

18 December 2025

TfNSW Reference: SYD24-01344/05
DPHI Reference: SSD-63168959

Ms Kiersten Fishburn
Secretary
Department of Planning Housing and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Jeffrey Peng

**EXHIBITION OF EIS FOR NEXTDC S5 DATA CENTRE AND INNOVATION HUB - ADVICE ON AMENDMENT REPORT
269 LANE COVE ROAD, MACQUARIE PARK**

Dear Ms Fishburn,

Thank you for providing Transport for NSW (**TfNSW**) an opportunity to comment on the amendment report for the State Significant Development Application (**SSDA**) SSD-63168959 for a data centre and innovation hub at 269 Lane Cove in Macquarie Park.

TfNSW provides comments and a request for additional information as well as recommended conditions to the Department of Planning Housing and Infrastructure (DPHI) to assist with the determination of the SSDA which are set out in **TAB A**. It is requested that Comments 1, 2 and 3 in **TAB A** are addressed prior to the determination of the SSDA.

If not already undertaken, the application should be referred to Sydney Metro to ensure that the development does not impact the structural integrity of the Sydney Metro tunnel. TfNSW advises that this submission should be read in conjunction with any submission provided by Sydney Metro.

If you wish to discuss the matter in more detail and require further information, please contact Matthew Houlden, Land Use Planner, by email at development.sydney@transport.nsw.gov.au.

Yours sincerely,



Aleks Tancevski
Senior Manager Land Use Assessment Eastern
Transport Planning Branch
Planning, Integration and Passenger

Tab A: TfNSW comments and recommended conditions

Category	Comment/condition
1. Active Transport Bridge	<u>Comments:</u> a) TfNSW notes the intent to provide sufficient space for others to be able to provide an active transport bridge across Lane Cove Road in the future. b) To ensure sufficient space is provided for a future active transport bridge TfNSW requires a detailed concept plan for the bridge width, vertical grades, and vertical clearances above Lane Cove Road. c) Previous advice provided by TfNSW indicated a minimum width between handrails of 5.8m. Although the dimension was subject to more detailed information on anticipated active transport volumes, there is no detail provided within the material on exhibition to clarify whether a width of 5.8m between handrails has been provided. d) Vertical Grade and Vertical Clearance of Future Bridge i. There is some indication of vertical grades adopted; however, no indication of what vertical clearances has been allowed for over Lane Cove Road. This will directly impact the grades and alignments of the ramps leading up to the bridge. It is not clear what has been allowed for at this stage. ii. No vertical grades of the ramps are specified. It appears landing are provided every 15m approximately, so it is assumed the grade of ramp is 1 in 20 (5%). Need further clarity on vertical clearances allowed for since the grade can only be increase slightly more to 1 in 14 (max) to get vertical clearances and it's not clear how much how much space there is at the bottom of the ramp. e) TfNSW have not reviewed horizontal clear space requirements from the structure to roads and footpaths. It is assumed either appropriate clear space has been provided in accordance with AGRD Part 6 and Part 6A or allowance has been made for road furniture to protect road users from the hazard (structure). f) Landing Zone, drawing S5-ARC-HDR-DRG-00000-0065 - The bottom of the ramp appears to be directed straight into Road 13. Adequate room should be allowed for cyclists travelling down the ramp to slow down and have adequate sight distances in accordance with AGRD Part 6A Section 5.4.3. More information is required to be provided to demonstrate that there is sufficient room at this location as this is a potential Safety in Design issue. g) In the NEXTDC RTS Amended Report a 11.55 metre setback is mentioned throughout the report to allows for the half road (Road 6) and future bridge. Section 3.2.13 - 1 states the half road is 8 metres. This appears to indicate that only 3.55 metres will be allocated for the provision of the bridge which requires clearances from the road, the building as well as allowing sufficient space for the adjacent footpath and other structures. This requires further clarification, as the plan views are unclear. <u>Additional Information Required:</u> TfNSW requires a concept bridge design that accords with all relevant TfNSW standards to be provided as part of the RTS, to ensure that a bridge of the required size can be landed in the space proposed. The design is to address the above comments and include but not be limited to: a) Indicative span(s), depth and type of superstructure over Lane Cove Road to work out the vertical clearance and then clear working backwards to ensure the achievable grades and alignment can be provided. b) Minimum vertical clearance for a steel superstructure - 6.1m over Lane Cove Road to soffit of bridge - this allows TfNSW 4.6m vertical clearance (AS 5100.1 Table 13.7) + 1.5m allowance to be able to maintain the bridge (repainting) without closing the road and providing alternate access routes to over height vehicles. c) Vertical clearance under the ramps of 2.7m in accordance with AS 5100.1 Table 13.7 d) There needs to be an indicative span arrangement and depth, and type of structure allowed for over the road to demonstrate this. e) A minimum width of 5.8m between handrails to be provided. f) The horizontal clear space requirements from the structure to roads and footpaths are to accord with the requirements AGRD Part 6 and Part 6A or appropriate allowance must be made for road furniture to protect road users from the hazard (structure). g) That prior to the commencement of any construction certificate on-site that the design of a bridge and the amount of land to be dedicated to Council is reviewed and approved by TfNSW. h) A minimum of 3 metres is required from the bridge to any other structure to allow access for maintenance by TfNSW personnel and maintenance vehicles.

