

4 February 2016

The General Manager  
Lake Macquarie City Council  
Box 1906  
Hunter Regional Mail Centre NSW 2310

**ATTENTION: Carlos Ferguson**

Dear Sir/Madam,

**DEVELOPMENT APPLICATION – DA/2125/2015  
87-89 Toronto Road, Booragul**

I refer to Council's letter received 14 January 2016 regarding the proposed development at the above address.

As of 1 July 2014 the property functions of RailCorp have been transferred to Sydney Trains. Whilst RailCorp still exists as the legal land owner of the rail corridor, its development application review function has been delegated to Sydney Trains.

Sydney Trains has reviewed this proposal under Clause 85 of State Environmental Planning Policy (Infrastructure) 2007 and asks that the following issues be addressed in the conditions for this proposed development.

**1. Noise and Vibration**

Sydney Trains is concerned that the future occupants of the development will encounter rail-related noise and vibration from the adjacent rail corridor. Rail noise and vibration can seriously affect residential amenity and comfort, jeopardise the structural safety of buildings, and thus should be addressed early in the development process.

The Department of Planning has released the document titled "Development Near Rail Corridors and Busy Roads- Interim Guidelines". The document is available on the Department of Planning's website.

Council is therefore requested to impose the condition of consent:

- *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".*

## **2. Stray Currents and Electrolysis from Rail Operations**

Stray currents as a result of rail operations may impact on the structure of the development. Electric currents on overhead wiring pass through the train's motor and return to the power substation via the rail tracks. Occasionally, these currents may stray from the tracks and into the ground. Depending on the type and condition of the ground, these may be passed to the nearest conductive material (concrete reinforcement, piling, conduits, pipework and earthing rods) accelerating corrosion of metals and leading to concrete cancer. Therefore, the Applicant should consider this possible impact, and engage an expert consultant when designing its buildings. It is requested that Council include the following condition of consent:

- *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.*

## **3. Fencing**

To ensure that unauthorised entry into the rail corridor is prevented from this development, Sydney Trains considers it appropriate to replace\retain the current fencing. Thus Sydney Trains requests that Council include the following condition of consent:

- *Prior to the commencement of works, appropriate fencing shall be installed along the rail corridor to prevent unauthorised access to the rail corridor. The current boundary fencing along the rail corridor is to be heightened or replaced by a higher boundary fence along the culvert. Details of the type of fencing and the method of erection are to be to Sydney Trains satisfaction prior to the fencing work being undertaken. Sydney Trains may provide supervision, at the developer's cost, for the erection of the new fencing.*

## **4. General Access to RailCorp's Facilities for Maintenance and Work Purposes (e.g. road closures, access clearances)**

The ongoing ability to access the rail corridor for maintenance and emergency situations is critical to the safety, integrity and operation of the Sydney Trains network. Sydney Trains needs to ensure that access to the corridor can continue to be easily achieved as a result of the development. It is requested that council include the following condition of consent:

- *The developer shall make provision for easy and ongoing access by rail vehicles, plant and equipment to support maintenance and emergency activities. A no parking zone is to be put into effect where the rail corridor access gates are located.*



## 5. Excavation

In the event that the proposed development involves ground penetration deeper than 2m and within 25m of the rail corridor, the Applicant shall submit to Sydney Trains for endorsement prior to Construction Certificate of the following items:

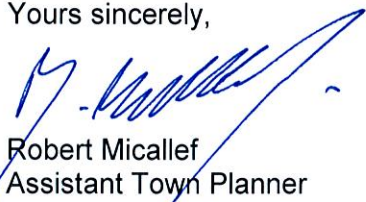
1. Geotechnical and Structural report/drawings.
2. Construction methodology with details pertaining to structural support during excavation.
3. Cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the Rail Corridor.

Detailed Survey Plan showing the relationship of the proposed developed with respect to RailCorp's land and infrastructure.

Finally, it is asked that Council forward to Sydney Trains a copy of the final development consent to enable Sydney Trains to monitor the Applicant's compliance with rail related conditions of consent.

Thank you for providing Sydney Trains the opportunity to comment and please contact me if you have any further enquires.

Yours sincerely,



Robert Micallef  
Assistant Town Planner  
Sydney Trains Property