

Modification of Infrastructure Approval

Section 5.25 of the *Environmental Planning & Assessment Act 1979*

I approve the modification of the State significant infrastructure approval referred to in Schedule 1, subject to the conditions in Schedule 2.



The Hon. Anthony Roberts MP
Minister for Planning

Sydney

22/3/

2018

SCHEDULE 1

Infrastructure Approval: SSI 7400 granted by the Minister for Planning on 9 January 2017.

**For the following Critical
State Significant Infrastructure:**

Construction and operation of a metro rail line, approximately 16.5 kilometres long (of which approximately 15.5 kilometres is located in underground rail tunnels) between Chatswood and Sydenham, including the construction of a tunnel under Sydney Harbour, links with the existing rail network, seven metro stations, and associated ancillary infrastructure.

**Declaration as Critical
State Significant Infrastructure:**

The proposal is Critical State Significant Infrastructure by virtue of clause 5 of Schedule 5 of the State Environmental Planning Policy (State and Regional Development) 2011 (NSW).

Modification:

Reconfiguration of Martin Place Metro Station layout including the addition of land at 9-19 Elizabeth Street, alterations to the station entries, inclusion of an unpaid concourse and retention of existing MLC pedestrian link to the Martin Place Metro station (SSI 7400 MOD 3)

SCHEDULE 2

Note: Words that have been deleted are shown as: ~~deleted~~
Words that have been added are shown as: added

1. Amend Table 3: Reports and Notifications that must be submitted to the Secretary as follows:

Condition	Report / Notification	Timing ¹	Purpose
Heritage			
<u>E22.1</u>	<u>Approve a qualified heritage architect</u>	<u>Before commencement of demolition works at 9-19 Elizabeth Street</u>	<u>Approval</u>
Noise and Vibration			
<u>E28.1</u>	<u>Approve a qualified structural engineer</u>	<u>Before commencement of excavation works impacting 50 Martin Place</u>	<u>Approval</u>

2. Delete condition A1 and replace with the following:

- A1 The CSSI must be constructed generally in accordance with the description of the CSSI in the EIS as amended by the:
- description in the PIR;
 - Sydney Metro City and Southwest Chatswood to Sydenham Victoria Cross Station and Artarmon Substation Modification Report (Transport for NSW) as amended by the Victoria Cross and Artarmon Substation Modification Submission Report (Transport for NSW);
 - Sydney Metro City and Southwest Chatswood to Sydenham Sydenham Station and Sydney Metro Trains Facility South Modification Report (Transport for NSW) as amended by the Sydney Metro City and Southwest Chatswood to Sydenham Sydenham Station and Sydney Metro Trains Facility South Submissions Report (Transport for NSW);
 - Sydney Metro City and Southwest Chatswood to Sydenham Central Walk Modification Report (Transport for NSW) as amended by the Central Walk Modification Submission Report (Transport for NSW);
 - Sydney Metro City and Southwest Chatswood to Sydenham Martin Place Metro Station Modification Report as amended by the Sydney Metro City and Southwest Chatswood to Sydenham Martin Place Station Modification Submissions Report; and
 - the terms of this approval.

3. Add new condition A1.1 to read:

- A1.1 If SSD 17 8351 (Sydney Metro Martin Place Station Precinct) is not approved or the if the NSW Government chooses to not proceed, then the modifications to this approval as described in A1(e) must not proceed and the design must revert to the approved CSSI project as described in A1 as amended by A1(a), A1(b), A1(c), A1(d) and A1(f).

4. Add new condition E22.1 to read:

- E22.1 If the modifications to this approval as described in A1(e) proceed, any internal and external finishes of infilled openings between 9-19 Elizabeth Street and 50 Martin Place must be developed in consultation with a suitably qualified heritage architect, approved by the Secretary.

5. Add new condition E28.1 to read:

- E28.1 If the modifications to this approval as described in A1(e) proceed, the vibration screening criterion for 50 Martin Place must remain at 7.5 mm/s, unless a detailed investigation of the construction of the building determines that increasing the screening criterion to 25 mm/s is acceptable. The investigation must be undertaken by a suitably qualified structural engineer with experience assessing heritage structures and approved by the Secretary and must be supported by evidence to demonstrate the higher criterion is appropriate.

6. Delete condition E37 and replace with the following:

- E37. The Proponent must identify all receivers likely to experience internal noise levels greater than $L_{eq(15 \text{ minute})}$ 60 dB(A) inclusive of a 5 dB penalty, if rock breaking or any other annoying

¹ Where a project is staged, all required approvals must be obtained before the commencement of the relevant stage.

activity likely to result in regenerated (ground-borne) noise or a perceptible level of vibration is planned (including works associated with utility adjustments), between 7am – 8pm at:

- (a) Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street, and Central; and
- (b) Marrickville, Newtown, St Peters, Sydenham and Tempe for works specified in SSI 7400 MOD 4 referenced in Condition A1 (c).