URBIS

SCOPING REPORT

NEXTDC – 269 Lane Cove Road,
Macquarie Park

Prepared for
NEXTDC
5 September 2023

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Jennifer Cooper
Senior Consultant	Chistopher Croucamp
Consultant	Rachael Helsham
Project Code	P0048038
Report Number	Final

Urbis acknowledges the important contribution that Aboriginal and Torres Strait Islander people make in creating a strong and vibrant Australian society.

We acknowledge, in each of our offices, the Traditional Owners on whose land we stand.

urbis.com.au

CONTENTS

FIGURES

PICTURES

TABLES

GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
AQIA	Air Quality Impact Assessment
BC Act	*Biodiversity Conservation Act 2016*
BDAR	Biodiversity Development Assessment Report
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
CTMP	Construction Traffic Environmental Plan
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPA Regulation	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EIS	Environmental Impact Statement
EPA	NSW Environment Protection Authority
LEP	Local Environmental Plan
MNES	Matters of National Environmental Significance
NRAR	Natural Resource Access Regulator
OEMP	Operational Environmental Management Plan
POM	Plan of Management
PSI	Preliminary Site Investigation
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
Site	Lot 3 in Deposited Plan 1129811
SSD	State Significant Development
SSDA	State Significant Development Application
TIA	Traffic Impact Assessment

Reference	Description
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

1. INTRODUCTION

This Scoping Report has been prepared on behalf of NEXTDC in support of a proposed data centre development at 269 Lane Cove Road, Macquarie Park. It seeks project specific Secretary's Environmental Assessment Requirements (**SEARs**) for the preparation of an Environmental Impact Statement (**EIS**) that will accompany a State Significant Development Application (**SSDA**).

The site is located within the Ryde Local Government Area (**LGA**) and is zoned E2 Commercial Core under the provisions of the *Ryde Local Environmental Plan 2014* ('the **LEP'**). Development for the purpose of a data centre is permissible with consent within the E2 Commercial Core.

The proposal satisfies the definition of State Significant Development (**SSD**) pursuant to Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**) as the data centre will have a total power consumption greater than 15 megawatts (**MW**). The Minister is the consent authority for the proposal in accordance with section 4.5 of the *Environmental Planning and Assessment Act 1979* (**EP&A Act**). Accordingly, this DA is being lodged with the DPE as an SSDA seeking development consent for the proposed data centre.

This Scoping Report provides a brief overview of the proposed development and the relevant planning framework that applies to enable the issuance of the SEARs, which will guide the preparation of a formal EIS for future development of the land. The Scoping Report should be read in conjunction with the Scoping Summary Table provided at **Appendix B**.

This section of the report identifies the applicant for the Project and describes the site and proposal. It outlines the site history and feasible alternatives explored in the development of the proposed concept, including key strategies to avoid or minimise potential impacts.

1.1. APPLICANT DETAILS

The applicant details for the proposed development are listed in the following table.

Table 1 Applicant Details

Descriptor	**Proponent Details**
Full Name(s)	NEXTDC Limited c/o Urbis Pty Ltd
Postal Address	Level 8, 123 Pitt Street, Sydney NSW 2000
ABN	35 143 582 521
Nominated Contact	Christopher Croucamp
Contact Details	02 8424 5102

1.2. PROJECT DESCRIPTION

The Project is for the construction and 24-hour operation of a data centre. The Project includes site preparation works, bulk earthworks and infrastructure, construction of buildings, ancillary facilities and associated site works. In accordance with the requirements of the Ryde Development Control Plan ('the **DCP'**), the Project also includes the construction of two new internal roads and an urban plaza adjacent to Waterloo Road and the Macquarie Park Metro Station entrance.

The objectives of the Project are described as follows:

- Provide data storage with a capacity of 60MW with ancillary office and innovation space floor space for customers located within Sydney.
- Provide for an employment-generating land use.

- Design the site to achieve a viable economic return and be compatible with surrounding development and both the local and regional context.
- Avoid unacceptable environmental and amenity impacts and provide ongoing compliance with operational legislative requirements.
- Construct and operate the Project in a sensitive and responsible manner including in relation to the health and safety of staff and the environment.
- Provide two new internal roads, an urban plaza, and an active street frontage to Waterloo Road to align with the DCP requirements.

The site and proposed design meet the objectives of the Project, as it allows for development on land that is currently underutilised, suitably located and zoned for high technology industry. Society is increasingly reliant on digital technology, including commercial and social interactions. The Project would provide a clear benefit in society's ongoing digital transformation in that it would:

- Provide a secure location for the storage of data within the Sydney basin.
- Increase the speed of digital access to clients in Sydney and NSW generally.
- Contribute to the security of sensitive data by avoiding offshore hosting.
- Provide an additional location for the backup and redundancy of data stored elsewhere in NSW.
- Increase global resilience by providing for distribution of data within a physical location that benefits from few major physical disruptors (such as natural disasters), as well as stable governance and social order.

These benefits apply to the majority of NSW residents who use digital services on a daily basis. The development would also benefit Australia more generally, as well as other users around the world.

The site information relevant to the Project is provided in the following table. A detailed description of the key features of the site and locality is provided in **Section 2.2** of this report. An aerial photograph of the site is provided at **Figure 1.**

Table 2 Site Details

Descriptor	**Site Details**
Street Address	269 Lane Cove Road
Legal Description	Lot 3 in DP 1129811
Site Area	2.26ha

Figure 1 Aerial Photograph of Site

Source: Urbis GIS, 2023

1.3. PROJECT BACKGROUND

NEXTDC is an ASX 100-listed technology company enabling business transformation through innovative data centre outsourcing solutions, connectivity services and infrastructure management software. As the leading independent data centre operator with a nationwide network of facilities in the Australian market, NEXTDC provides world-class colocation services to local and international organisations. With a focus on sustainability and renewable energy, NEXTDC deliver their customers industry leading solutions that champion the best energy efficiency ratings in the country, and NABERS 5-star certification.

NEXTDC's partner ecosystem comprises the country's largest specialised ICT community of over 750 clouds, networks and IT service providers. The power of their network-rich ecosystem enables customers to source and connect with cloud platforms, service providers and vendors to build integrated Hybrid Cloud deployments and scale their IT infrastructure and services.

NEXTDC currently operates three data centres in Sydney; two existing data centres (S1 and S2) are in Macquarie Park (close to the subject site) and a third data centre (S3) in Artarmon. As the digital economy increases in scale and importance, issues of speed and security are becoming increasingly relevant. Whilst historically many digital services were typically hosted from a centralised server in a single physical location, the need to serve content swiftly has necessitated new ways of operating. This includes the expansion of 'content distribution networks' where identical information is hosted in multiple locations around the globe. When requested by a user, the nearest location containing the data is directed to serve the information, decreasing the lag between request and receipt.

In the emerging digital economy key users are becoming more sensitive to data theft by commercial competitors or foreign agents. This has led to some organisations placing restrictions on the physical location in which certain digital information may be held. For example, Australian government agencies may specify that all data must be hosted on servers physically located within Australia.

Based on these requirements and in response to the anticipated future demand, NEXTDC has identified the need for the construction of two new data centres in NSW. The following criteria were applied in the site selection process:

- Within the Sydney basin.
- Close to key customers.
- Within a suitably sized and serviced parcel of land.
- Close to key digital (optic fibre) backbones.
- Within proximity to travel and transport networks for operational staff.
- In a location with high resilience and lower sensitivity to amenity impacts.
- In a geotechnically stable location.
- In an area less susceptible to natural disasters or other shocks or stresses such as terrorism.

The site selection process assessed different locations across Sydney. Some sites were deemed unsuitable, with others shortlisted for further assessment. The selected site was deemed appropriate based on its response to the criteria, including the land size and location within Macquarie Park Precinct, adjacent to Macquarie Park Metro Station and access to Lane Cove Road. A fourth data centre (S4) is planned for Horsley Park which will be subject to a separate planning process.

2. STRATEGIC CONTEXT

This section describes the way in which the proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the Project which will be explored in further detail within the future EIS.

2.1. PROJECT JUSTIFICATION

The proposed development is aligned with the State, district and local strategic plans and policies applying to the site as outlined below.

2.1.1. Greater Sydney Region Plan: A Metropolis of Three Cities

Greater Sydney Region Plan: A Metropolis of Three Cities – connecting people (**Region Plan**) provides the overarching strategic plan for growth and change in Sydney. It is a 20-year plan with a 40-year vision that seeks to transform Greater Sydney into a metropolis of three cities - the Western Parkland City, Central River City and Eastern Harbour City. It identifies key challenges facing Sydney including increasing the population to eight million by 2056, 817,000 new jobs and a requirement of 725,000 new homes by 2036.

