

Jeffrey Peng
Department of Planning, Housing and Infrastructure
Major Projects Portal

State Environmental Planning Policy (Transport and Infrastructure) 2021
State Significant Development Application - SSD-63168959
269 Lane Cove Road, Macquarie Park
Request for additional information

9 September 2024

Dear Jeffrey Peng,

Sydney Metro refers to State Significant Development Application SSD-63168959 (SSD) submitted by NEXTDC Limited (Applicant) that has been referred to Sydney Metro via the Major Projects Portal on 29 July 2024 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.

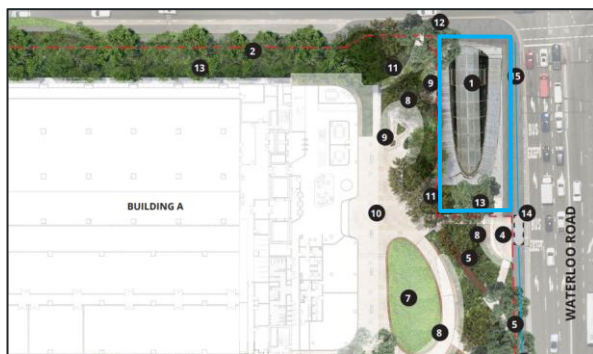
Section 4.13(2A) of the *Environmental Planning and Assessment Act 1979* excludes concurrence or consultation requirements from applying to development applications for SSD, unless an environmental planning instrument requires concurrence or consultation to SSD. As section 2.99 of the T&ISEPP does not 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 July 2024, including having regard to the matters outlined in the T&ISEPP.

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 showing the relationship of the proposed development with respect to the rail corridor and rail infrastructure.
- b) Cross sectional drawings showing ground surface, rail tracks, sub soil profile, proposed basement excavation and structural design of sub ground support adjacent to the rail corridor. All measurements must be verified by a registered surveyor.

- c) A copy of the current land title including all easements (including rights of way), covenants and caveats.
- 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) 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.
- f) The construction methodology for the development, including details of the structural support to be provided to the development and rail corridor during excavation and operation of the development. The construction methodology must not propose any rock anchors/bolts (whether temporary or permanent) within Sydney Metro's land or easements during construction or operation of the development unless the Applicant has obtained prior written consent from Sydney Metro.
- g) Risk assessment report in accordance with Section 7.3 of the Sydney Metro Underground Corridor Protection Guidelines (<https://sydneymetro.info/sites/default/files/2021-09/SM-Underground-Corridor-Protection-Technical-Guidelines.pdf>).
- h) 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.
- i) Update Appendix E "Vibration Criteria" in the Noise and Vibration Impact Assessment (Ref: S5-AC-00-000-REP-F-DVA-APP-AC Report-20240626 Rev F) by ARUP dated 26 June 2024 to include Sydney Metro Asset criteria found in Sydney Metro Underground Corridor Protection Guidelines Section 9.3.
- j) Clarify if the extent of landscaping will be beyond the proposed site boundary and entering Sydney Metro's License Maintenance Area (LMA) land, shown in blue on the below extract. Should the proposed landscaping encroach Sydney Metro's LMA land, the Applicant must consult with Sydney Metro and its operator regarding maintenance and any other necessary processes.



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(together, Additional Information).

In order to determine the corridor protection zones (Sydney Metro First and/or Second Reserves), the Applicant will need the location of the substratum. Stratum information can be obtained through:

- The owners who were notified of the location of the stratum as part of the acquisition process;
- The survey plans of acquisition have been registered with Land Registry Services, NSW. Your surveyor should be able to assist with this; or
- Conducting a Before You Dig Australia search.

If you consider that your proposed works may be close to or extend into the Sydney Metro First Reserve, please email SydneyMetroCorridorProtection@transport.nsw.gov.au to obtain the Sydney Metro tunnel alignment.

The Department of Planning, Housing and Infrastructure (DPHI) 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 DPHI.

Sydney Metro requests that the Additional Information be forwarded to 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 DPHI for its assistance.

Please contact the Sydney Metro Corridor Protection team at SydneyMetroCorridorProtection@transport.nsw.gov.au should you have any further enquiries on this matter.

Sincerely,



Stephen Scott

Executive Director

Northwest & City Operations

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