 ST and other relevant Standards;
    - Design details of deflection wall;
    - Confirmation that the driveway structure including foundation will not adversely affect the structural integrity of the tunnel;
    - Confirmation that the shoring system will be designed and certified by an approved AEO and verified by an independent approved AEO, as required by T HR CI 12080 ST Section 5.2;
    - Detailed monitoring methodology and procedure of ground water pump out as well as flow rates to confirm the proposed construction will not adversely affect the operation inside rail corridor and Sydney Trains' assets;
    - Confirmation that the hydrostatic pressures on the retaining walls of Sydney Metro will not adversely affect the structural integrity of the existing retaining walls;
    - Detailed report demonstrating how the integrity of the southern and western baggage tunnels is achieved from the proposed development and how the risk to the tunnels is managed to SFAIRP during works; and
    - Detailed documentation/drawings demonstrate piling rigs or crane will not encroach into rail corridor during construction of new shoring wall next to Platform 01.
- Prior to the issuing of a Construction Certificate, risk analysis, which shall determine the required level of derailment protection (if any), shall be carried out in consultation with Sydney Trains. This risk analysis will determine the redundancy requirements or the minimum collision loads specified in Australian Standard AS5100 that needs to be complied with. The risk assessment is to be prepared in accordance with the Sydney Trains Safety Management System. The Principal Certifying Authority shall not issue the Construction Certificate until it has received written confirmation from Sydney Trains that the risk analysis has been prepared and the Principal Certifying Authority has also confirmed that the measures recommended in this risk analysis have been indicated on the Construction Drawings.

#### **Geotechnical Engineering Supervision**

Unless advised by Sydney Trains in writing, all excavation, shoring and piling works within 25m of the rail corridor are to be supervised by a geotechnical engineer experienced with such excavation projects and who holds current professional indemnity insurance.

## Survey

- Prior to the issue of a Construction Certificate, the Applicant shall provide The Applicant shall provide an accurate survey and cross sectional diagrams locating the development with respect to the rail boundary/infrastructure. Proposed work is to be overlaid on to the survey/diagrams, showing nearest distance to the rail boundary/infrastructure and lowest depth of ground penetration. Distances to the nearest track, transmission lines, easements and reserves for tunnels are to be shown. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
- Prior to the issue of a Construction Certificate, the Applicant shall undertake a services search to establish the existence and location of any rail services. Persons performing the service search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site, the Applicant must discuss with Sydney Trains as to whether these services are to be relocated or incorporated within the development site.
- Prior to the issue of a Construction Certificate, the Applicant shall undertake a Dial Before You Dig search to establish the existence and location of any rail services. Persons performing the Dial Before You Dig search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified within the subject development site, the Applicant must discuss with Sydney Trains as to whether these services are to be relocated or incorporated within the development site.
- Prior to the commencement of any works a Registered Surveyor shall peg-out the common property boundary between the development site and TAHE (Transport Asset Holding Entity) land and easements. A copy of the survey report indicating the location of pegs must be provided to Sydney Trains prior to the commencement of works.

## Noise & Vibration

- The Applicant shall prepare a final construction vibration impact assessment report detailing vibration impacts on the rail corridor and rail operations for review and endorsement by Sydney Trains. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
- Prior to the issue of an Occupation Certificate (whether an interim or final Occupation Certificate), a report must be prepared and submitted to the Certifying Authority, Council and Sydney Trains certifying that the completed development meets the requirements of State Environmental Planning Policy (Infrastructure) 2007 and with the Department of Planning and Infrastructure's Development Assessment Guideline titled "*Development Near Rail Corridors and Busy Roads - Interim Guidelines*" as set down in the subject condition of this consent. Such a report must include external and internal noise levels to ensure that the external noise levels during the test are representative of the typical maximum levels that may occur at this development, and that internal noise levels meet the required dB(A) levels. Where it is found that internal noise levels are greater than the required dB(A) level, necessary corrective measures must be carried out to ensure that internal noise levels are compliant with the requirements of this consent.

## Electrolysis

Prior to the issue of a Construction Certificate the Applicant is to engage an Electrolysis Expert to prepare a report on the Electrolysis Risk to the development from stray currents. The Applicant must incorporate in the development all the measures recommended in the report to control that risk. A copy of the report is to be provided to the Principal Certifying Authority with the application for a Construction Certificate. The Principal Certifying Authority must ensure that the recommendations of the electrolysis report are incorporated in the construction drawings and documentation prior to the issuing of the relevant Construction Certificate.

## Design

- Given the possible likelihood of objects being dropped or thrown onto the rail corridor from the roof top terraces (in particular the lower level portion of the terrace), the development must have measures installed, to the satisfaction of Sydney Trains which mitigates this issue. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
- The design, installation and use of lights, signs and reflective materials, whether permanent or temporary, which are (or from which reflected light might be) visible from the rail corridor must limit glare, reflectivity and illumination to the satisfaction of Sydney Trains. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.