The proposed data centre will deliver on the following key objectives priorities set out in the Region Plan:

- *Objective 21. Internationally competitive health, education, research and innovation precincts*

  The proposal will support the growth of Macquarie Park as a competitive innovation precinct and high-tech industrial employment hub. The Eastern Economic Corridor extends from Macquarie Park to Sydney Airport, contains close to a third of Greater Sydney's jobs. The proposed data centre will contribute to job creation in this respect by providing up to 250 jobs during construction and 120 jobs during operation.

- *Objective 22. Investment and business activity in centres*

  The data centre will serve the needs of the additional office floor space within the centres, facilitating jobs and economic activity and critical infrastructure for the growth for the digital economy within NSW. The site is well connected to transport links and will provide high quality open space.

- *Objective 24. Economic sectors are targeted for success*

  The proposal aligns with the vision of the Eastern Economic Corridor as it will support the continued growth of Macquarie Park as a hub of activity through co-location of key digital infrastructure with innovative technology businesses. Increased storage capacity responds to changing technologies, embracing opportunities to expand startup and digital innovation that allow people to work remotely.

2.1.2. Our Greater Sydney 2056: North District Plan

Our Greater Sydney 2056: North District Plan – connecting communities ('the **District Plan'**) is a 20-year plan to manage growth in the context of economic, social and environmental matters to implement the objectives of the Greater Sydney Region Plan. The intent of the District Plan is to inform local strategic planning statements and local environmental plans, guiding the planning and support for growth and change across the district.

Major growth is anticipated for Macquarie Park as Australia's fourth largest commercial precinct by 2030 requires new and innovative infrastructure to support it. The proposal supports this growth through the colocation of key digital infrastructure with some of Australia's largest and most innovative technology businesses. The proposed data centre aligns with following key planning priorities of the District Plan:

- *Planning Priority N9: Growing and investing in health and education precincts*

  Macquarie Park is identified as a health and education precinct, with Macquarie University and Macquarie University Hospital located in close proximity to the site. The proposal will provide additional data storage space in close proximity to these key parts of Macquarie Park that require a significant amount of data storage while assisting in reducing the risk of connectivity issues.

- *Planning Priority N10: Growing investment, business opportunities and jobs in strategic centres*

  Macquarie Park is identified as a strategic centre and forms a key part of the Eastern Economic Corridor. The proposal will provide significant investment in Macquarie Park and provide key technology

infrastructure that will support the business activity that occurs within Macquarie Park, the Eastern Economic Corridor and Greater Sydney.

2.1.3. Ryde Local Strategic Planning Statement 2020

In March 2020, City of Ryde Council released their Local Strategic Planning Statement (**LSPS**). It provides the framework for land use planning and decision making about where housing, jobs, infrastructure and open space should be located within the LGA for the next 20 years.

The proposed data centre aligns with following key actions of the LSPS as outlined below:

- *Action M5.3: Prepare a master plan for Waterloo Road that acknowledges its role as the precinct's "main street", creating a series of meeting, resting and active space with a pedestrian focus that promotes connectivity.*

  The proposal addresses the interface with Waterloo Road, acknowledging its role as the precinct's 'main street'. The proposal will deliver new internal roads and public open space in the form of a public plaza. The new roads and open space promote a pedestrian focus and improve connectivity. A café and innovation hub will address to the plaza at ground level to encourage greater activation.

- *Action M2.2 Support Macquarie Park as a globally and locally recognised, innovative education and technology hub.*

  The proposed data centre development is consistent with this priority and the associated action in that it will:

  – Provide key digital infrastructure to support the economic viability of the area.

  – Increase job numbers, choice and diversity.

  – Enhance local economic activity in centres and suburban areas.

  – Deliver new internal roads and public open space in accordance with the Structure Plan.

2.1.4. Macquarie Park Innovation Precinct Place Strategy

The Macquarie Park Innovation Precinct Place Strategy (**Place Strategy**) and supporting Master Plan was finalised in August 2022 by the Department of Planning and Environment (**DPE**). The Place Strategy sets out a long-term vision for the area to guide its transition from a successful suburban business park to a vibrant commercial centre. The Place Strategy is supported by the Strategic Infrastructure and Services Assessment which will guide delivery of infrastructure in Macquarie Park.

The Place Strategy aims to establish a framework for creating an additional 20,000 jobs over the next 20 years. The site forms part of the 'Macquarie Living Station – Gari Nawi (Saltwater Canoe)' precinct. An extract of the proposed Structure Plan for the precinct is provided at **Figure 2**. Within the Place Strategy, the site is identified as being with the commercial core area. The proposal seeks to establish a job producing development with public domain spaces which will help realise the vision for Macquarie Park.

In accordance with the requirements of the *Environmental Planning and Assessment Regulation 2021* (**the Regulation**), the EIS will include a statement of consistency against the Macquarie Park Innovation Precinct Place Strategy and Master Plan. In summary, the proposed data centre development is consistent with the vision of the Place Strategy in that it will:

- Contribute to the provision of 120 direct additional jobs including additional office floor space whilst also supporting indirect job growth across the precinct.
- Deliver two planned internal roads for the site.
- Deliver an urban plaza at the northern end of the site adjacent to the Metro station entrance and Waterloo Road frontage.
- Provide an active frontage to Waterloo Road with a lobby, innovation hub and café proposed at the interface with the new urban plaza.
- Accommodate a future pedestrian grade separated overpass or land bridge over Land Cove Road.
- Locate taller buildings around the Metro Station and activity hub.

Figure 2 Proposed Structure Plan: Macquarie Living Station - Gari Nawi (Saltwater Canoe)

Legend

Movement
- Existing Key Roads
- Existing Roads
- Planned New Roads
- Fine Grain Pathways

Open Space
- Waterloo Corridor
- Existing Open Space
- Planned New Open Space
- Fine Grain Open Space
- Fine Grain 'Woven ways'

Land Use
- Existing Metro Stations
- Commercial Core
- Adjacent Precincts
- Area for Diversification (as recommended by Pathway 2)
- New Activity Hubs
- Fine Grain Active Frontages

9,000 - 14,000 m2 of total open space
- (A) Thomas Holt Drive Park
- (B) Local Plaza
- (C) Corridor Square

1.4 km of new road connectivity
2.3 km of new fine grain pathways
1. Macquarie Park to South-East Sydney mass transit
2. Pedestrian crossings - Lane Cove Road/Waterloo Road
3. Grade separated pedestrian crossing of Lane Cove Road at Waterloo Road
4. BPIP Stage 1 and 2 improvements
5. Waterloo Road improvements: bus lanes, fine grain street access
6. Lower speed limits - Waterloo Road, Lane Cove Road
7. Pedestrian grade separated overpass/landbridge over Lane Cove Road at Hyundai Drive

Source: NSW Department of Planning & Environment | Macquarie Park Place Strategy

2.1.5. Macquarie Park Strategic Infrastructure and Services Assessment

In September 2022, DPE released the Macquarie Park Strategic Infrastructure and Services Assessment (**SISA**) which seeks to consider the need to support and facilitate the desired place outcomes for Macquarie Park as outlined in the Macquarie Park Place Strategy.

The SISA acknowledges the trend towards more data centre developments and notes that '*significant commercial development is expected to continue in this area and can drive very large electricity demand, especially data centres, many of which are located in this area*'. The SISA notes a State Infrastructure Contribution has not been identified and will be subject to further consideration. Local infrastructure may need to be funded through local contributions or planning agreements.

A public benefit offer will accompany the SSDA, outlining a future Planning Agreement under Section 7.4 of the EP&A Act in accordance with the City of Ryde Voluntary Planning Agreements Policy. It is expected this could include a combination of works, land dedication and/or monetary contributions.

