

RailCorp Property
PO Box K349
Haymarket NSW 1238
Tel: (02) 89221987
Email: jim.tsirimiagos@railcorp.nsw.gov.au

5 October 2011

The General Manager
Burwood Council
PO Box 240
Burwood NSW 1805



BD - 2010 - 211

for Brian / Michael / Rick.
File Rick

Dear Sir/Madam,

**STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007
DEVELOPMENT APPLICATION – 211/2010
11, 13, 15 Deane St and 20 George St, Burwood**

I refer to the above development application requiring RailCorp's concurrence in accordance with clause 86(1) of the above SEPP.

RailCorp advises that the proposed development has been assessed in accordance with the requirements of Clause 86(4) being:

- a) the potential effects of the development (whether alone or cumulatively with other development or proposed development) on:
 - (i) the safety or structural integrity of existing or proposed rail infrastructure facilities in the rail corridor, and
 - (ii) the safe and effective operation of existing or proposed rail infrastructure facilities in the rail corridor, and
- b) what measures are proposed, or could reasonably be taken, to avoid or minimise those potential effects.

In this regard, RailCorp has taken the above matters into consideration and has decided to grant its concurrence to the development proposed in development application DA 211/2010, subject to Council imposing the conditions listed in Attachment A. Should Council choose to not impose the conditions in Attachment A, as written, then RailCorp's concurrence has not been granted for the proposed development.

Should you have any enquires about this matter further please contact Mr Jim Tsirimiagos on 8922 1987. Finally, RailCorp requests that a copy of the Notice of Determination and conditions of consent be forwarded to RailCorp.

Yours sincerely,



Kevin Sykes
General Manager Property

Attachment A

- *All excavation and construction works are to be undertaken in accordance with the following documentation:*
 - *Preliminary Geotechnical Investigation prepared by Asset Geotechnical Ref 1623-A dated 19/02/2011.*
 - *Memorandum from Structural Design Solutions Ref ST11002 dated 24/02/2011.*
 - *Correspondence from Asset Geotechnical Ref 1623-C dated 30/08/2011*
 - *Geotechnical Assessment prepared by Parsons Brinckerhoff Ref DMS-LTR-096 Rev B dated 30/08/2011.*
 - *Plan Showing Levels and Details prepared by Lean Lackenby & Hayward - Drawing No. 59178 dated 27/04/2009.*
 - *Plan Showing Sections along Dean Street prepared by Lean Lackenby & Hayward - Drawing No. 59178 dated 19/05/2011.*
 - *Development Location Plan prepared by Olsson & Associates Architects - Drawing No. S01.00 dated 04/04/2011.*
 - *Shoring Wall General Arrangement Plan prepared by Olsson & Associates Architects - Drawing No. S01.01 dated 04/04/2011*
 - *Shoring Wall Section and Details Plan prepared by Olsson & Associates Architects - Drawing No. S01.02 dated 04/04/2011.*

Subject to the following modification:

- *A revised version of the Geotechnical Assessment prepared by Parsons Brinckerhoff Ref DMS-LTR-096 Rev B dated 30/08/2011 to be submitted to RailCorp prior to the issuing of a Construction Certificate which excludes Figures E-1 and E-2 of the PLAXIS Analysis Report contained in Appendix E of the document.*

A Construction Certificate is not to be issued until the measures detailed in this condition of consent have been incorporated into the construction drawings and specifications. Prior to the commencement of works the Principle Certifying Authority is to provide verification to RailCorp that this condition has been complied with.

- *Prior to the commencement of works the Applicant is to submit to RailCorp a track/ground/retaining wall movement Monitoring Plan for endorsement. Works shall not commence until RailCorp has issued its written endorsement to the Monitoring Plan. The monitoring plan is to be in place until the end of construction works. Monitoring results are to be assessed by a geotechnical consultant and submitted to RailCorp for review on a two weekly basis during excavation and monthly during construction phases.*
- *Prior to the commencement of works and prior to the issue of the Occupation Certificate, a joint inspection of the rail infrastructure and property in the vicinity of the project (including RailCorp's retaining wall) is to be carried out by representatives from RailCorp 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 RailCorp. In relation to the brick retaining wall the dilapidation survey is to be*

undertaken twice weekly and on completion of works in addition to the above requirements. Any new cracking is not acceptable and any widening of any existing cracking must not exceed 2mm.

- *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.*
- *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 Rail Authority.*

The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority 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 the Rail Authority for review and comment on the impacts on rail corridor. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority 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 RailCorp a plan showing all craneage and other aerial operations for the development and must comply with all RailCorp requirements. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from the Rail Authority confirming that this condition has been satisfied.*
- *The proponent must provide a plan of how future maintenance of the development facing the rail corridor is to be undertaken. The maintenance plan is to be submitted to RailCorp prior to the issuing of the Occupancy Certificate. The Principle Certifying Authority shall not issue an Occupation Certificate until written confirmation has been received from RailCorp advising that the maintenance plan has been prepared to its satisfaction.*

- *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, including RailCorp's power supply within Deane Street.. Persons performing the service search shall use equipment that will not have any impact on rail services and signalling. Should rail services be identified the Applicant must obtain RailCorp written approval as to how they will be protected, or if required, relocated.*

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