2. Metro Plaza and Non-Provision of Road 5	<u>Comment:</u> DPHI shall be satisfied that the Sydney Metro Plaza forecourt design and associated pedestrian paths satisfactorily provide access to the bus stops adjacent to the site on Lane Cove Road and Waterloo Road and to the Sydney Metro station for future residents and visitors to Macquarie Park.
3. Impacts to Lane Cove Road and Deceleration Lane Design	<u>Comment:</u> a) Concern is raised that the proposed deceleration lane does not accord with Austroads' requirements and in this regard a deceleration lane length of 100 metres is required to meet the requirements of an 80km/h design speed. It is noted that a full deceleration length of 100 metres may not be possible due to the requirement for a minimum 66 metre indented bus bay and physical separation to be provided between the bus bay and the deceleration lane. However, this is required to be investigated by the Applicant with justification provided as to why they are not able to meet Austroads' requirements and clearly state whether they are seeking a formal concession process. b) The proposed basement excavation has the potential to impact the stability of Lane Cove Road. c) Any kerb and gutter reconstruction, gutter crossing removal works, and utility works (between kerbs) proposed or required along the Lane Cove Road frontage will require TfNSW concurrence under section 138 of the <i>Roads Act 1993</i>. d) Pedestrians need to have crossing sight distance (Section 3.3, Part 4A AGRD) <u>Additional Information Required:</u> The revised design is to address the above comments and include but not be limited to: a) A deceleration lane design that accords with Austroads requirements or if one cannot be provided, detailed reasons for not meeting the requirements. b) Physical separation to the bus indented bus bay adjacent to the site on Lane Cove Road with a minimum indented length of 66 metres. c) Plan - 221661-TTW-00-DR-C1-0011: - The drawings shall show the indicative locations of the pedestrian bridge piers. - The length of the deceleration lane is designed to 66.1 metres approximately. For a sign posted speed of 70km/hr (design speed of 80km/hr) the length is required to be 100 metres as per Table 5.2, Part 4A AGRD. d) Plan - 221661-TTW-00-DR-C1-0021: - The typical section 5 shows a sag line along the gutter line of the existing pavement. It appears that the proposed pavement grades towards the non-existent gutter line form a sag. This is required to be removed. e) Plan - 221661-TTW-00-DR-C1-0101: - Show existing contours on Lane Cove Road for the full length of the proposed deceleration lane aligning with the south boundary of the site. f) An assessment of the sight distance for pedestrians crossing at the pedestrian zebra crossing within the deceleration lane and the sight distance for drivers approaching the pedestrian zebra crossing is to be provided. The assessment is to consider the raised footpath and its ability to block sight lines. <u>Recommended Conditions:</u> a) The design and construction of Road No. 6 and the associated deceleration lane is to be designed in accordance with Austroads requirements and TfNSW supplements to the satisfaction of TfNSW. b) The redundant driveway on the Lane Cove Road boundary shall be removed and replaced with kerb and gutter to match existing. The design and construction of the kerb and gutter on Lane Cove Road shall be in accordance with TfNSW requirements. Details of these requirements should be obtained by email to developerworks.sydney@transport.nsw.gov.au. Detailed design plans of the proposed kerb and gutter are to be submitted to TfNSW for approval prior to the issue of a construction certificate and commencement of any road works. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee and lodgement of a performance bond is required from the applicant prior to the release of the approved road design plans by TfNSW.