2.2. KEY FEATURES OF SITE AND SURROUNDS

The site is located at 269 Lane Cove Road, Macquarie Park (previously known as 34 Waterloo Road) and is legally described at Lot 3 in Deposited Plan (**DP**) 1129811. It is located within the City of Ryde Local Government Area (**LGA**). The key features of the site are summarised in **Table 3** outlined below. An aerial photograph of the site is provided at **Figure 5.**

Table 3 Key Features of Site and Locality

Descriptor	**Site Details**
Land Configuration	The site comprises of a large commercial lot. It has an area of 2.26 hectares with the following dimensions: ▪ North: 55 metres to Waterloo Road ▪ West: 210 metres to Lane Cove Road ▪ South: 99.76 metres ▪ East: 210 metres The high point is at the southern end, sloping to the northern boundary adjacent to the Macquarie Park Metro Station entry.
Land Ownership	The site is currently owned by NEXTDC.
Existing Development	Existing development includes a two-storey office furniture store (Work Arena) at the northern end of the site and offices and studios associated with Foxtel in the southern portion of the site. Vehicle access is from Waterloo Road with an internal driveway providing access to several at-grade parking areas which surround the existing buildings. There is also a vehicle crossover at Lane Cove Road however this driveway is not in use with barriers preventing access. Photographs of existing development is provided at **Figure 3**.
Local Context	The site is within an established employment precinct with a particular focus on innovation. The precinct retains an image as a sprawling business park, with buildings set in landscaped grounds and green, tree-lined streets. The surrounding locality is described below: ▪ **North**: an entry to the Macquarie Park Metro Station is at the corner of Lane Cove Road and Waterloo Road. A large business park is located to north on opposite side of Waterloo Road.

Descriptor	Site Details
	▪ **South**: a two-storey warehouse building owned by Goodman is located to south with the five-storey Quest Hotel located to south-west. ▪ **East**: a business park including the eight-storey Foxtel commercial office building. ▪ **West**: Lane Cove Road runs along the western boundary with a low-rise warehouse development and a six-storey building accommodating the Hyundai office headquarters and a showroom on the opposite side. Photographs of the surrounding land uses are provided at **Figure 6**.
Regional Context	Macquarie Park is a nationally significant research and employment centre among the top ten precincts contributing to the Australian GDP and includes the head offices for some of Australia's leading companies including Foxtel, Optus and Siemens. The site is approximately 2km southeast of Macquarie University, and 1.5km southeast of Macquarie Shopping Centre.
Infrastructure	The site is well serviced by public transport with several bus routes operating along Lane Cove Road and Waterloo Road. The entrance to Macquarie Park Metro Station is immediately to the north of the site. The site includes a lengthy frontage to Lane Cove Road which provides access to the M2 Hills Motorway and Epping Road.
Site Access	The site is currently accessed via Waterloo Road
Easements and Covenants	Lot 3 in Deposited Plan 1129811 is affected by the following easements and restrictions: ▪ Drainage easement (2.5m wide) which runs along the eastern boundary. ▪ Three (3) electrical substations (one substation located along the Lane Cove Road frontage, one substation located along the eastern boundary of the site and one substation located at the northern end of the site adjacent to Waterloo Road). ▪ Electricity easement which passes through the site at the southern end of the site.
Natural Environment	Scattered trees exist along the site boundaries, particularly within the western setback to Lane Cove Road, along the southern boundary and the eastern boundary. Specialist advice will be required to confirm whether the trees can be removed or are required to be retained.
Aboriginal Heritage	The site is not identified as containing any Aboriginal Heritage
European Heritage	The site is not identified as a heritage item, nor is it located within a heritage conservation zone. The are no heritage items within the vicinity
Hazards and Risks	Based on a review of the Planning Certificate, part of the site is located between the flood planning area and the probable maximum flood and is subject to flood related development controls.

Figure 3 Existing Development

Picture 1 View south along existing driveway from Waterloo Road

Picture 2 View of existing two-storey office furniture store ‘Work Arena’.

Picture 3 View of site from Lane Cove Road.

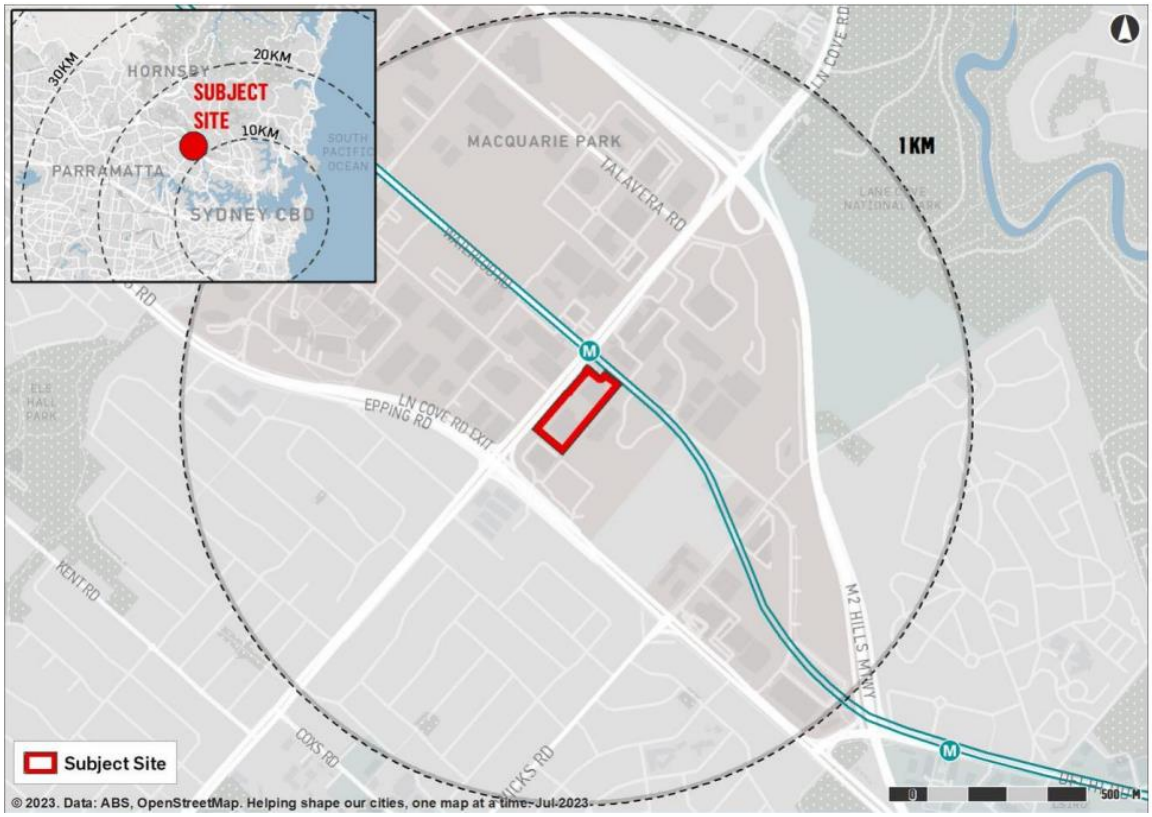
Picture 4 View of unused vehicle crossover from Lane Cove Road.

Picture 5 View of raised pedestrian bridge which has recently been demolished.

Picture 6 View of site from Lane Cove Road adjacent to metro station entrance.

Source: Google Maps

Figure 4 Local Context Map



Source: Urbis GIS, 2023

Figure 5 Aerial Photograph of Site

Source: Urbis

Figure 6 Surrounding Development

Picture 7 View of Macquarie Park Metro Station entry portal

Picture 8 View of Hyundai HQ offices to the west of the site across Lane Cove Road

Picture 9 View of site to be redeveloped to accommodate proposed 19-storey serviced apartments.

Picture 10 View of Foxtel building to the east of the site.

Picture 11 View of Quest Hotel to the south east of the site.

Picture 12 View of Goodman warehouse development to the south of the site.

Source: Google Street View

2.3. CUMULATIVE IMPACTS WITH FUTURE PROJECTS

The potential cumulative impacts of the Project will be addressed in the EIS in accordance with the DPE *Assessing Cumulative Impacts* guidelines. This includes consideration of the following matters:

- *Other State significant development (SSD) and State significant infrastructure (SSI) projects*
- *Projects that are classified as designated development and require an EIS*
- *Projects that require assessment under division 5.1 of the EP&A Act that are likely to significantly affect the environment and require an EIS*
- *Projects that have been declared to be controlled actions under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act)*
- *Any major greenfield and urban renewal developments that are scheduled for the area (e.g. new areas zoned for urban development).*

A desk-top search was undertaken of the Major Projects Portal to confirm approved and likely future developments which may be relevant in the cumulative impact assessment of the proposal. These are summarised in **Table 4**.

