

**RailCorp Property**  
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29 June 2012

The General Manager  
Campbelltown City Council  
PO Box 57  
Campbelltown NSW 2560

**ATTENTION: Andrew MacGee**

Dear Sir/Madam,

**STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007  
DEVELOPMENT APPLICATION – 2263/2011/DA-RA  
No. 3 Queen Street, Campbelltown**

I refer to Council's letter dated 9 December 2011 seeking 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 2263/2011/DA-RA, subject to Council imposing the conditions listed in Attachment A.

Should Council choose to not impose the attached conditions, 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 details, methodology, advice, undertakings and recommendations detailed in the following documents:*
  - *Geotechnical Investigation Report prepared by Jeffery and Katauskas dated 13 September 2011 (Ref 25103ZHrpt)*
  - *Numerical Analysis on Predicted Ground Movements and Geotechnical report prepared by Jeffery and Katauskas dated 21 May 2012 (Ref 25103ZH2rpt)*
  - *Retention System and Design Strategy report prepared by Taylor Thomas Whitting dated 21 May 2012 (Ref 111190)*
  - *Response to RailCorp from Jeffery and Katauskas dated 12 June 2012*
  - *Email to RailCorp from Jeffery and Katauskas dated 20 June 2012)*
  - *Shoring and Structural Drawings numbered S1 to S12 (inclusive) all Revision A and all dated 21/05/2012.*

*Subject to the following modifications:*

- *Deflection Wall Design: Report by Taylor Thomas Whitting 21 May 2012 specified the wall and column are to be designed for 1500kN load. AS5100 (Cl. 10.4.3) also requires a concurrent 3000kN applied parallel to the track. Written confirmation to be provided to RailCorp that this load has been included.*
- *The reinforcement cage must extend the full depth of the pile. Dynamic integrity testing is required to confirm the contiguous pile wall construction.*

*Prior to the issuing of a Construction Certificate, the Applicant is to submit Final Construction/Shoring plans consistent with the above requirements to RailCorp for endorsement. The Principle Certifying Authority shall not issue the Construction Certificate until written confirmation has been received from RailCorp confirming that this condition has been satisfied.*

- *The following items are to be submitted to RailCorp for review and endorsement prior to the issuing of a Construction Certificate:*
  - *Machinery to be used during excavation/construction.*
  - *Track monitoring plan detailing the proposed method of track monitoring during excavation and construction phases.*
  - *A rail safety plan including instrumentation and the monitoring regime.*

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

- *All piling and excavation works with 25m of the rail corridor are to be supervised by a geotechnical engineer experience with such excavation projects.*



- *No rock anchors/bolts are to be installed into RailCorp's property.*
- *No modifications may be made to that approved design without the consent of RailCorp.*
- *Prior to the issuing of an Occupation Certificate the Applicant is to submit the as-built drawings to RailCorp and Council. The as-built drawings are to be endorsed by a Registered Surveyor confirming that there has been no encroachment into RailCorp property or easement.*

*The Principle Certifying Authority is not to issue the Occupation Certificate until written confirmation has been received from RailCorp confirming that this condition has been satisfied.*

- *Prior to the commencement of works, the Applicant shall peg-out the common boundary with RailCorp's property and/or easement to ensure that there is no encroachment. This work is to be undertaken by a registered surveyor.*
- *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 (especially the retaining wall and rail track formation) 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.*
- *During all stages of the development extreme care shall be taken to prevent any form of pollution entering the railway corridor. Any form of pollution that arises as a consequence of the development activities shall remain the full responsibility of the Applicant.*
- *No work is permitted within the rail corridor, or its easements, at any time unless prior approval or an Agreement has been entered into with RailCorp.*

*Where the Applicant proposes to enter the rail corridor, the Principal Certifying Authority shall not issue a Construction Certificate until written confirmation has been received from RailCorp confirming that its approval has been granted.*

- *The Applicant is to ensure that the development (including wall along the rail corridor) incorporate appropriate anti-graffiti measures.*
- *There is a need to ensure that the roots and foliage of trees being planted beside the rail corridor do not have an impact on the rail corridor. The development's landscaping and planting plan should be submitted to RailCorp for review.*
- *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". The Applicant must incorporate in the development all the measures recommended in the report.*



- *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 is required to install measures (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 RailCorp requirements. The Principle 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.*
- *Prior to the issue of a Construction Certificate the Applicant is to provide RaiCorp with a report from a qualified structural engineer demonstrating that the structural design of the development (and including the wall along the rail corridor boundary) satisfies the requirements of Australian Standard AS5100. The Principle Certifying Authority is not to issue the Construction Certificate until it has received written confirmation from RaiCorp that it has received this report and the Principle Certifying Authority has also confirmed that the measures recommended in engineers report 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 RailCorp.*

*The Principle Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from RailCorp 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 RailCorp for review and comment on the impacts on rail corridor. The Principle Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from RailCorp 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 is not to issue the Construction Certificate until written confirmation has been received from the RailCorp confirming that this condition has been satisfied.*



- *Given the site's location next to the rail corridor, drainage and stormwater from the development must be adequately disposed of/managed and not allowed to be discharged into RailCorp's land unless prior approval has been obtained from RailCorp.*
- *Rainwater from the roof must not be projected and/or falling into the rail corridor and must be piped down the face of the building which faces the rail corridor.*
- *Prior to the commencement of works appropriate fencing is to be installed along the rail corridor to prevent unauthorised access to the rail corridor. Details of the type of fencing and the method of erection are to be to RailCorp's satisfaction prior to the fencing work being undertaken.*
- *The developer 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 is not to issue an Occupation Certificate until written confirmation has been received from RailCorp advising that the maintenance plan has been prepared to its satisfaction.*
- *The Applicant is to obtain RailCorp's endorsement prior to the installation of any hoarding or scaffolding facing the common boundary with the rail corridor.*
- *Where a condition of consent requires RailCorp's endorsement the Principle Certifying Authority is not to issue a Construction Certificate or Occupancy Certificate, as the case may be, until written confirmation has been received from RailCorp that the particular condition has been complied with.*

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