

24 August 2021

James Groundwater  
Key Sites & Regional Assessments  
Department of Planning, Industry and Environment

By Email: James.Groundwater@planning.nsw.gov.au

Dear James,

**State Environmental Planning Policy (Infrastructure) 2007  
State Significant Development Application – SSD-15882721  
Doran Drive Plaza Precinct  
Request for additional information**

Thank you for your email dated 2 August 2021 inviting Sydney Metro to comment on State Significant Development Application SSD-15882721 (SSD) submitted by Deicorp Projects (Showground) Pty Ltd (Deicorp) (Applicant) in accordance with clause 86 of the *State Environmental Planning Policy (Infrastructure) 2007* (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 ISEPP.

As this is a SSD application, the provisions of Clause 86 of the 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 clause 86 of the 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 NSW Major Projects Portal on 2 August 2021, including having regard to the matters outlined in the 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) The letter in Appendix 64A – Development Near Rail Corridor identifies the requirements of the Sydney Metro At Grade and Elevated Sections Corridor Protection Guidelines as the relevant document for works around the corridor. However for the underground sections of the network, the Applicant must provide an assessment or statement demonstrating compliance with the Sydney Metro Underground Corridor Protection Technical Guidelines v2 (2021).

- b) In the acoustic report for the proposed mixed-use development (Appendix 54), Section 1 states that Koikas Acoustics has determined that a rail vibration assessment from the Hills Showground Station is required at the DA stage. However, such an assessment is not found in the report. A rail vibration and ground borne noise assessment is required.
  - c) In Section 5.1.1, no ISEPP/DOP ground borne noise or vibration requirements for the proposed development are stated. The requirements are provided in Section 3.6.3 and 3.6.4 of the ISEPP/DOP and should be included in the assessment.
  - d) Considerations for assessing operational noise and vibration impacts from rail operations on the development are available for the developer in Section 9.3.2 of the Sydney Metro Underground Corridor Protection Technical Guidelines.
  - e) The basement and foundations of the proposed development and their relative locations to the underground rail corridor and the station should be considered in the ground borne noise and vibration assessment.
  - f) There is no evidence provided that the structural design allows for an electrolysis monitoring point. Since this development is in close proximity to the Metro North West line, there is a high chance of the building structure attracting stray dc currents.
  - g) There is no evidence that insulated fitting have been used for incoming services.
- (together, Additional Information).

The present design does not currently allow for anchors within the second reserve. Should further design require the need for such anchors, the Applicant must immediately notify Sydney Metro and submit the necessary impact assessments as outlined within the Sydney Metro Underground Corridor Protection Technical Guidelines v2 (2021).

The Department of Planning, Industry and Environment (DPIE) 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 DPIE.

Sydney Metro requests that the Additional Information be forwarded to [SydneyMetroCorridorProtection@transport.nsw.gov.au](mailto:SydneyMetroCorridorProtection@transport.nsw.gov.au) 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 DPIE for its assistance.

Please contact Peter Bourke, Senior Manager Corridor Protection or Lauren Manias on [sydneymetrocorridorprotection@transport.nsw.gov.au](mailto:sydneymetrocorridorprotection@transport.nsw.gov.au) should you wish to discuss this matter further.

Yours sincerely



**Stephen Scott**

Deputy Executive Director

Northwest Operations

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