Table 4 Surrounding Development Approval History

DA Reference	Development Description	Current Status
SSD-52947710 35 Waterloo Road, Macquarie Park	Demolition and construction of a new build-to-rent development consisting of 47,504m^2 of GFA encompassing 594 units across 6 buildings, with retail, community uses and recreation areas at ground floor level and basement parking.	Prepare EIS
SSD-59516710 44-50 Waterloo Road, Macquarie Park	Construction and operation of a new data centre, with an overall height of 65 metres.	Prepare EIS
SSD-10467 11-17 Khartoum Road and 33-39 Talavera Road, Macquarie Park	Construction and 24-hour operation of a data centre, comprising a five-storey data storage building with ancillary office space, supporting infrastructure, services and landscaping.	Approved – 28/05/2021
SSD24299707 17-23 Talavera Road, Macquarie Park	Construction and operation of an expansion to an existing data centre, comprising a five-storey building, ancillary office space and staff amenities, a back-up power system, including lithium-ion batteries, associated infrastructure, car parking, loading docks and landscaping.	Response to Submissions

2.4. AGREEMENTS WITH OTHER PARTIES

The applicant is separately seeking to progress a public benefit offer seeking to enter into an agreement with City of Ryde Council for the following:

- Construction of an urban plaza adjacent to Waterloo Road.
- Construction and dedication of Road 13 located along the western boundary of the site.

- Construction and dedication of Road 5 through the middle of the site.
- Monetary contribution of the required incentive and s7.11 contributions (offset by the cost of the contribution works).

3. PROJECT

This section outlines the key features of the proposal, including the Project Area, conceptual physical layout and design (including likely mitigation measures), land use activities and likely timing for delivery. It also includes a high-level of feasible alternatives assessed having regard to the Project Objectives.

3.1. PROJECT OVERVIEW

The Project is the construction and operation of a data centre. The Project includes site preparation works, bulk earthworks and infrastructure, and construction of the buildings, ancillary facilities, and associated site works.

The Project also includes the delivery of two new internal roads and an urban plaza adjacent to the Macquarie Park Metro Station entrance in accordance with the requirements of the Ryde Development Control Plan (**DCP**).

The key components of the proposed development are listed in the following table. A copy of the Concept Architectural Plans is attached as **Appendix A**.

Table 5 Project Details

Descriptor	Project Details
Project Area	The site has a total area of approximately 22,000m^2. The entire site area will be disturbed as a result of the Project.
Proposed Use	Data centre with ancillary office and innovation space. A café is also proposed at ground level.
Project Description	The Project includes demolition of existing buildings and hardstand areas, site preparation works, removal of trees and the construction and operation a data comprising: ▪ Demolition of existing buildings and structures. ▪ Earthworks, excavation and retaining walls. ▪ Construction of two (2) nine level data storage centres with a maximum building height of 65 metres. ▪ Vehicle access will be provided via Waterloo Road. ▪ On-site car parking and loading within basement level. ▪ Construction of Road 5 and Road 13 as per DCP requirements. ▪ Delivery of an urban plaza adjacent to Waterloo Road and the Macquarie Park Metro station entrance as per DCP requirements.
Gross Floor Area	Total GFA of 47,000m^2, broken down as follows: ▪ Data halls/technical: 32,000m^2 ▪ Lobby and innovation hub: 4,800m^2 ▪ MCX office: 10,200m^2 ▪ Total number of data houses: 14 data houses

Descriptor	Project Details
Building Height	65 metres over nine levels
Floor Space Ratio	3:1
Deep Soil Area	4,421m^2 of deep soil area (20% of site area)
Car Parking	110 car spaces including 4 DDA spaces and 10 EV spaces
Utilities	▪ 12 x diesel storage tanks (110kL each), above ground, single skin with bunded/fire rated rooms (x 6 per building). ▪ 8 x 600kL above ground water tanks for industrial water (x 4 per building). ▪ 1 x 350kL above ground water tank for fire water. ▪ 33kV switching station on site (subject to Ausgrid).
Power Consumption	90 megawatts
Operations and Management	The facility would be constructed and operated by NEXTDC. The site would be operated on a 24-hour, 7 day a week basis.
Existing Services and Infrastructure	Existing services and infrastructure will be extended, adapted and augmented to meet the demands of the Project.
Expected Capital Investment Value	$1,5 billion (excluding GST)
Staging/Phasing	▪ Stage 1: Demolition: removal of existing buildings and structures ▪ Stage 2: Remediation: If required ▪ Stage 3: Site Preparation ▪ Stage 4: Construction ▪ Stage 5: Operation
Jobs	Construction: Approximately 200-250 full-time equivalent employees Operation: Approximately 120 specialist and related full-time roles

3.2. DETAILED DEVELOPMENT DESCRIPTION

The Project seeks to deliver a data centre and ancillary uses including office space for data centre clients, as well as high-quality innovation and retail space (café) to activate the frontage to Waterloo Road.

In addition to the data centre buildings, an urban plaza and new internal roads are proposed in accordance with the Ryde DCP. The proposed plaza and roads will enhance connectivity and amenity of the locality.

3.2.1. Project Area

The site area is 22,000m^2 and the proposed works apply to all the land within the site of 269 Lane Cove Road, Macquarie Park.

3.2.2. Site Layout

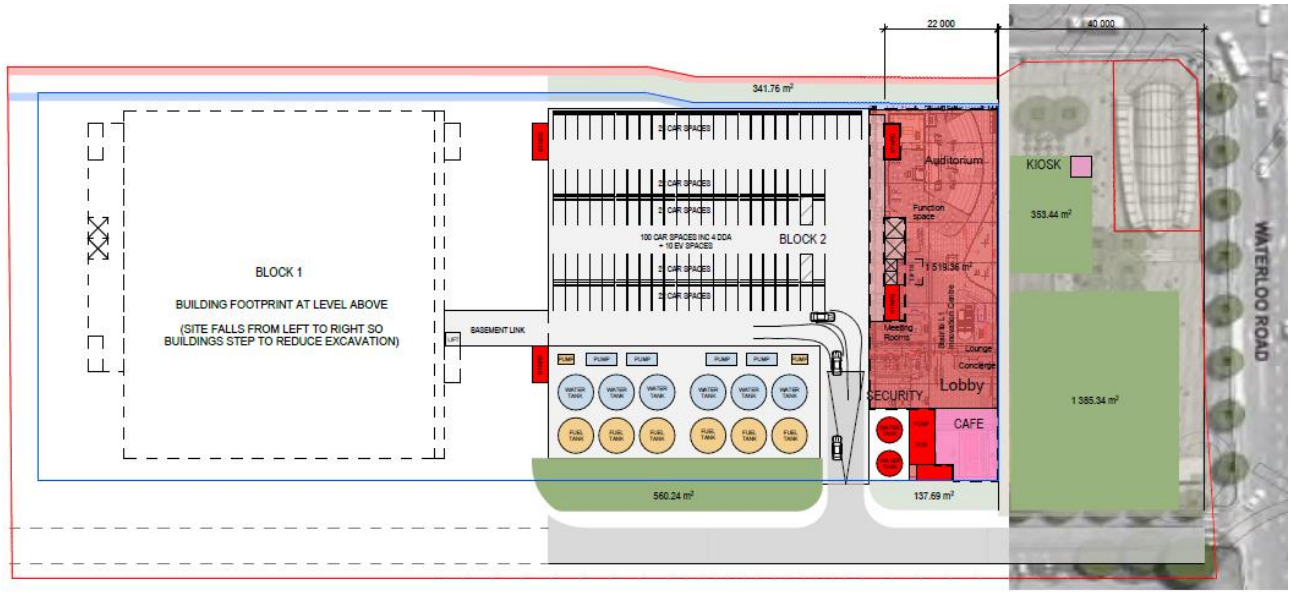
The Project will involve:

- Site preparation works including demolition and removal of existing structures on the site, tree and vegetation removal and earthworks.
- Construction and operation of two (2) 8-storey data centre buildings, with a total gross floor area of 47,000m^2 with a maximum height of 65 metres with an overall power requirement of 60MW comprising:
  - Lower and upper ground level comprising car park, lobby, café, parking, and services.
  - Level 1 comprising innovation hub, back of house areas and loading areas.
  - Seven (7) typical levels for data centre facilities with ancillary NEXTDC offices and mission critical (**MCX**) office floor space fronting the plaza.
  - Roof level with associated plant.
  - Building services and utilities including:
    - 12 x diesel storage tanks (110kL each), above ground, single skin with bunded/fire rated rooms (x 6 per building).
    - 8 x 600kL above ground water tanks for industrial water (x 4 per building).
    - 1 x 350kL above ground water tank for fire water.
    - 33kV switching station on site (subject to Ausgrid).
- Associated landscaping
- Carparking within the basement level of the building (110 parking spaces)
- Construction and dedication of land to Council (via public benefit offer) along the eastern boundary of the site (Road 13).
- Construction and dedication of land to Council (via public benefit offer) through the middle of the site (Road 5).
- Construction of urban plaza adjacent to Waterloo Road.
- Vehicular entry off Waterloo Road provided via delivery of new Road 13.

