



Judith Elijah  
Department of Planning and Environment  
Major Projects Portal

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**State Environmental Planning Policy (Transport and Infrastructure) 2021  
State Significant Development Application - SSD-52604208  
85-97 Waterloo Road and 2 Banfield Road, Macquarie Park  
Request for additional information**

30 October 2023

Sydney Metro refers to State Significant Development Application SSD-52604208 (SSD) submitted by Goodman Planning (Applicant) that has been referred to Sydney Metro via the Major Projects Portal on 29 September 2023 in accordance with section 2.99 of the *State Environmental Planning Policy (Transport and Infrastructure) 2021* (T&ISEPP).

Transport for NSW (TfNSW) has delegated its rail authority functions in relation to the Metro North West Line rail corridor to Sydney Metro. Therefore, Sydney Metro is the relevant rail authority for the Metro North West Line rail corridor for the purpose of the T&ISEPP.

As this is a SSD application, the provisions of section 2.99 of the T&ISEPP do not apply.

Section 4.13(2A) of the *Environmental Planning and Assessment Act 1979* excludes concurrence or consultation requirements from applying to development applications for SSD, unless an environmental planning instrument requires concurrence or consultation to SSD. As section 2.99 of the T&ISEPP does not require concurrence to be provided in the context of a development application for SSD, concurrence is not required for the DA.

Notwithstanding this, in order to ensure the appropriate management and mitigation of the proposed development's impacts on the Metro North West Line rail corridor, Sydney Metro has reviewed the SSD documents that were uploaded onto the Major Projects Portal on 29 September 2023, including having regard to the matters outlined in the T&ISEPP.

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ABN 12 354 063 515  
SM-23-00876431

Following this review, Sydney Metro advises that it is not in a position to make a decision until the additional information outlined below is provided for Sydney Metro's further review:

- a) 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.
- b) Structural design documentation for the development which demonstrates that:
  - i) the foundation design ensures that all loads from the development are transferred and have no adverse impacts on the rail corridor, rail infrastructure or rail easements;
  - ii) 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; and
  - iii) any deformation induced by bulk excavation will not have adverse impacts on the rail corridor, rail infrastructure or rail easements.
- c) 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. All measurements contained within the cross sectional drawings must be verified by a registered surveyor.
- d) An engineering impact assessment demonstrating that there will be no adverse impacts on the Sydney Metro – Northwest Rail Link rail corridor in accordance with the Sydney Metro Underground Corridor Protection Guidelines (<https://sydneymetro.info/sites/default/files/2021-09/SM-Underground-Corridor-Protection-Technical-Guidelines.pdf>).
- e) An acoustic assessment report which confirms that the proposal 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 (<https://sydneymetro.info/sites/default/files/2021-09/SM-Underground-Corridor-Protection-Technical-Guidelines.pdf>). Specifically, please amend the submitted acoustic report as follows:
  - i) The Applicant has not considered the ground-borne noise impact on residential developments close to alignment.
  - ii) The Applicant has undertaken vibration measurements on the surface to demonstrate compliance with human comfort vibration criteria. The building foundations will be closer to the tunnels than where the surface measurements were undertaken. Adjustment to measured vibration levels is required to understand the impact of the new development.
- f) An electrolysis report, prepared by a suitably qualified consultant, to assess the requirements for electrolysis effects on the development infrastructure from metro operation and to address whether preventative measures are required.

(together, Additional Information).

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The Department of Planning and Environment (DPE) 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 to DPE.

Sydney Metro requests that the Additional Information be forwarded to [SydneyMetroCorridorProtection@transport.nsw.gov.au](mailto:SydneyMetroCorridorProtection@transport.nsw.gov.au) and uploaded to the Major Projects Portal to enable Sydney Metro to undertake the required internal review as quickly as possible and within the required statutory timeframe.

Subject to the outcome of Sydney Metro's review of the Additional Information, further additional information may be required before Sydney Metro can determine whether the proposal will have any impacts on the Metro North West Line rail corridor.

Sydney Metro thanks DPE for its assistance.

Please contact Peter Bourke Senior Manager Corridor Protection or Jennifer Nguyen Corridor Protection Coordinator at email [sydneymetrocorridorprotection@transport.nsw.gov.au](mailto:sydneymetrocorridorprotection@transport.nsw.gov.au) should you have any further enquiries on this matter.

Sincerely,



**Stephen Scott**

Executive Director

Northwest Operations

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