## Construction

- No metal ladders, tapes, and plant, machinery, or conductive material are to be used within 6 horizontal metres of any live electrical equipment unless endorsed by Sydney Trains. This applies to the train pantographs and catenary, contact and pull-off wires of the adjacent tracks, and to any aerial power supplies within or adjacent to the rail corridor.
- No work (including need for access to undertake maintenance work) is permitted within the rail corridor, or any easements which benefit Sydney Trains/TAHE (Transport Asset Holding Entity), at any time, unless the prior approval of, or an Agreement/Licence with Sydney Trains/TAHE (Transport Asset Holding Entity) has been obtained by the Applicant. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
- Prior to the issuing of a Construction Certificate, the following rail specific items are to be submitted to Sydney Trains for review and endorsement:
  - Machinery to be used during demolition, excavation and construction;
  - Demolition, excavation and construction methodology and staging;
  - Final building maintenance plan (for maintenance works facing or in close proximity to the operational rail corridor);
  - Proposed hoarding and scaffolding facing the rail corridor or required to be on TAHE land (including Platform1);
  - Final Construction Management Plan; and
  - Programme of required rail possession to accommodate demolition, excavation, construction and maintenance works. (Any track possessions will require the Applicant to enter into an agreement with Sydney Trains enabling this work to be planned and to proceed in a safe and controlled manner).

The Principal Certifying Authority is not to issue the Construction Certificate until it has received written confirmation from Sydney Trains that this condition has been complied with.

- If required by Sydney Trains, prior to the issue of a Construction Certificate a Risk Assessment/Management Plan and detailed Safe Work Method Statements (SWMS) for the proposed works are to be submitted to Sydney Trains for review and comment on the impacts on rail corridor. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.

- If required by Sydney Trains, a monitoring plan (including instrumentation and the monitoring regime during excavation and construction phases) is to be submitted to Sydney Trains for review and endorsement prior to the issuing of a Construction Certificate. The Principal Certifying Authority is not to issue a Construction Certificate until written confirmation has been received from Sydney Trains advising of the need to undertake the track monitoring plan, and if required, that it has been endorsed.
- Prior to the commencement of any works appropriate fencing must be in place along the rail corridor to prevent unauthorised access to the rail corridor during construction works. Details of the type of fencing and the method of erection are to be to the satisfaction of Sydney Trains prior to the fencing work being undertaken.
- The development shall have appropriate fencing fit for the future usage of the development site to prevent unauthorised access to the rail corridor by future occupants of the development. Prior to the issuing of an Occupation Certificate the Applicant shall liaise with Sydney Trains regarding the adequacy of any existing fencing along the rail corridor boundary or design and construction of new fencing. Details of the type of new fencing to be installed and the method of erection are to be to the satisfaction of Sydney Trains prior to the fencing work being undertaken.
- Prior to the issuing of a Construction Certificate the Applicant must obtain Sydney Trains approval for all craneage and other aerial operations for the development and must comply with all Sydney Trains requirements. If required by Sydney Trains, the Applicant must amend the plan showing all craneage and other aerial operations to comply with all Sydney Trains requirements. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the Sydney Trains confirming that this condition has been satisfied.
- If required, prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains External Interface Management team to determine the need for public liability insurance cover. If insurance cover is deemed necessary this insurance be for sum as determined by Sydney Trains and shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure and must be maintained for the duration specified by Sydney Trains. The Applicant is to contact Sydney Trains External Interface Management team to obtain the level of insurance required for this particular proposal. Prior to issuing the Construction Certificate the Principal Certifying Authority must witness written proof of this insurance in conjunction with Sydney Trains written advice to the Applicant on the level of insurance required.
- If required, prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains External Interface Management team to determine the need for the lodgement of a Bond or Bank Guarantee for the duration of the works. The Bond/Bank Guarantee shall be for the sum determined by Sydney Trains. Prior to issuing the Construction Certificate the Principal Certifying Authority must witness written advice from Sydney Trains confirming the lodgement of this Bond/Bank Guarantee.
- The Applicant/Developer must give Sydney Trains written notice at least 5 business days before, and on the day of, commencing works which occur adjacent to the rail corridor.
- During all stages of the development, including construction and operation of the development, no form of pollution or contamination should enter the railway corridor as a result of development's activities. Any form of pollution or contamination that occur in the rail corridor as a consequence of the development activities shall remain the full responsibility of the owner of the development.

