

ArupSustainability

Appendix F

**RailCorp Letter of
Issues to Address**



RailCorp

Rail Corridor Management Group
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Tel: (02) 9224 2349 Fax: (02) 9224 4805

28 April 2008

David Hughes
Director
Crown Project Services Pty Ltd
Level 15, 3 Spring Street,
SYDNEY NSW 2000

Dear David,

REDFERN: EVELEIGH HERITAGE WALK PEDESTRIAN AND CYCLE BRIDGE

I refer to your letter dated 12 February 2008, inclusive of the updated Rail Corridor Interface Application, and the CCB meeting with RailCorp personnel on 2 April 2008 at which you arranged a presentation of the concept proposal.

Please note that in consideration of responses received in this Office in respect of the concept proposal there have been no objections raised. This letter therefore is to confirm that RailCorp has no objections 'in principle' to the concept proposal as submitted and presented in accordance with the above paragraph.

There are, however, a number of issues that have been raised and you would be aware of these through previous discussions and correspondence.

As previously advised, a major issue will be the total shutdown of the rail network through Redfern which will require special Executive and possibly Ministerial approval due to the logistical and political ramifications.

Other issues raised include the following:

1. There is proposed to be a Permanent Way maintenance area near the Existing Rail Yard Workshop. The footing and column of the proposed bridge is not to result in any access impedence to (or within) this area nor within the maintenance area.
 2. Access road arrangements for RailCorp are to be agreed between RailCorp and Redfern-Waterloo Authority prior to any approval being issued for design or construction proposals.
 3. There are to be anti-throw barriers fixed along either side of the proposed bridge.
 4. There are to be anti-climb facilities on the proposed bridge to prevent any person from climbing on the proposed bridge structure.
 5. The storm water drainage system of the bridge shall ensure that no rain water will drip on the electrical overhead line system beneath it.
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6. A detail risk analysis, including mitigation measures, is to be provided that addresses the possibility of derailment of a train that may impact on the proposed bridge column. Also, the design of the footing is to be such as to minimise potential damage to any train as a result of a collision with the proposed bridge.
7. Maintenance free material is preferred for use on the external part of the bridge such as stainless steel instead of steel surface with paint. Otherwise access to the external part of the bridge will require a possession for maintenance work to be carried out.
8. The colour of the proposed bridge is not to cause any glare, interference or misinterpretation of signal lighting.
9. The lighting for the proposed bridge is not to cause any glare, interference or misinterpretation of signal lighting.
10. It shall be necessary to analyse whether any lightning arrest system is required for the proposed bridge.
11. A detail services search will be required before the finalisation of the pier footings of the proposed bridge.
12. A detail construction Safe Work Method Statement (**SWMS**) and Methodologies will be required for the proposed construction works. A detail risk analysis will be required for installing the bridge on the two columns above the entire trackwork, south of Redfern Station.
13. The final design will need to comply with all RailCorp standards and requires RailCorp approval.
14. It will be necessary for the Redfern-Waterloo Authority to provide a contribution toward the cost of 'Alternate Transport and Possession Management' for utilising track possessions during construction and any maintenance periods.
15. There is also a particular interest in the location of the northern abutment and the potential loads being transferred onto the cavern of a future underground station beneath. RailCorp's Network Development will therefore also be involved in the approval process.

Should you wish to contact the writer at any time during normal working hours please call on telephone number (02) 9224 2352.

Yours faithfully,



Peter Boyden

Access Coordinator

Rail Corridor Management Group, RailCorp.