The proposal includes ancillary mission critical office floor space for NEXTDC clients, as well as an innovation hub, lobby and café. The proposed lobby and innovation hub will include an auditorium and function space, as well as training and seminar rooms. The café, innovation hub and office floor space will be adjacent to the urban plaza to encourage activation. The remainder of the floor space will comprise of data halls, and technical servicing space.

A site plan is provided at **Figure 7**. Renders are provided at **Figure 8.**

Figure 7 Site Plan



Source: HDR Architects

Figure 8 Proposed Renders

Source: HDR Architects

3.2.3. Demolition, Excavation and Site Preparation

Demolition of the existing buildings and hardstand areas will be undertaken in accordance with the demolition plans to be submitted with the EIS.

Site preparation works will include installation of site services, tree removal and earthworks. Required excavation and earthworks will be detailed in cut and fill plans which form part of the Civil Plans.

All demolition and excavation works will be undertaken in accordance with a Waste Management Plan.

3.2.4. Car Parking and Servicing

Access to the site would be facilitated by construction of 'Road 13' as identified in the DCP. This road will run along the eastern boundary of the site providing vehicle access from Waterloo Road.

A total of 110 car parking spaces (including 4 accessible spaces) will be provided within the basement car park for staff and visitors to the site. The final design will also incorporate a suitable number of motorcycle spaces and bicycle parking spaces within the basement, as well as end of trip facilities.

The proposal includes a loading dock within the basement carpark with access provided at the rear of the front building via Road 5 for deliveries. Access to this will be via Road 5.

Roads 5 and 13 will be constructed to Council standards. A Civil Report and Civil Engineering Plans will be submitted with the EIS which will provide the engineering detail including cut and fill plans, site works and stormwater design.

3.2.5. Landscaping

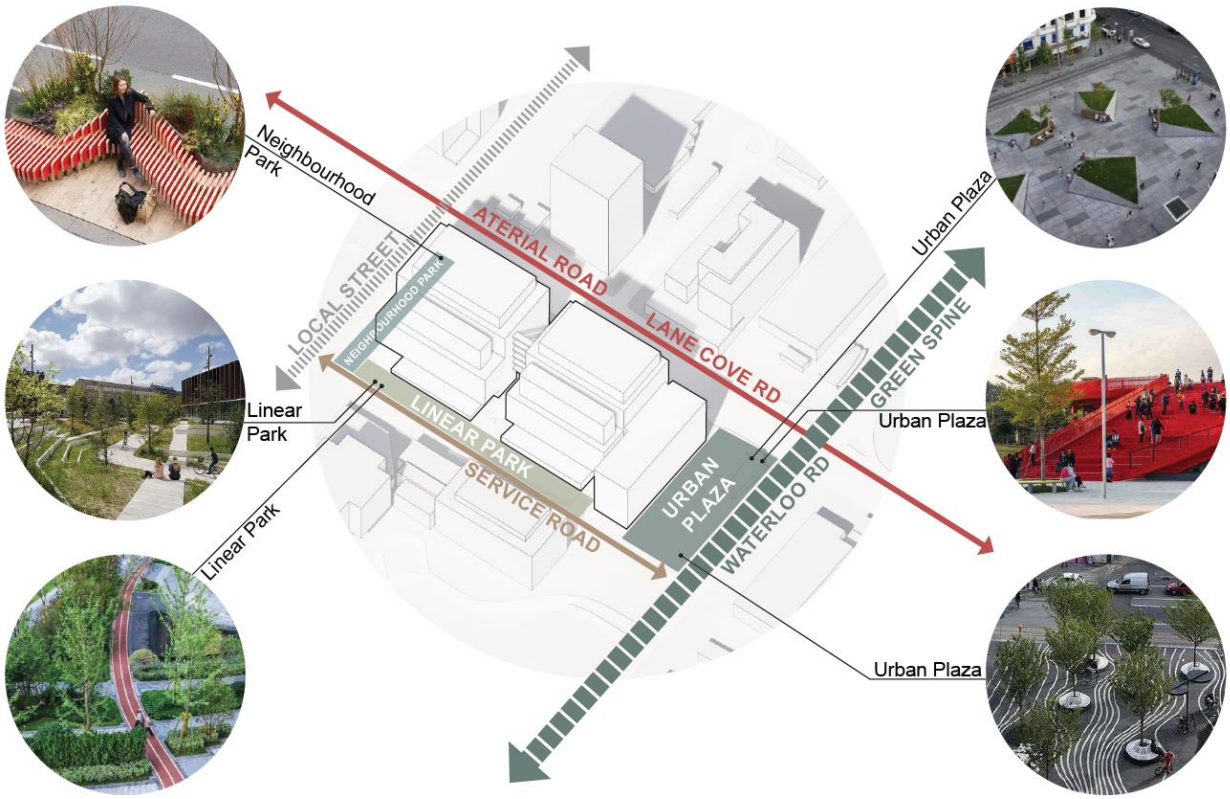
Landscaping will comprise a mix of native and endemic plant species, shrubs, trees and grasses to provide on-site amenity and an attractive streetscape. The landscape strategy seeks to retain existing trees where possible. Tree removal will be offset by replacement plantings. 4,421m^2 of deep soil area is provided which equates to 20% of site area.

The landscaping strategy will focus on strengthening the urban tree canopy, providing a functional and inviting urban plaza and softening the built form through increased planting within the setbacks. The construction of Road 5 and Road 13 will create additional opportunities for greenery within the setbacks of these roads including a linear park along Road 13.

New street trees will be provided within the public domain and urban plaza and to all road frontages. The proposed tree species will be selected in accordance with Council's Tree Planting List. As per DCP requirements, an urban plaza will be provided within the site boundary adjacent to Waterloo Road and the Metro Station entry portal. It will be publicly accessible and will interface with the public domain.

The urban plaza will seek to provide a variety of amenity zones with active and passive uses. The plaza will provide an opportunity for public art integration. We note that the urban plaza provided along Waterloo Road will remain in private ownership but will be publicly accessible. Fence lines are provided within the site boundary such that there will be a landscaped interface with the public domain. A smaller neighbourhood park is proposed along the southern boundary of the site.

Figure 9 Concept Landscape Strategy



Source: HDR Architects

3.2.6. Development Timing

The Project will be carried out in stages, with individual phases as detailed below:

- Site preparation works including demolition of existing structures, tree removal, earthworks, utility services and stormwater management.
- Construction of base buildings, associated utilities and car park over two stages.
- Construction of Road 13 and Road 5.
- Landscaping, external works and public domain including the urban plaza.

It is anticipated that construction will commence in Q4 2024 best case or Q1 of 2025 worst case and will involve an approximately 18-month construction program.

3.2.7. Public Benefit Offer

A public benefit offer will accompany the SSDA, outlining a future Planning Agreement under Section 7.4 of the EP&A Act in accordance with the City of Ryde Voluntary Planning Agreements Policy. It is expected this could include:

- Construction of an urban plaza adjacent to Waterloo Road which would remain in private ownership but be publicly accessible.
- Construction of Road 5 and 13 and dedication to Council.
- Monetary contribution.

3.3. FEASIBLE ALTERNATIVES

Clause 192(c) of the *Environmental Planning and Assessment Regulation 2021* (the **Regulation**) requires an analysis of any feasible alternatives to the proposed development, including the consequences of not carrying out the development.

The applicant identified various alternatives which were considered in respect to the identified need for the Project. Each of these options is listed and discussed in **Table 6**.

Table 6 Analysis of Feasible Alternatives

Option	Comments
Option 1 – Do Nothing	This option was dismissed as the objectives of the Project would not be met. If the proposal was not to proceed, the site would remain underutilised, foregoing an opportunity to provide new roads and urban plaza as per the DCP. This scenario would retain the ageing existing development within the site, which is becoming increasingly redundant in the context of the changing architectural design and function of modern commercial developments.
Option 2 – Alternative Location	Consideration was given to carrying out development on alternative sites, however, these were dismissed as follows: ▪ The sites were close to sensitive land activities, including residential development, and potential impacts could not be mitigated. ▪ The sites were not close to other NEXTDC data centres or adequate transport infrastructure. ▪ Sites were physically constrained and could not accommodate the required scale of development. ▪ Sites were constrained by environmental sensitive areas, including heritage or bushfire.
Option 3 – Alternative Design	A range of design options were explored for the building layout including alternatives to minimise impacts on vegetation. A single building footprint was considered, however, this would have meant the proposal would not be able to deliver the DCP roads or provide adequate landscaping. This option was therefore not considered appropriate.
Option 4 – The Proposal	The siting and design of the proposed data centre was resolved through a comprehensive analysis of the site opportunities and constraints. The proposal has been developed in consultation with key stakeholders and minimising impacts, while achieving a good urban design outcome. The proposal was identified as being the most suitable option to achieve the Project objectives for the following reasons: ▪ The site is strategically located within Macquarie Park which is identified as a health and education precinct. ▪ The site is close to other data centres owned by NEXTDC and will benefit from co-location to support business activity in Macquarie Park, the Eastern Economic Corridor and Greater Sydney.

