

Marie Burge
Council of the City of Sydney

By Email: via NSW Planning Portal

Re: 4-6 Bligh Street, Sydney
State Significant Development Application – SSD-48674209 D/2023/113

31 March 2023

Dear Marie Burge,

Sydney Metro refers to State Significant Development Application SSD-48674209 (City of Sydney reference D/2023/113) (SSDA) lodged on behalf of Holdmark NSW Pty Ltd (Applicant), referred to Sydney Metro via the NSW Planning Portal on 13 March 2023.

The SSDA is for the construction of a 59-storey mixed-use hotel and commercial development with five basement levels.

A development consent exists for the site (D/2018/892), and permits the demolition of existing site structures, excavation to a depth of three basement levels and shoring of the site. A modification application has recently been lodged seeking to modify the consent to permit an additional two basement levels. Sydney Metro understands that the purpose of the proposed development as modified by the modification application is to facilitate the construction of the development subject of the SSDA. The modification application was referred to Sydney Metro for its concurrence, and in response Sydney Metro has requested further information from the applicant, as it is not currently satisfied that the development as modified will have an acceptable impact on Sydney Metro's rail infrastructure facilities.

As is the case with the modification application, the land to which the SSDA applies is in close proximity to the existing Sydney Metro – City & Southwest rail infrastructure facilities and is above the location of the proposed Sydney Metro – West rail infrastructure facilities. Both the Sydney Metro – City & Southwest and Sydney Metro – West projects are approved Critical State Significant Infrastructure projects which will support a growing city and deliver world-class metro services to more communities.

The portion of the Sydney Metro – City & Southwest rail infrastructure facility that is in the vicinity of the site has been constructed and the project itself is due to open in 2024. The Sydney Metro – West project is currently in construction. Sydney Metro has a responsibility to ensure the safety and structural integrity, and the safe and effective operation of, existing and proposed infrastructure within rail corridors. In exercising this function, Sydney Metro seeks to engage with all stakeholders to achieve mutually acceptable outcomes wherever possible.

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In order to ensure the appropriate management and mitigation of the proposed development's potential impacts on the Sydney Metro - West and Sydney Metro - City & Southwest rail infrastructure facilities, Sydney Metro has reviewed the SSDA documents uploaded onto the NSW Planning Portal on 13 March 2023 and engaged in several discussions with the Applicant.

Following this review, and the progress of discussions, Sydney Metro advises that currently it is not in a position to support the SSDA and considers it appropriate for the Applicant to provide further information and continue with ongoing discussions with Sydney Metro in relation to the proposed location and nature of substratum structures required for the development.

In that regard, Sydney Metro requests the information set out below to assist its assessment of the potential impacts of the proposed development on the safety and structural integrity, and safe and effective operation of existing and proposed Sydney Metro – West and Sydney Metro – City & Southwest infrastructure. Sydney Metro requires the information outlined below in compliance with the Sydney Metro Underground Corridor Protection Guidelines and the Sydney Metro At Grade and Elevated Sections Guidelines (available from www.sydneymetro.info).

In respect of the Sydney Metro – West and Sydney Metro – City & Southwest projects

1. Confirmation of the demolition and construction program of the whole proposed development.
2. Detailed impact assessment of Sydney Metro assets including the three dimensional impacts from the existing building and other infrastructure around the proposed development with appropriate in-situ stresses, structural and geotechnical parameters. Appropriately conservative assumptions for each alignment (Sydney Metro – West and Sydney Metro – City & Southwest) should be considered.

In respect of the Sydney Metro – West project

1. Geotechnical and structural reports/drawings that meet the Standards and requirements of Sydney Metro. The geotechnical report must be based on actual borehole testing conducted on the portion of the site that is closest to the rail corridor and include:
 - a. an analysis of the potential impact of construction and operation of the development;
 - b. construction induced vibration impacts on the rail corridor and rail infrastructure; and
 - c. potential loadings of the development on the rail corridor and rail infrastructure.
2. If dewatering is proposed, a hydrologic assessment report demonstrating that any dewatering during construction and operations will not have any adverse settlement impacts on the rail corridor or rail infrastructure
3. Structural design documentation for the development which demonstrates that:
 - a. the foundation design ensures that all loads from the development are within an acceptable agreed range and any changes in detailed design will not exceed the range and will have no adverse impacts on the rail corridor, rail infrastructure or proposed Sydney Metro substratum land; and

