

**ANGEL PLACE  
LEVEL 8, 123 PITT STREET  
SYDNEY NSW 2000**

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1 September 2022

Anthony Witherdin  
Director, Key Sites Assessments  
Department of Planning and Environment  
12 Darcy Street, Parramatta NSW 2150

Attention: Marcus Jennejohn (Senior Planning Officer, Key Sites Assessment)

Dear Marcus,

## **RE: TfNSW COMMENTS – DIGITAL ADVERTISING SIGN – WESTERN DISTRIBUTOR, PYRMONT (DA 22/10079)**

This letter has been prepared on behalf of Sydney Trains (**the Applicant**) in response to email correspondence (dated 22 August 2022) received from Department of Planning and Environment (**DPE**) relating to DA22/10079 (**the DA**). DPE has requested the applicant to provide a response to comments raised by TfNSW regarding the proposal triggering the provisions of *State Environmental Planning Policy (Transport & Infrastructure) 2021* (**Transport and Infrastructure SEPP**).

Specifically, TfNSW has requested clarification if the DA triggers the following provisions of the SEPP:

- Clause 2.98 – *Development adjacent to rail corridors*; and
- Clause 2.99 – *Excavation in, above, below or adjacent to rail corridors*

The applicant's response is provided as follows.

### **Clause 2.98 – Development adjacent to rail corridors**

Clause 2.98 (*Development adjacent to rail corridors*) provides as follows:

*"This section applies to development on land that is in or adjacent to a rail corridor, if the development—*

- (a) is likely to have an adverse effect on rail safety, or N/A*
- (b) involves the placing of a metal finish on a structure and the rail corridor concerned is used by electric trains, or N/A*
- (c) involves the use of a crane in air space above any rail corridor, or Yes*
- (d) is located within 5 metres of an exposed overhead electricity power line that is used for the purpose of railways or rail infrastructure facilities." N/A*

**Response:** The applicant confirms that construction of the proposal will involve the use of a crane in air space above the rail corridor. **Therefore the DA triggers Clause 2.98(c).**

## Clause 2.99 – Excavation in, above, below or adjacent to rail corridors

Clause 2.99 (*Excavation in, above, below or adjacent to rail corridors*) provides as follows:

*“This section applies to development (other than development to which section 2.101 applies) that involves the penetration of ground to a depth of at least 2m below ground level (existing) on land—*

- (a) *within, below or above a rail corridor, or N/A*
- (b) *within 25m (measured horizontally) of a rail corridor, or Yes*
- (c) *within 25m (measured horizontally) of the ground directly below a rail corridor, or N/A*
- (d) *within 25m (measured horizontally) of the ground directly above an underground rail corridor.”*  
**N/A**

**Response:** The proposal involves ground penetration to a depth of at least 2m below existing ground level and the land is within 25 metres of the rail corridor. **Therefore, the DA triggers Clause 2.99(b).**

This letter is accompanied by a Structural Feasibility Statement prepared by DBCE (at **Appendix A**).

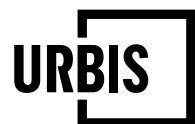
The findings and recommendations of the Structural Feasibility Statement are provided below:

- A detailed geotechnical report will be prepared at the Construction Certificate (**CC**) stage. This will provide information on the soil/rock profile and properties to enable design of the structure footing.
- Depending on the outcomes of the detailed geotechnical study, the 3 metre high concrete plinth at the bottom of structure will be either:
  - fixed to the top the rock by drilling anchors into the rock surface, or
  - fixed to a concrete pad that sits on piles that will extend into the ground and below the surface of the adjacent track if the rock is of low strength.
- The new footing will not impact the existing railway infrastructure provided it is installed as above and the rock face which extends down to the side of the track remains stable during and after installation of the footing and sign. Rock anchors may need to be installed into the side of the rock face prior to any excavation depending on recommendations in the future geotechnical report.
- Either the 3 metre diameter concrete plinth is anchored into the rock with reinforcing bars epoxied into the rock or if the rock is of low strength the concrete plinth is fixed to a concrete pad on piles and the piles extend below the level of the rail corridor.
- Rock anchors are added to the side of the rock face if recommended in the geotechnical report.

Subject to the implementation of the recommendations contained in the Structural Feasibility Report and a future Geotechnical Report, it is concluded that the proposal can be constructed in a manner that responds to the geotechnical conditions of the site.

A structural design check may be carried out to ensure the ongoing integrity of the railway infrastructure. Additionally, a Construction Management Plan will be prepared at the CC stage to ensure the construction works do not impact the safety and operation of the railway infrastructure. Any recommendations within the Construction Management Plan will be implemented on site.

Accordingly, it is considered that appropriately worded conditions of consent can be imposed by DPE to mitigate potential impacts of the proposal on the safety and structural integrity of rail infrastructure, specifically by the preparation of a Geotechnical Report and Construction Management Plan.



Should you require any additional information, please do not hesitate to contact the undersigned.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Harsha Yadav". The signature is fluid and cursive, with the first name "Harsha" being more prominent.

Harsha Yadav  
Consultant  
+61 2 8233 9920  
hyadav@urbis.com.au