



**Transport
for NSW**

Ben Lusher
Key Sites
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

Dear Mr Lusher

**Exhibition of proposed modification to the mixed use development at Site 68,
Sydney Olympic Park (SSD 6603 MOD 1)**

Thank you for your letter dated 17 August 2015 inviting Transport for NSW (TfNSW) to review and comment on the subject proposal at Sydney Olympic Park.

Roads and Maritime will be providing a separate response.

TfNSW has assessed the proposed modification development and no transport related issues are raised regarding the proposed modification. However, the comments and conditions provided by Sydney Trains in a letter dated 24 March 2015 (**TAB A**) should be incorporated into the revised development consent.

In addition, Transport for NSW (TfNSW) is currently investigating light rail on a shortlist of four corridors servicing Parramatta, which includes consideration of light rail in the Sydney Olympic Park Precinct. More detail on the NSW Government investigation can be found on the TfNSW website. <http://www.transport.nsw.gov.au/lightrail-program/parramatta-light-rail>.

Although there is no commitment to delivering light rail through Sydney Olympic Park, it would be appreciated if the Department of Planning and Environment would notify TfNSW of any future development applications for the site (and generally in this area) to ensure that specific aspects of development proposals can be appropriately integrated with any future light rail in this area.

Thank you again for the opportunity of providing advice on the subject proposal. If you require clarification regarding this matter, please don't hesitate to contact Edmond Platon Transport Planner on 8202 2557.

Yours sincerely

16/9/15

Mark Ozinga
**Principal Manager Land Use Planning & Development
Transport Strategy**

CD15/15150



24 March 2015

The Secretary
Department of Planning & Environment
GPO Box 39
Sydney NSW 2001

ATTENTION: Peter McManus

Dear Sir/Madam,

**State Significant Development – SSD-6603
Site 68, Sydney Olympic Park**

I refer to your Department's letter to Transport for NSW (TfNSW) regarding the above development proposal. TfNSW has forwarded your correspondence to Sydney Trains in order for Sydney Trains to assess any impacts on the adjoining rail corridor.

As such, Sydney Trains has undertaken a review of this development proposal and has identified that the proposed development may impact on the adjoining rail corridor and rail operations if not properly controlled or mitigated. As such, your Department is requested to impose the conditions provided in Attachment A.

Your Department is advised that the conditions provided in Attachment A would be the same conditions imposed under Clause 86 of State Environmental Planning Policy (Infrastructure) 2007 if this proposal was the subject of a Development Application.

Please contact me on 8575 0780 should you wish to discuss this matter. Finally, Sydney Trains requests that a copy of the Notice of Determination and conditions of consent be forwarded to Sydney Trains.

Yours sincerely,



Jim Tsirimiagos
Town Planning Manager

Attachment A

- *Prior to the issue of a Construction Certificate the Applicant must submit the following documentation to Sydney Trains for review and endorsement:*
 1. *Final Geotechnical and Structural report/drawings that meet Sydney Trains requirements. The Geotechnical Report must be based on actual borehole testing conducting on the site closest to the drainage system.*
 2. *Final Construction methodology with construction details pertaining to structural support during excavation.*
 3. *Final cross sectional drawings showing ground surface, drainage infrastructure, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the drainage system. All measurements are to be verified by a Registered Surveyor.*
 4. *Detailed Survey Plan showing the relationship of the proposed developed with respect to the Sydney Trains drainage system.*
 5. *If required by Sydney Trains, a numerical analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the 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, prior to the commencement of new buildings works, the Applicant shall identify via survey or services search rail services along the rail corridor and undertake an assessment of the excavation induced impact on these services.*
- *Prior to the issuing of an Occupation Certificate the Applicant is to submit as-built drawings to Sydney Trains. The as-built drawings are to be endorsed by a Registered Surveyor confirming that there has been no encroachment into Sydney Trains rail corridor area.*

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

- *Prior to the issue of a Construction Certificate the Applicant must hold current public liability insurance cover for a sum to be determined by Sydney Trains. This insurance shall not contain any exclusion in relation to works on or near the rail corridor, rail infrastructure. The Applicant is to contact Sydney Trains Rail Corridor Management Group 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.

- *Prior to the issue of a Construction Certificate the Applicant is to contact Sydney Trains Rail Corridor Management Group 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 is to obtain Sydney Trains endorsement prior to the installation of any hoarding or scaffolding facing the common boundary with the rail corridor.*
- *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.*
- *No rock anchors/bolts are to be installed into the rail corridor.*
- *Unless advised by Sydney Trains in writing, the effect of construction induced settlement due to groundwater drawdown (potentially leading to track settlement) is to be avoided at all times.*
- *The following items are to be submitted to Sydney Trains for review and endorsement prior to the issuing of a Construction Certificate:*
 - *Machinery to be used during excavation/construction.*
 - *Track/vibration monitoring plan detailing the proposed method of track monitoring during excavation and construction phases.*
 - *Groundwater monitoring plan.*
 - *If required by Sydney Trains, a rail safety plan including instrumentation and the monitoring regime.*

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 issuing of a Construction Certificate or the commencement of works (whichever occurs first) the Applicant shall enter into an Agreement with Sydney Trains and RailCorp, on terms to the satisfaction of Sydney Trains and RailCorp, for the purpose of ensuring the protection of rail infrastructure facilities and the rail corridor or in connection with the carrying out of any rail functions or operations within the adjoining rail*

corridor and rail easements and to ensure rail safety. The Applicant is to bear all Sydney Trains' and RailCorp's costs of entry into any Agreement required by these conditions. 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.

- Sydney Trains and Transport for NSW (TfNSW), and persons authorised by those entities for the purpose of this condition, are entitled 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 these conditions of 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.
- The Applicant must provide a plan of how future maintenance of the retaining wall along the rail corridor is to be undertaken. The maintenance plan is to be submitted to Sydney Trains 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 that the maintenance plan has been prepared to its satisfaction.
- Prior to the commencement of works and 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 submission of a detailed dilapidation report will be required unless otherwise notified by Sydney Trains.
- An acoustic assessment is to be submitted to Council prior to the issue of a construction certificate demonstrating how the proposed development will comply with the Department of Planning's document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines".
- 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.
- Given the possible likelihood of objects being dropped or thrown onto the rail corridor from balconies, windows and other external features (eg roof terraces and external fire escapes) that are within 20m and face the rail corridor, the Applicant shall provide Sydney Trains for endorsement details of the measures to be installed (eg awning windows, louvres, enclosed balconies,

window restrictors etc) which prevent the throwing of objects onto the rail corridor. These measures are to comply with Sydney Trains' requirements. The Principal Certifying Authority is not to issue the Construction Certificate until it has confirmed that these measures are to be installed and have been indicated on the Construction Drawings.

- 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 and reflectivity 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.

- 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.
- 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 issuing of a Construction Certificate the Applicant is to submit to Sydney Trains a plan showing 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.
- Copies of any certificates, drawings, approvals/certification or documents endorsed by, given to or issued by Sydney Trains must be submitted to Council for its records prior to the issuing of a Construction Certificate.
- Prior to the commencement of demolition works, the Applicant shall obtain written advice from Sydney Trains as to whether track possessions (the stopping of trains running on adjacent tracks) and/or power outages (shutting of power to Sydney Trains facilities) is required to be able to undertake the proposed works. Should Sydney Trains advise that track possessions and/or



power outages are required, the Applicant must undertake those works as directed by Sydney Trains. The Applicant is advised that the Applicant must enter into a Deed with Sydney Trains, enabling this work to be planned and to proceed in a safe and controlled manner may be required.

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