

7 March 2017

The General Manager  
City of Parramatta  
PO Box 32  
Parramatta NSW 2124

**ATTENTION: ALEX MCDOUGALL**

Dear Sir/Madam,

**STATE ENVIRONMENTAL PLANNING POLICY (INFRASTRUCTURE) 2007  
DEVELOPMENT APPLICATION – DA/468/2016  
12-22 Langston Place, Epping**

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

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 concurrence function under the above SEPP has been delegated to Sydney Trains.

As such, Sydney Trains now advises that the proposed development is being 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, Sydney Trains has taken the above matters into consideration and has decided to grant its concurrence to the development proposed in development application DA/468/2016 subject to Council imposing the deferred commencement condition provided in Attachment A and operational conditions listed in Attachment B that will need to be complied with upon satisfaction of the Deferred Commencement Condition.

Should Council choose not to impose the deferred commencement condition in Attachment A and the operational conditions provided in Attachment B (as written), then concurrence from Sydney Trains has not been granted to the proposed development.

In the event that this development proposal is the subject of a Land and Environment Court appeal, Council's attention is drawn to Section 97A of the Environmental Planning and Assessment Act 1979 which requires Council to give notice of that appeal to a concurrence authority. Sydney Trains therefore requests that Council comply with this requirements should such an event occur.

Please contact Mr Jim Tsirimiagos 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,



**John Camarda**  
**Acting General Manager Property**



**Attachment A****Deferred Commencement Condition**

*This consent is not to operate until the Applicant satisfies the Council, within 12 months of the date of this consent, that it has obtained approval/certification from Sydney Trains as to the following matters and the approval/certification has been forwarded to the Council:*

**A1**

*The Applicant shall prepare and provide to Sydney Trains for approval/certification the following items:*

- 1. 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 rail corridor.*
- 2. Construction methodology with construction details pertaining to structural support during excavation. The Applicant is to be aware that Sydney Trains will not permit any rock anchors/bolts (whether temporary or permanent) within its land or easements.*
- 3. Cross sectional drawings showing the rail corridor, proposed basement excavation and structural design of sub ground support adjacent to the rail tunnel. All measurements are to be verified by a Registered Surveyor.*
- 4. Detailed Survey Plan showing the relationship of the proposed developed with respect to Sydney Trains easement and tunnel location.*
- 5. If required by Sydney Trains, an FE analysis which assesses the different stages of loading-unloading of the site and its effect on the rock mass surrounding the rail corridor.*

*Any conditions issued as part of Sydney Trains approval/certification of the above documents will also form part of the consent conditions that the Applicant is required to comply with.*



**Attachment B**

B1. *If required by Sydney Trains, 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 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.*

B2. *Unless advised otherwise the Applicant shall comply with the following items:*

- *All 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 or easements.*
- *On completion of the basement slab works all temporary rock anchors/bolts along the rail corridor boundary are to be destressed in accordance with the Geotechnical and Structural Reports.*
- *The project engineer is to conduct vibration monitoring during the course of the excavation.*

*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 Sydney Trains that this condition has been complied with.*

B3. *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.*
- *If required by Sydney Trains, track monitoring plan detailing the proposed method of track monitoring during excavation and construction phases.*
- *If required by Sydney Trains, 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 Sydney Trains that this condition has been complied with.*

B4. *Sydney Trains and Transport for NSW, and persons authorised by it for this purpose, are entitled to inspect the site of the approved development and all structures to enable it to consider whether those structures on that site have been or are being constructed and maintained in accordance with these conditions of consent, on giving reasonable notice to the principal contractor for the approved development or the owner or occupier of the part of the site to which access is sought.*



- B5. *Copies of any certificates, drawings or approvals given to or issued by Sydney Trains must be submitted to Council for its records.*
- B6. *Prior to the issuing of an Occupation Certificate the Applicant is to submit the as-built drawings to Sydney Trains, Transport for NSW and Council. The Principal Certifying Authority is not to issue the Occupation Certificate until written confirmation has been received from Sydney Trains confirming that this condition has been satisfied.*
- B7. *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.*
- B8. *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.*
- B9. *In exercising its functions in relation to any Sydney Trains conditions, Sydney Trains reserves the right to liaise with Transport for NSW and impose any requirements (as advised by TfNSW) on their behalf as if they were Sydney Trains requirements.*
- B10. *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".*
- B11. *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.*
- B12. *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.*



- B13. *If required by Sydney Trains, 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.*
- B14. *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. 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.*
- B15. *The Applicant is advised that the Epping to Chatswood Railway Line (ECRL) will temporarily close from late 2018 to early 2019 for approximately 6-7 months when the line undergoes conversion from suburban to metro operations. During this time rail replacement bus services will operate as part of the Temporary Transport Project (TTP) to continue public transport connections for customers. Epping will be a key interchange where customers will transfer between rail services and the TTP bus services during the temporary closure of the ECRL. The TTP bus services will utilise bus stops in Pembroke Street, Langston Place and Cambridge Street with other local temporary changes to some existing bus services as well as the temporary removal of car parking. The TTP buses will add up to an additional 30 buses to Epping in the busiest peak 1 hour in addition to the regular services that already serve Epping. There is expected to be an increased pedestrian activity in the vicinity of the proposed development with customers boarding and alighting from the replacement bus services in addition to the regular bus services.*

*It is considered that the proposed bus stop locations may conflict with the proposed construction traffic and parking/lay-over locations for this proposed development. Figure 6.1 of Traffic report shows construction vehicle approaching via Langston Place and Pembroke Street directly interfacing with TTP bus movements creating potential congestion and/or safety risks. It should also be noted that the right turn movement from Langston Place into Epping Road will be removed for general traffic. However, only during the period of TTP bus operation, a B-signal (buses only) will be provided to allow the right turn movement of buses from Langston Place into Epping Road.*

*As it is not clear if the Traffic report for the proposed development has considered the additional TTP buses operating in the Epping area, the Applicant shall liaise with Sydney Metro Authority and submit to Sydney Trains and Sydney Metro Authority for endorsement a revised Construction Management Traffic Report that takes into account the proposed conversion works at Epping, the TTP bus operations, and vehicular and pedestrian traffic changes. The Principal Certifying Authority is not to issue the Construction Certificate until written confirmation has been received from the Sydney Metro Authority confirming that this condition has been satisfied.*