

Mr Matthew Di Maggio
Development Assessment Officer
City Significant Development
City of Parramatta
PO Box 32
PARRAMATTA NSW 2124

Dear Mr Di Maggio

**6 & 7 Parramatta Square, Parramatta NSW 2150 (DA/46/2018)
Lot 2 DP 1234735, Lot 3 DP 1234735, Lot 4 DP 1234735**

Thank you for your letter dated 2 March 2018 requesting Transport for NSW (TfNSW) provide for concurrence pursuant to Clause 86 of the State Environmental Planning Policy (Infrastructure) 2007.

TfNSW has reviewed the relevant documentation supporting the development application and detailed comments are provided in **TAB A**.

TfNSW advises that the placing of any foundations, other structures and building loads in or near the proposed Parramatta Rail Link (PRL) alignment would affect the practicability of constructing this link.

It is noted that some of the proponent's reports need to be updated for the current development applications for the above site. TfNSW requests that the proposed development should be subject to the following conditions being included in any development consent.

Condition 1

Prior to the issue of the Construction Certificate, the applicant shall provide the following documentation for TfNSW review and written endorsement:

- *Revised Acoustic Assessment Report with the inclusion of any possible noise and vibration effects from the operation of the PRL;*
- *Updated Architectural Drawings to show the PRL corridor, the sections details in relation to the PRL Corridor and basement with RL's specified;*
- *Revised Geotechnical Report following the review of the current development application by the geotechnical engineers;*
- *Revised Structural Engineering Report and Drawings that:*
 - *Provide details of the proposed ground anchors;*
 - *Confirm that the movements predicted by the geotechnical numerical modelling can be accommodated by the structure;*
 - *Address the issues reflected in rail interface report and also design should consider rail impact on columns and super structure elements; and*
 - *Show the section details in relation to the PRL corridor and also provide the section detail showing the existing rail infrastructure.*

- *Revised Rail Interface Report to reflect the changes to the development that have been made as part of the current development applications and be amended to reflect the current standard (2017).*

Condition 2

Prior to the issue of the Occupancy Certificate, the applicant shall implement the suggested measures included in the Electrolysis Report.

If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager Land Use Planning and Development on 0439 489 298.

Yours sincerely



**Elizabeth Mildwater
Acting Secretary
Transport for NSW**

13th July 2018

Objective Reference CD18/02041

TAB A – Detailed Comments on the Corridor Protection for PRL

Acoustic Assessment Report

Comment

It is noted that the Acoustic Assessment Report addresses the possible effects of the existing rail corridor on the development but does not address the effects of the operation of the PRL.

Recommendation

TfNSW requests that the applicant includes comments relating to any possible noise and vibration effects from the operation of the PRL.

Statement of Environmental Effects (SEE)

Comment

The following comments are provided:

- Section 3.45 of the SEE for D/47/2018 indicates that the finished basement level will be RL- 9.9. However, the architectural drawings show RL - 4.3 for the finished basement level;
- Section 4.93 of the SEE states that the structural report notes that the south boundary perimeter shoring wall to 6&8 Parramatta Square will be propped during construction using internal temporary steel props to avoid ground anchors protruding into the PRL easement. This is not correct as the structural report notes that temporary anchors will be used; and
- Section 2.54 of the SEE references a Rail Interface Report by BG&E. This has not been included with the development application.

Recommendation

It is requested that the applicant provides a copy of the Rail Interface Report for review.

Electrolysis Report

Comment

The Electrolysis Report states the following:

- It is expected that minimal, additional stray current effects would occur as the proposed PRL will be further away from the existing rail line to the proposed development.
- The recommendations included in the report are conservative and would provide protection against any additional stray current effects, in the event they occur.

It is noted that the Electrolysis Report recommends some protective measures that must be implemented.

Recommendation

It is requested that the applicant implement the suggested measures included in the Electrolysis Report.

Architectural Drawings

Comment

It is noted that the architectural drawings do not show the PRL corridor.

Recommendation

It is requested that the applicant updates the architectural drawings to show the PRL corridor. Architectural drawings also should provide the sections details in relation to the PRL Corridor and basement with RL's specified.

Geotechnical Report and Groundwater modelling

Comment

Additional geotechnical documentation, including numerical modelling of the interaction between the PRL and the proposed development as well as groundwater modelling was provided as part of the approval process for the previous development applications. It is advised that these documentation needs to be updated for the subject development application.

Recommendation

TfNSW requests that a review of the current development application should be done by the geotechnical engineers and the geotechnical documentation be revised.

Structural Engineering Report and Drawings

Comment

The Structural Engineering report states that:

- The basement will be designed to accommodate anticipated lateral movements and forces from the PRL, both during construction of the PRL and from in-service loading when the PRL is operational; and
- These forces will be transferred via the basement floor slabs to, and resisted by, the tower lift and stair cores.

The report does not reference geotechnical numerical modelling carried out for previous development application. This modelling gives valuable information on the expected loading and movement as a result of the construction of the PRL.

It is understood that temporary ground anchors within the site boundary are to be used.

It is noted that the Structural Engineering Report refers a four level basement but architectural drawings indicate that a five level basement is proposed.

Structural engineering drawings have not been provided for review.

Recommendation

It is requested that

- The applicant provides details of the proposed ground anchors. It is noted that ground anchors are not to be used on the southern boundary of the site;
- The structural engineer confirms that the movements predicted by the geotechnical numerical modelling can be accommodated by the structure;

- The structural engineer's report addresses the issues reflected in the rail interface report and also design should consider rail impact on columns and super structure elements; and
- The applicant provides structural drawings during design development. Structural drawing should show the section details in relation to the PRL corridor and also provide the section detail showing the existing rail infrastructure.

Rail Interface Report

Comment

BG&E have prepared a Rail Interface Report that addresses the interaction between the proposed development, the existing rail corridor and the PRL. This report was submitted as part of the previous development applications for the site that were subsequently approved.

Recommendation

It is requested that Rail Interface Report be revised to reflect the changes to the development that have been made as part of the current development applications. The current report refers to the collision loads as per old AS 5100.Part 2 standard (2004). The report should be amended to reflect the current standard (2017).