### Consultation

- The Applicant must ensure that at all times they have a representative (which has been notified to Sydney Trains in writing), who:
  - oversees the carrying out of the Applicant's obligations under the conditions of this consent and in accordance with correspondence issued by Sydney Trains;
  - acts as the authorised representative of the Applicant; and
  - is available (or has a delegate notified in writing to Sydney Trains that is available) on a 7 day a week basis to liaise with the representative of Sydney Trains, as notified to the Applicant.
- Without in any way limiting the operation of any other condition of this consent, the Applicant must, during demolition, excavation and construction works, consult in good faith with Sydney Trains in relation to the carrying out of the development works and must respond or provide documentation as soon as practicable to any queries raised by Sydney Trains in relation to the works.
- Where a condition of consent requires consultation with Sydney Trains, the Applicant shall forward all requests and/or documentation to the relevant Sydney Trains External Interface Management team.

### Documentation

- Prior to the issuing of an Occupation Certificate the Applicant is to submit as-built drawings to Sydney Trains and Council. The as-built drawings are to be endorsed by a Registered Surveyor confirming that there has been no encroachment into TAHE (Transport Asset Holding Entity) property or easements, unless agreed to be TAHE. The Principal Certifying Authority is not to issue the final Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
- Copies of any certificates, drawings, approvals/certification or documents endorsed by, given to or issued by Sydney Trains or TAHE (Transport Asset Holding Entity) must be submitted to Council for its records prior to the issuing of the applicable Construction Certificate or Occupation Certificate.
- The Applicant must ensure that all existing and future drainage works on the development site will be directed into the appropriate local council or approved drainage system.
- The Applicant must ensure that extreme care is taken during works to prevent water from collecting on or near the railway corridor. Should water be allowed to pond adjacent to rail infrastructure facilities and service is interrupted, the Applicant shall be liable for any Sydney Trains expenditure involved with restoring or maintaining alternative services.
- Rainwater from the roof must not be projected and/or falling into the rail corridor and must be piped to the drainage system.

### Inspections

- If required by Sydney Trains, prior to the commencement of works or at any time during the excavation and construction period deemed necessary by Sydney Trains, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The submission of a detailed dilapidation report will be required within 10 days following the undertaking of the inspection, unless otherwise notified by Sydney Trains.

- If required by Sydney Trains, prior to the issue of the Occupation Certificate, or at any time during the excavation and construction period deemed necessary by Sydney Trains, a joint inspection of the rail infrastructure and property in the vicinity of the project is to be carried out by representatives from Sydney Trains and the Applicant. These dilapidation surveys will establish the extent of any existing damage and enable any deterioration during construction to be observed. The Principal Certifying Authority is not to issue the final Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.
- Sydney Trains or Transport for NSW (TfNSW), and persons authorised by those entities for the purpose of this condition, must be permitted to inspect the site of the development and all structures to enable it to consider whether those structures have been or are being constructed and maintained in accordance with the approved plans and the requirements of this consent, on giving reasonable notice to the principal contractor for the development or the owner or occupier of the part of the site to which access is sought.
- If required by Sydney Trains, the Applicant must give Sydney Trains written notice at least 5 business days before any of the following events occur within 25 metres of the rail corridor land:
  - Site investigations;
  - Foundation, pile and anchor set out;
  - Set out of any other structures below ground surface level or structures which will transfer any load or bearing;
  - Foundation, pile and anchor excavation;
  - Other excavation;
  - Surveying of foundation, pile and anchor excavation and surveying of as-built excavations;
  - Other concreting; or
  - Any other event that Sydney Trains has notified to the Applicant.

### Maintenance

Prior to the issuing of any Occupation Certificate the Applicant must provide to Sydney Trains for review and endorsement a plan of how future maintenance of the development facing the rail corridor is to be undertaken. The Principal Certifying Authority is not to issue any Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied. The maintenance plan must be implemented for the life of the approved development.

### General

- Any conditions issued as part of Sydney Trains approval/certification of any documentation for compliance with the Sydney Trains conditions of consent, those approval/certification conditions will also form part of the consent conditions that the Applicant is required to comply with.
- Where a condition of consent requires Sydney Trains or Transport for NSW endorsement the Principal Certifying Authority is not to issue a Construction Certificate or Occupancy Certificate, as the case may be, until written confirmation has been received from those entities that the particular condition has been complied with. The issuing of staged Construction Certificates dealing with specific works and compliance conditions can be issued subject to written agreement from those entities to which the relevant conditions applies.

## Sydney Metro

Prior to the issue of a Construction Certificate, the Applicant is to prepare and submit documentation compliant with the Sydney Metro Underground Corridor Protection Technical Guidelines and/or Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines (available from [www.sydneymetro.info](http://www.sydneymetro.info)).