Option	Comments
	▪ The proposal is compatible with the local context and will result in minimal impacts to the environment through the implementation of suitable mitigation measures where required. ▪ The development can be achieved without having unacceptable environmental impacts in relation to traffic, noise, heritage, biodiversity and visual impacts. ▪ The site presents the most economical method of developing a new data storage facility. ▪ The proposed layout can accommodate the envisaged DCP roads and public open space.

4. STATUTORY CONTEXT

This section of the report provides an overview of the key statutory requirements relevant to the site and the Project, including:

- *Environmental Planning and Assessment Act 1979* (**EP&A Act**)
- *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**)
- *State Environmental Planning Policy (Resilience and Hazards) 2021* (**Resilience and Hazards SEPP**)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (**Transport and Infrastructure SEPP**)
- *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (**Codes SEPP**)
- *Ryde Local Environmental Plan 2014* (**Ryde LEP**)
- Ryde Development Control Plan 2014 (**Ryde DCP**)

The following table categorise and summarises the relevant requirements in accordance with the DPE guidelines. Each of these matters will be addressed in further detail within the future EIS.

4.1. STATUTORY REQUIREMENTS

The following table categorises and summarises the relevant requirements in accordance with the DPE *State Significant Development Guidelines*.

Table 7 Identification of Statutory Requirements for the Project

Statutory Relevance	**Action**
Power to grant approval	The Planning Systems SEPP identifies development that is SSD, State significant infrastructure and regionally significant development. Data centres are listed as SSD in accordance with section 25 of Schedule 1 as follows: ***Data Centres*** *(1) Development for the purpose of storage premises used for the storage of data and related information technology hardware that has a total power consumption of more than the relevant amount.* *(2) In this clause—relevant amount means—* *(a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—10 megawatts, or* *(b) for any other development—15 megawatts."* The proposed development has an MW usage of 60MW and accordingly, the proposal is classified as SSD.
Permissibility	The site is zoned E2 Commercial Centre in accordance with the Ryde LEP 2014. The proposed development constitutes a 'data centre' which is defined as following: ***data centre*** *means a building or place the principal purpose of which is to collect, distribute, process or store electronic data using information technology.*

Statutory Relevance	Action
	Data centre is a type of 'high technology industry', in turn a high technology industry is a type of 'light industry'. Light industry is permitted with consent within the E2 zone under the Ryde LEP 2014. The proposal also includes 15,000m^2 of ancillary office, innovation, and retail floor space. Planning Circular PS 21-008 ('How to characterise development') outlines that an ancillary use is a use that is subordinate or subservient to the dominant purpose on the land. The office floor space will be used as mission critical space by customers of NEXTDC. Therefore, the innovation and office components are permitted by virtue of being ancillary to the data centre as the primary land use. Notwithstanding, 'commercial premises', including 'office premises' are permissible within the E2 zone. The proposed café is defined as a 'restaurant or café' which is a type of 'food and drink premises'. This is a type of 'retail premises' which is a type of 'commercial premises' and permitted in the zone.

4.2. PRE-CONDITIONS

Table 8 outlines the pre-conditions to exercising the power to grant approval which are relevant to the Project and the section where these matters are addressed within the Scoping Report.

Table 8 Pre-Conditions

Statutory Reference	Pre-condition	Relevance	Section
Resilience and Hazards SEPP	A consent authority must be satisfied that the land is suitable in its contaminated state – or will be suitable, after remediation – for the purpose for which the development is proposed to be carried out. Section 4.6 of the SEPP provides a State-wide approach to the remediation of contaminated land. It requires a consent authority to assess the potential for land to be contaminated and the works required to remediate the land to ensure it is suitable for its intended use. Chapter 3 also aims to ensure that a minimum level of assessment is applied to hazardous and offensive	A Preliminary Site Investigation (**PSI**) will be prepared to understand whether the previous or current land use activities associated with the operations at the site require further assessment and/or remediation in accordance with the contaminated land planning guidelines. If required, a Detailed Site Investigation (**DSI**) and Remediation Action Plan (**RAP**) will be prepared to accompany the EIS. Further to this, the proposed development may be categorised as a potentially hazardous industry due to the storage of diesel fuel and battery storage. Accordingly, the EIS will also be accompanied by a preliminary	**Section 6.1.10.2**

Statutory Reference	Pre-condition	Relevance	Section
	industries and their potential impacts	hazard analysis (**PHA**) to be prepared by a suitably qualified consultant.	
Transport and Infrastructure SEPP	Section 2.48: Development within or immediately adjacent to an easement for electricity purposes (whether or not the electricity infrastructure exists) requires the consent authority to be satisfied the matters listed in clause 45 have been addressed.	The site is affected by an electricity easement which runs along the western portion and southern boundary of the site. Consultation with the relevant provider will be undertaken.	To be addressed in EIS
	Section 2.98: A consent authority must take into consideration any response from the rail authority for the rail corridor received within 21 days after the notice is given.	The site adjoins the Macquarie Park Metro Station and a rail corridor. Therefore, the SSDA will be referred to Sydney Metro.	To be addressed in EIS
	Section 2.119: Development with a frontage to a classified road requires the consent authority to be satisfied the matters listed in clause 101 have been addressed.	Lane Cove Road is a classified road and accordingly, the proposal will be assessed having regard to the classified road, including access arrangements and the impacts of the proposed development on safety and efficiency of vehicle movements.	**Section 6.1.8**
	Section 2.122: Traffic-generating development: A public authority, or person acting on behalf of a public authority, must not approve traffic-generating development without written notice of the intention to carry out the development to Transport for NSW (**TfNSW**) in relation to the development, and taken into consideration any response to the notice that is received from TfNSW within 21 days after the notice is given.	The site has access to a local road and a gross floor area of 47,000m^2, which is greater than the nominated 20,000m^2. The proposed development is therefore considered traffic-generating under the Traffic and Infrastructure SEPP. The application will be required to be referred to TfNSW for a response.	**Section 6.1.8**

4.3. MANDATORY CONSIDERATIONS

Table 9 outlines the relevant pre-conditions to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 9 Mandatory Considerations

Statutory Reference	Mandatory Consideration
Consideration under the EP&A Act and Regulation	
Section 1.3	Relevant objects of the EP&A Act
Section 4.15	In determining a development application, a consent authority is to take into consideration such matters that are of relevance to the development subject of the development application, as stipulated in section 4.15. These include: ▪ Relevant environmental planning instruments ▪ Relevant draft environmental planning instruments ▪ Relevant planning agreement or draft planning agreement ▪ Development control plans ▪ The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality. ▪ The suitability of the site for the development ▪ The public interest
Section 4.38	Section 4.38 contains the provisions for determining a State significant development.
Mandatory relevant considerations under EPIs	
Resilience and Hazards SEPP	Section 4.6 – Contamination and remediation to be considered in determining development application
Transport and Infrastructure SEPP	Section 2.48 – Development likely to affect an electricity transmission or distribution network Section 2.98 – Development adjacent to rail corridors Section 2.119 – Development with frontage to classified road Section 2.122 – Traffic-generating development
Industry and Employment SEPP	Section 3.6 – Granting of consent to signage
Sustainable Buildings SEPP (commencing 1 October 2023)	Section 3.2 – Development consent for non-residential development Section 3.3 – Other considerations for large commercial development
Ryde LEP 2014	Objectives and land uses for the E2 Zone

Statutory Reference	Mandatory Consideration
	Part 4 – Principal development standards Part 5 – Miscellaneous provisions Part 6 – Additional local provisions
Considerations under other legislation	
Biodiversity Conservation Act 2016 (‘**BC Act’**) – section 7.14	The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for SSD to be accompanied by a Biodiversity Development Assessment Report (**BDAR**), unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values. The likely impacts of the proposed development on biodiversity values will be assessed in a BDAR which will accompany the EIS unless a BDAR waiver is sought and granted for the proposal.
Development Control Plans	
Ryde DCP 2014	Clause 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against the RDCP 2014 for this SSDA. Notwithstanding this, consideration has been given to the following provisions: ▪ Part 4.5 Macquarie Park Corridor ▪ Part 8 Stormwater and Floodplain Management ▪ Part 9.3 Parking Controls ▪ Part 7.2 Waste Minimisation and Management
Development Contributions Plan	
City of Ryde Section 7.11 Development Contributions Plan 2020	A public benefit offer will accompany this SSDA. The proposed development will be subject to s7.11 contributions (less any offsets based on the incentive height/FSR monetary contribution).

