



Matthieu Santoso
Department of Planning, Housing and Infrastructure
4 Parramatta Square,
12 Darcy St,
Parramatta NSW 2150

**State Environmental Planning Policy (Transport and Infrastructure) 2021 State
Significant Development Application -SSD-109645990**

19 March 2026

Hasluck Street, 5 Torrelli Street & 2 Grassland Street, Rouse Hill

Dear Matthieu Santoso,

Thank you for your referral via the NSW Major Project Portal on 17 March 2026 to Sydney Metro requesting input into the Department of Planning, Housing and Infrastructure Secretary's Environmental Assessment Requirements (SEARs) for the proposal including details of any key issues and assessment requirements, 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 Line rail corridor to Sydney Metro. Therefore, Sydney Metro is the relevant rail authority for the M1 Sydney Metro Northwest and Bankstown rail corridor for the purpose of the T&ISEPP.

Concurrence of Sydney Metro is not required

Sydney Metro understands that the development the subject of the DA is State Significant Development (SSD) being the staged construction of apartment buildings ranging from 4 to 20 storeys.

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 - M1 Sydney Metro Northwest and Bankstown rail corridor, Sydney Metro has reviewed the SEARs Request documents that were uploaded onto the Major Projects Portal on 17/03/2026, including having regard to the matters outlined in the T&ISEPP.

Based on this review, Sydney Metro is of the view that the proposed development would have negligible impacts

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on the Sydney Metro M1 Sydney Metro Northwest and Bankstown rail corridor because the proposed development does not involve excavation work occurring:

- (a) within, below or above, the rail corridor;
- (b) within 25m (measured horizontally) of the rail corridor;
- (c) within 25m (measured horizontally) of the ground directly below rail corridor; or
- (d) within 25m (measured horizontally) of the ground directly above an underground rail corridor.

Given the site's proximity to Tallawong Metro Station, it is recommended that consultation be undertaken with Sydney Metro during the SSDA stage. This will ensure that appropriate advice is obtained to inform the Environmental Impact Statement (EIS) in relation to traffic, public domain integration, and placemaking outcomes.

Sydney Metro thanks the Department of Planning, Housing and Infrastructure for its assistance.

Please contact Peter Bourke Senior Manager Corridor Protection or Lauren Saunders Corridor Protection Coordinator via email sydneymetrocorridorprotection@transport.nsw.gov.au should you have any further enquiries on this matter.

Sincerely,



Peter Bourke
Senior Manager Corridor Protection
Customer Ops & Project Sponsorship
Hasluck Street, 5 Torrelli Street & 2 Grassland Street, Rouse Hill – SSD-109645990