



Jasmine Tranquille
Department of Planning, Housing and Infrastructure
via NSW Major Projects Portal

State Environmental Planning Policy (Transport and Infrastructure) 2021
State Significant Development Application - SSD-78996460
16-24 Lord Street and 21-27 Roseville Avenue, Roseville
Request for additional information

27 May 2025

Dear Justin Keen,

Sydney Metro refers to State Significant Development Application SSD-78996460 (SSD) submitted by Hyecorp Property Group (Applicant) that has been referred to Sydney Metro via the Major Projects Portal on 02 April 2025 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 Sydney Metro Northwest rail corridor to Sydney Metro. Therefore, Sydney Metro is the relevant rail authority for the Northwest rail corridor for the purpose of the T&ISEPP.

As this is an 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 Sydney Metro Northwest rail corridor, Sydney Metro has reviewed the SSD documents that were uploaded onto the Major Projects Portal on 02 April 2025, 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 which accurately defines the boundaries between the development including the proposed building footprint, the rail corridor (first and second reserve), rail infrastructure and any Sydney Metro substratum land. All measurements contained within the survey plan must be verified by a registered surveyor.
- b) Plan and 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.
- c) An engineering impact assessment demonstrating that there will be no adverse impacts on the Sydney

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Metro Northwest rail corridor, in accordance with the Sydney Metro Underground Corridor Protection Technical Guidelines.

- d) Structural foundation layout and 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) any deformation induced by bulk excavation will not have adverse impacts on the rail corridor, rail infrastructure or rail easements.
- e) Risk assessment report, in accordance with Section 7.3 of the Sydney Metro Underground Corridor Protection Technical Guidelines.
- f) An electrolysis report, prepared by a suitably qualified consultant, on the electrolysis risk to the development from stray current and measures to control that risk.
- g) An acoustic assessment report, which confirms that the proposal;
 - i) 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.
 - ii) 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
 - iii) does not have any noise or vibration impacts on the rail corridor or rail infrastructure
- h) Section 1 of the Geotechnical Investigation states that the purpose of the report is to assess the hydrogeological conditions across the site. However, Section 5.2 (Groundwater) does not clearly specify the recommended groundwater level to be used for design purposes. Please confirm the groundwater level to be adopted for design, in line with the overall objective of assessing site-wide hydrogeological conditions.
- i) Desktop impact assessment on Sydney Metro assets, as referenced in the Geotechnical Investigation Report and Environmental Impact Statement.

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 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 Northwest rail corridor.

Sydney Metro thanks DPHI for its assistance. Please contact Peter Bourke, Senior Manager – Corridor Protection and Abhishek Sengupta, Planner – Corridor Protection at sydneymetrocorridorprotection@transport.nsw.gov.au should you have any further enquiries on this matter.

Sincerely,



Peter Kalton
Executive Director,
Northwest & City Operations
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