## **Protection of CBD Rail Link (CBDRL) Corridor**

### **Comment**

The site is located within the future CBD Rail Link (CBDRL) corridor identified under the State Environmental Planning Policy (Infrastructure) 2007 (ISEPP). TfNSW has considered the matters in Clause 88 of the ISEPP, and has determined that if the conditions outlined below are imposed the impact of the proposed development on the CBDRL corridor can be adequately managed.

### **Suggested Conditions of Consent**

#### **General Conditions**

- All structures which are proposed for construction or installation, or which are constructed or installed, in connection with the approved development that have a potential impact on the CBD Rail Link (CBDRL) must be designed, constructed and maintained in accordance with design criteria specified by the Transport for NSW (TfNSW);
- The design and construction of the basement levels, foundations and ground anchors for the approved development are to be completed to the satisfaction of TfNSW;
- The Applicant must make allowances that are to be agreed with TfNSW in the design, construction and maintenance of the approved development for the future operation of railway tunnels in the vicinity of the approved development, especially in relation to noise, vibration, stray currents, electromagnetic fields and fire safety;
- The design and construction of the foundations and ground anchors (if any) for the approved development are to be completed to the satisfaction of TfNSW. An accurate plan/CAD model should be included for the proposed foundations, to enable verification against the CBDRL alignment model. The foundation design and any encroachment into Exclusion Zone 4 and beyond must comply with the limitations of the Structure Exclusion Zones as required by TfNSW;
- No modifications may be made to the approved design without the consent of TfNSW;
- The Applicant must provide access by representatives of TfNSW upon request to the site of the approved development and all structures on that site during all stages of the development;
- TfNSW, and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions of consent, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought; and
- Copies of any certificates, drawings or approvals given to or issued by TfNSW must be delivered to Council for its records.

### Prior to the Issue of the Construction Certificate

- The Applicant should consult with TfNSW to confirm the timing of the each construction certificate and associated documentation and activities prior to preparation of requested documentation.
- The Applicant should provide the information to TfNSW for review and endorsement.
- The Principal Certifying Authority (PCA) is not to issue the relevant Construction Certificate until received written confirmation from TfNSW that the following conditions have been complied with.
  - Prior to issue of any Construction Certificate, the Applicant shall address the adverse effects of the approved development on the CBD Rail Link (CBDRL) identified in State Environmental Planning Policy (Infrastructure) 2007. The Applicant must provide the following for TfNSW review and endorsement:
    - Geotechnical Report - Geotechnical Report should demonstrate that suitable consideration has been given to the settlements and ground movements that are likely to occur during the future construction of the CBDRL. This shall be confirmed via an appropriate ground/structure interaction analysis, either calculations or finite element modelling;
    - Structural Assessment - The structural report needs to demonstrate compliance with the TfNSW protection criteria. Consideration of the ground movements predicted under the geotechnical analysis need to be considered. Issues including construction methodology, foundation design, shoring system, debonding and possible ground movements need to be addressed in the report.
    - Structural Drawings - The structural drawings should include sections and plan drawings detailing founding levels, storm water retention basin and drainage invert levels, and the use of any ground anchors. The drawings should demonstrate compliance with the TfNSW requirements;
    - Acoustic and Vibration Assessment - An acoustics assessment needs to be undertaken for the potential impact of construction and operation of a future CBDRL on the development in accordance with the requirements as set out in Section 9.3 of the Sydney Metro Underground Corridor Protection Guideline and the referenced document Development Near Rail Corridor and Busy Roads – Interim Guideline, Department of Planning, NSW Government 2008; and
    - Electrolysis Report - All structures must be designed, constructed and maintained so as to avoid damage or other interference, which may occur as a result of stray electrical currents, electromagnetic effects from future railway operations.

Any conditions issued as part of TfNSW approval/certification of the above documents will also form part of the consent conditions that the Applicant is required to comply with.

- Make allowances that are to be agreed with TfNSW in the design for the future construction of railway tunnels in the vicinity of the approved development;
- Consult with TfNSW including preparation of a detailed regime for consultation with and approval by, TfNSW for the excavation of the site and the construction of the building foundations (including ground anchors) for the approved development, which may include geotechnical and structural certification in the form required by TfNSW;



- Provide detailed survey information to TfNSW, to confirm the property boundaries are consistent with the setting out on the CBDRL drawings;
  - Provide to TfNSW drawings, reports and other information related to the design, construction and maintenance of the approved development; and
  - Address such other matters that TfNSW considers is appropriate.
- The Applicant is to submit a report to TfNSW demonstrating how the proposed development will comply with the Department of Planning's document titled "*Development Near Rail Corridors and Busy Roads -Interim Guideline*". All structures must be designed, constructed and maintained so as to avoid any damage or other interference, which may occur as a result of air-borne noise, ground-borne noise and vibration that may emanate from the (future) rail corridor construction and rail operations to the proposed development. The Applicant must incorporate in the development all the measures recommended in the report.