	c) The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001. The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW. Please send all documentation to development.sydney@transport.nsw.gov.au. If it is necessary to excavate below the level of the base of the footings of the adjoining roadways, the person acting on the consent shall ensure that the owner/s of the roadway is/are given at least seven (7) day notice of the intention to excavate below the base of the footings. The notice is to include complete details of the work. d) Any proposed public utility adjustment/relocation works on the state road network will require detailed civil design plans for road opening/underboring to be submitted to TfNSW for review and acceptance prior to the commencement of any works. The developer must also obtain any necessary approvals from the various public utility authorities and/or their agents. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued. Please send all documentation to development.sydney@transport.nsw.gov.au. A plan checking fee will be payable, and a performance bond may be required before TfNSW approval is issued.
4. Road 6 half road construction	<u>Comment:</u> Large trucks turning into Road 6 require a minimum of 500mm clearance to obstructions on the outside of the vehicle. <u>Additional Information Required</u> Confirmation that no obstructions greater than 150mm above the road level are provided between the fence and the Road 6 kerb.
5. Bus Stops	<u>Comment:</u> The proposed development is adjacent to Macquarie Park Station, Lane Cove Road, Stand A Stop ID: 2113202 and Macquarie Park Station, Waterloo Rd, Stand D Stop ID: 2113324. <u>Recommended Conditions:</u> 1. If construction works will impact pedestrian or vehicular access to the bus stops adjacent to the site on Lane Cove Road (Bus Stop ID 2113202) or Waterloo Road (Bus Stop ID 2113324) the bus stop shall be temporarily relocated to a suitable location to be determined in consultation with the bus stop operator and TfNSW. After the construction works affecting access to the bus stop are complete, the bus stop and associated infrastructure shall be returned to the bus stop. These works shall be at no cost to TfNSW. 2. A detailed plan of the proposed changes at Macquarie Park Station, Waterloo Road, Stand D Stop ID: 2113324 should leave the bus stop in the 'same or better' state than it is at present and must be designed to comply with the following: • Functional Spaces Part 4: Bus Stops Standard • Bus Stop Urban Design Guideline • DDA compliance legislation The design should retain the B-pole, tactiles, 2 x large seats, large shelter and meet all relevant accessibility standards regarding placement of those items. Please send the plans for review and endorsement to development.sydney@transport.nsw.gov.au

	3. A detailed plan of the proposed changes to the design of the indented bus bay on Lane Cove Road adjacent to the site are to be provided to TfNSW for review and endorsement prior to the issue of any relevant construction certificate. The indented bus bay is to have a minimum length of 66 metres (inclusive of draw in and draw out length) and the swept path of a 14 metre long rigid bus is to be shown on the design plans. Please send the plans for review and endorsement to development.sydney@transport.nsw.gov.au
6. Traffic Impact	<u>Recommended Condition:</u> It is understood that vehicles turning right into and right out of Road 13 will not be permitted and this intersection will be limited to left in / left out only. DPHI shall be satisfied that the signage proposed at this intersection will be sufficient to reduce the likelihood of these movements occurring.
7. Construction Impacts	<u>Recommended Conditions:</u> A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate. Please send to development.ctmp.cjp@transport.nsw.gov.au. A Road Occupancy Licence (ROL) should be obtained from Transport Management Centre (TMC) for any works that may impact on traffic flows on Lane Cove Road during construction activities. A ROL can be obtained through https://myrta.com/oplinc2/pages/security/oplincLogin.jsf.