5. ENGAGEMENT

The following sections of the report describe the engagement activities already carried out and proposed to be carried out during the preparation of the EIS.

5.1. EARLY ENGAGEMENT

NEXTDC is committed to engaging with relevant stakeholders to help identify potential or perceived impacts of the Project early and to identify and incorporate design and control measures that avoid and/ or mitigate risks and issues where possible.

A Scoping Meeting with DPE was held on 31 August 2023 via teleconference to request guidance on the relevant planning approvals pathway for the Project. Preliminary engagement has also undertaken with other key stakeholders during the scoping phase to seek preliminary views and determine the future engagement activities. This includes:

- Ausgrid
- Sydney Metro Authority
- Sydney Water
- Transport for NSW

5.2. ENGAGEMENT TO BE CARRIED OUT BY THE APPLICANT

Further community and stakeholder consultation will be undertaken in the preparation and assessment of the EIS including:

- **Key Stakeholders**: it is proposed to consult with the following stakeholders during the preparation of the EIS:
  - Department of Planning and Environment (if further consultation is required)
  - City of Ryde Council
  - Transport for NSW
  - Sydney Water
  - Ausgrid
  - Surrounding residents, businesses, and local community groups
- **Other Interested Stakeholders:** additional stakeholders may be identified during the preparation of the EIS.
- **Key Actions**: the following actions will be undertaken to keep the community informed regarding the Project, obtain feedback from the community on the Project and engage with stakeholders on the detailed assessment of key matters:
  - Direct consultation with agencies in the preparation of detailed specialist studies and the EIS.
  - A fact sheet will be sent to neighbouring businesses and stakeholders identified that outlines the proposal, the benefits, the planning process and the consultation process. The letter will provide information on how to give feedback and how that feedback will be used.
  - An Engagement and Communication Outcomes Report will accompany the EIS.
  - The EIS and supporting documentation will be placed on public exhibition, providing stakeholders with an additional opportunity to review the Project, including the final development plans and the detailed specialist studies and assessment reports accompanying the final EIS.

The proposed actions are consistent with the community participation objectives in the *Undertaking Engagement Guidelines for State Significant Projects*. An engagement consultant will be responsible for monitoring, reviewing and adapting the effectiveness of the engagement strategy to encourage community participation in the Project.

6. PROPOSED ASSESSMENT OF IMPACTS

This section identifies the key impacts which will be further investigated and assessed within the EIS, including the proposed approach to assessing each of these matters. It also identifies the matters addressed in the scoping phase that are unlikely to result in significant impacts and do not warrant further consideration in the EIS.

6.1. MATTERS REQUIRING FURTHER ASSESSMENT IN THE EIS

The following section of the report provide a comprehensive description of the relevant matters and impacts which will be addressed in detail within the EIS. It outlines the matters and impacts of particular concern to the community and other stakeholders. It includes each of Key Issues and Other Issues as identified in the Scoping Summary Table (refer **Appendix B**).

6.1.1. Compliance with Strategic and Statutory Plans

The proposed development is consistent with the surrounding land uses and character of the broader precinct. The EIS will include a detailed assessment of the proposed development against the relevant strategic and statutory provisions previously identified.

6.1.2. Built Form and Urban Design

6.1.2.1. Design Quality

The Concept Architectural Plans at **Appendix A** provide a preliminary indication of the potential building footprints and envelopes that form this SSDA. The built form is consistent with the surrounding building typology and will comprise a maximum building height of 65 metres and a gross floor area of 47,000m^2.

Given the location of the site within an established business precinct, consideration will be given to the visual impact of the proposed development when viewed from the surrounding area. The overall design will consider architectural appearance and landscape treatment to deliver a high-quality street presentation. The final architectural package will detail the rationale for the siting and layout of the proposed development. A visual impact consultant will be engaged to provide strategic advice regarding the key sightlines to the site, including recommended mitigation measures to off-set, minimise or manage potential visual impacts.

The Place Strategy notes that large footprint, single site buildings should be avoided and instead a series of buildings located around courtyards that allow site-through links are to be encouraged. Active frontages should be prioritised around these courtyards and the site-through links. A key component of the site is to provide highly activated frontages particularly along Waterloo Road. Early consultation with Council is proposed so the delivery of these roads and pedestrian links is aligned with local strategy.

The Ryde LEP seeks to locate the tallest building form at the northern end of the site. This is consistent with the design criteria provided in the Place Strategy which notes that taller buildings should be located around the Metro Station and activity hub along Waterloo Road. Consideration will also be given to the proposed corner treatment and how the site could better respond to the existing site condition, while allowing for the spatial criteria required for the delivery of a future data centre development.

Careful attention also needs to be given to the topography of the land, including required cut and fill and retaining walls to construct a data centre development. A cumulative impact assessment will also inform the development potential of the site. The design of the data centre will demonstrate compatibility with the height, scale, siting and character of existing and approved buildings in the vicinity. Key matters of consideration will include the façade design, setbacks and landscaping to soften the proposal's interface with the streetscape. Analysis of the height, bulk and scale with respect to the surrounding local context will be undertaken to provide a comprehensive response in relation to:

- The interface with surrounding development and adjoining development proposed and the public domain;
- Consideration of the building layout, massing and setbacks
- Visual impact when viewed from the public domain and key vantage points around the site.

The EIS will be accompanied by a detailed set of Architectural Plans and Design Report which responds to the *Better Placed* requirements. The EIS will also be accompanied by a BCA Compliance Report and

Accessibility Report to ensure the proposed design can achieve compliance with the *Building Code of Australia 2022 and Disability (Access to Premises – Buildings) Standards 2010.*

6.1.2.2. Views and Visual Impact

The site is located along a Lane Cove Road and within an area of existing significant built form. No residential development is located within the immediate visual catchment of the site with the closest residents located 150m to the south west of the site across Epping Road. The site largely screened from the residential area.

The proposed SSDA will be accompanied by a Visual Impact Assessment (**VIA**), which will assess the visual effects of the proposed built form on nearby sensitive receivers and public domain views from key locations surrounding the site. The VIA will assess the cumulative impacts of the proposal alongside the other developments proposed in the surrounding area. The nature of the impact is both direct and cumulative and as such consideration will be assessed utilising a detailed level of assessment within the EIS.

The VIA assessment will consider the proposed building and its potential visual impacts when viewed from the surrounding area. The assessment will consider the proposed architectural and landscape treatments of the building and its immediate surrounds, which would include an assessment of the proposed layout and design in accordance with the following principles and best-practice approaches identified within the following documents (but not limited to):

- *Guidelines for Landscape and Visual Impact Assessment (GLVIA) – Third Edition (LI/IEMA, 2013); and*
- *The Landscape Institute Advice Note 01 (2011) – Photography and Photomontage in Landscape and Visual Assessment.*

6.1.3. Landscaping

The site is within a mixed commercial precinct and adjacent to a variety of land uses including warehouses, retail, business and office. Buildings around the site are characterised by a mix of lower density, older warehouse and office spaces, and newer, higher density office buildings.

High quality landscaping will be integrated with the proposed building design to complement the key site features and enhance the appearance of the site, including existing trees. The interface between the proposed road and the urban plaza will be an important consideration. A detailed landscape plan and Arboricultural Impact Assessment will accompany the EIS.

6.1.4. Biodiversity

An initial desktop review indicated that the site contains scattered tree plantings around the perimeter of the site and within the existing carpark. It is anticipated that some of the vegetation will be required to be removed to facilitate the construction of this Project. The proposed landscape strategy seeks to retain existing trees where possible.

Given the lack of any biodiversity values at the site and the highly urbanised nature of the surrounding area, a BDAR waiver application is considered appropriate for this assessment and will be submitted following issue of the SEARs.