- b. if constructed first the building design takes account of future tunnelling activities and any ground movements caused by tunnelling, so there are no adverse impacts on the building.
- 4. The construction methodology for the development, including details of the structural support to be provided for the development and rail corridor during construction and operation of the development. The construction methodology must not propose any rock anchors/bolts (whether temporary or permanent) within Sydney Metro's proposed substratum land during construction or operation of the development unless the Applicant has obtained prior written consent from Sydney Metro.
- 5. Cross sectional drawings showing the rail corridor, sub soil profile, proposed basement and/or foundation excavation and structural design of the development's sub-ground support adjacent to the rail corridor. Location and extent of the proposed core pads, isolated footings including any tolerance. All measurements contained within the cross sectional drawings must be verified by a registered surveyor.
- 6. A detailed survey plan which accurately defines the boundaries between the development, the rail corridor (first and second reserve), rail infrastructure and any proposed Sydney Metro substratum land.
- 7. Information about craneage and other aerial operations for the development.
- 8. An acoustic assessment report which confirms that the proposal:
 - a. Complies with the *State Environmental Planning Policy (Transport & Infrastructure) 2021* and the NSW Department of Planning & Environment's document titled "Development Near Rail Corridors and Busy Roads – Interim Guideline" (2008) and the Sydney Metro Underground Corridor Protection Guidelines (available from www.sydneymetro.info);
 - b. is designed, constructed and maintained so as to avoid damage or other interference which may occur as a result of air-borne noise, ground-borne noise and vibration effects that may emanate from the rail corridor during rail construction and operations; and
 - c. does not have any noise or vibration impacts on the rail corridor or rail infrastructure.

In respect of the Sydney Metro – City & Southwest project

- 1. Geotechnical and structural reports/drawings that meet the Standards and requirements of Sydney Metro. The geotechnical report must be based on actual borehole testing conducted on the portion of the site that is closest to the rail corridor and include:
 - a. an analysis of the potential impact of construction and operation of the development; and
 - b. potential loadings of the development on the rail corridor and rail infrastructure.
- 2. If dewatering is proposed, a hydrologic assessment report demonstrating that any dewatering during construction and operations will not have any adverse settlement impacts on the rail corridor or rail infrastructure
- 3. Structural design documentation for the development which demonstrates that:
 - a. the foundation design ensures that all loads from the development are transferred and have no adverse impacts on the rail corridor, rail infrastructure or Sydney Metro land; and

- b. if constructed first the building design takes account of future tunnelling activities and any ground movements caused by tunnelling, so there are no adverse impacts on the building.
- 4. The construction methodology for the development, including details of the structural support to be provided to the development and rail corridor during construction and operation of the development. The construction methodology must not propose any rock anchors/bolts (whether temporary or permanent) within Sydney Metro's land during construction or operation of the development unless the Applicant has obtained prior written consent from Sydney Metro.
- 5. Cross sectional drawings showing the rail corridor, sub soil profile, proposed basement and/or foundation excavation and structural design of the development's sub-ground support adjacent to the rail corridor. Location and extent of the proposed core pads, isolated footings including any tolerance. All measurements contained within the cross sectional drawings must be verified by a registered surveyor.
- 6. A detailed survey plan which accurately defines the boundaries between the development, the rail corridor (first and second reserve), rail infrastructure and any Sydney Metro substratum land.
- 7. Information about craneage and other aerial operations for the development.
- 8. An acoustic assessment report which confirms that the proposal:
 - a. Complies with the *State Environmental Planning Policy (Transport & Infrastructure) 2021* and the NSW Department of Planning & Environment's document titled "Development Near Rail Corridors and Busy Roads – Interim Guideline" (2008) and the Sydney Metro Underground Corridor Protection Guidelines (available from www.sydneymetro.info);
 - b. is designed, constructed and maintained so as to avoid damage or other interference which may occur as a result of air-borne noise, ground-borne noise and vibration effects that may emanate from the rail corridor during rail construction and operations; and
 - c. does not have any noise or vibration impacts on the rail corridor or rail infrastructure.
- 9. A report on the electrolysis risk to the development from stray currents including recommendations to control that risk.

(together, Additional Information).

Sydney Metro requests that the Additional information be provided to Council no later than 28 days of the date of this letter, being 28 April 2023.

Council is requested to forward this request for the Additional Information to the Applicant and Sydney Metro recommends that the Applicant consult with Sydney Metro before submitting the Additional Information requested to Council.

Subject to the outcome of Sydney Metro's review of the Additional Information, further additional information may be required to assist Sydney Metro to properly consider the potential impacts of the proposed development.

Next steps

If, at any point, the SSDA is amended please ensure that the amended SSDA and any new or amended supporting documents are provided to Sydney Metro for further assessment. Any

amendments to the SSDA may alter the impacts of the proposed development on the Sydney Metro - West and Sydney Metro - City & Southwest rail corridor assessed by Sydney Metro.

In the event that the proposed development is the subject of a Land and Environment Court appeal, the consent authority is requested to notify Sydney Metro.

Finally, it appears the SSDA may also have potential impacts on the CBD Rail Link interim rail corridor, which is not the responsibility of Sydney Metro. Sydney Metro considers the SSDA should be referred as applicable in that regard.

Sydney Metro thanks Council of the City of Sydney for its assistance.

Please contact Peter Bourke, Senior Manager Corridor Protection or Denise Thornton, Corridor Protection Coordinator at email sydneymetrocorridorprotection@transport.nsw.gov.au should you have any further enquiries on this matter.

Sincerely,

A handwritten signature in black ink, appearing to be 'S. Scott', with a stylized, flowing script.

Stephen Scott
Executive Director
Northwest Operations
SSD-48674209 D/2023/113 – 4-6 Bligh Street, Sydney