Accordingly, it is proposed that this consideration will not be assessed within the EIS documentation and a waiver will be provided in accordance with clause 7.9(2) of the BC Act:

> *Clause 7.9 - Biodiversity assessment for State significant development or infrastructure*
>
> *(2) Any such application is to be accompanied by a biodiversity development assessment report unless the Planning Agency Head and the Environment Agency Head determine that the proposed development is not likely to have any significant impact on biodiversity values.*

An ecologist will be engaged to provide advice regarding the potential implications on the vegetation on the future data centre. Advice should be sought to determine whether a BDAR waiver can be obtained or whether a detailed BDAR will be required for lodgement with the SSDA.

6.1.5. Aboriginal Heritage

In accordance with the standard requirement of SSDs, an Aboriginal Cultural Heritage Assessment Report (**ACHAR**) will be prepared. The ACHAR will document the process of investigation, Aboriginal community

consultation and assessment with regards to Aboriginal cultural heritage and Aboriginal archaeology. The assessment will be prepared in accordance with the following guidelines:

- *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010 (Department of Environment, Climate Change and Water).*
- *Guide to Investigating, Assessing and Reporting on Aboriginal Cultural Heritage in NSW (Office of Environment and Heritage 2011)*
- *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW)*
- *The Australia ICOMOS Charter for Places of Cultural Significance.*

No Aboriginal objects or Aboriginal places are registered within the subject area.

6.1.6. Ecologically Sustainable Development

An Ecologically Sustainable Development (**ESD**) Report will be provided as part of the EIS and include details on how ESD principles will be incorporated within the design and ongoing operational phases of the proposed development. This assessment will identify potential measures to be implemented into the building design and construction to minimise the environmental footprint of the development, including opportunities Eto avoid or minimise the demand for water and electricity. The EIS will be accompanied by an ESD report.

Additional documentation will be required in accordance with SEPP (Sustainable Buildings) 2022 which commences on 1 October 2023, including addressing the general sustainability provisions of the SEPP within the EIS, and the preparation of an Embodied Emissions Report.

The SEPP also requires a Net Zero Statement to be prepared in circumstances where over 1,000sqm of commercial office space is included within a development. The SEPP defines large commercial development as follows:

> ***large commercial development*** *means non-residential development that involves—*
>
> *(a) the erection of new prescribed office premises, prescribed hotel or motel accommodation or prescribed serviced apartments, or*
>
> *(b) alterations, enlargement or extension of prescribed office premises, prescribed hotel or motel accommodation or prescribed serviced apartments, if the development has a capital investment value of $10 million or more.*

The SEPP further defines prescribed office premises as follows:

> ***prescribed office premises*** *means office premises with a net lettable area of at least 1,000m2.*

The Standard LEP provides the following definition for office premises:

> ***office premises*** *means a building or place used for the purpose of administrative, clerical, technical, professional or similar activities that do not include dealing with members of the public at the building or place on a direct and regular basis, except where such dealing is a minor activity (by appointment) that is ancillary to the main purpose for which the building or place is used.*

Given the proposed office component will be ancillary and subservient to the primary use of the site as a data centre, a Net Zero Statement should not be required.

6.1.7. Amenity

6.1.7.1. Noise and vibration

The site is adjacent to commercial, business and hotel and motel accommodation within the Macquarie Park Business Park. No existing background noise information for the Site is available, however, it is anticipated the ambient acoustic environment would be influenced by existing activities within the business park and traffic on local road networks.

Noise and vibration impacts will need to be carefully assessed considering the potential impacts to surrounding land uses. Detailed consideration will need to be given to the potential cumulative impacts

during both the construction and operational phases of the development considering the approved and likely future development within the locality.

A Noise and Vibration Impact Assessment will be prepared in accordance with EPA guidelines and Australian/International standards in accordance with the SEARs. This assessment will be undertaken in accordance with applicable legislative requirements, policies and guidelines. The assessment will detail the following:

- Construction and operational noise and vibration impacts (including maintenance testing of any back-up power system) on nearby sensitive receivers and structures.
- Noise generation from fixed sources associated with the development will need to be effectively insulated or otherwise minimised.
- Mitigation measures and design solutions will likely be required to ensure that the development operates within the relevant criteria required.

6.1.7.2. Air Quality

Surrounding land uses are predominantly comprised of business, office, and retail land uses. Major arterial roads including the M2 Motorway and Epping Road lie within a one-kilometre radius of the site. Roads and heavy vehicles are likely to be the key contributors to the air quality within the local area.

A data centre development would influence local ambient air quality, primarily as a result of dust generation and exhaust from plant and equipment. These emissions would be managed through appropriate controls such as the use of water spray carts/vehicles on unsealed surfaces within the construction site and switching off plant and equipment when not in use.

Generators are for standby emergency backup power and would be used only when required. However, the potential cumulative impacts of both the construction and operational phases of the development will need to be assessed having regard to the existing approvals and likely future development within the locality.

Potential air quality impacts will be detailed within the EIS. During demolition and construction, air quality would be managed through appropriate dust mitigation measures. Accordingly, an Air Quality Impact Assessment would be prepared by a suitably qualified expert to accompany the EIS. The assessment will include:

- Construction works and model the emissions and air pollutants from predicted operations (including testing of the back-up power system) and a peak emission and air pollutant scenario.
- Proposed mitigation, management and monitoring measures that would be implemented.

6.1.8. Traffic and Transport

6.1.8.1. Access

Vehicle access is from Waterloo Road with an internal driveway providing access to several parking areas. A further vehicle crossover is also provided from Lane Cove Road; however, is not currently in use. Waterloo Road is one of the main roads through Macquarie Park Business Park, providing a link to Lane Cove Road and the M2 Motorway, the latter being a primary transport route linking Western Sydney with the Sydney CBD and the north-western suburbs of Sydney.

The DCP notes that where possible vehicle access should be provided by a secondary frontage. However, it also notes vehicular access is not permitted along streets identified as ‘Active Frontages’. As Waterloo Road is an active frontage and Lane Cove Road is a major arterial road, discussions with Transport for NSW (**TfNSW**) would be required to confirm access arrangements to the site, including potential for left in/out from Lane Cove Road.

6.1.8.2. Staff and Visitor Parking

The proposed development includes 110 basement parking spaces for staff and visitors, including 10 EV spaces. Access to the car parking area will be confirmed through discussion with TfNSW.

6.1.8.3. Traffic

It is anticipated that during construction there would be a minor, temporary increase in traffic movements. These movements are likely to be negligible in terms of typical traffic movements in the area. During operation, the proposed development would require relatively few vehicle movements and is unlikely to introduce significant, ongoing traffic constraints upon the existing network.

The predicted vehicle movements will also be important to inform the proposed acoustic impacts, including potential for on-site noise generation within the car parks and across the site, including acceleration/ deceleration, wheel squeal and the like. Consideration may also be given to off-site impacts based on the predicted movements across the existing and likely future road network.

The EIS will be supported by a Traffic and Transport Impact Assessment prepared by a qualified traffic consultant. A Green Travel Plan will also accompany the EIS. A Construction Traffic Management Plan will be developed to assess impacts during the construction phase of the Project.

6.1.9. Infrastructure and Services

The site is within an area which has established infrastructure and services. The site will be cleared of all existing buildings prior to the commencement of the earthworks. Remaining infrastructure at the site would primarily consist of utility infrastructure connections including water and electricity. The EIS will detail the infrastructure requirements and will include information about anticipated supply of utility services including:

- Electricity
- Water
- Sewer
- Communications

After the electricity supply requirements are understood, consultation will be undertaken with Ausgrid to determine the most suitable method to supply the required electricity to the site. A Dial Before You Dig assessment will also be carried out as part of the EIS, to determine the locations of other utility supplies. The need for utility works to support the proposal would be identified during the design development and in consultation with relevant providers. The need for any works to adjust utilities will be assessed as required within the EIS. The EIS will be accompanied by a Utility Services and Staging Plan.

6.1.10. Hazards and Risks

The EIS would include a screening of potential hazards and risks in accordance with the requirements of Resilience and Hazards SEPP. It is understood this is mainly in associated with future diesel fuel storage and quantities of batteries to be housed in the cabinets within future data halls.

6.1.10.1. Stormwater and Flooding

The site is between the flood planning area and the probable maximum flood based on the section 10.7(2) certificate obtained for the site. The proposed development will therefore be designed to address the potential flood risks at the site. A flood consultant will be engaged to determine the extent of land that may be affected by a flood event and if any further investigations will be necessary.

6.1.10.2. Contamination

A Preliminary Site Investigation (**PSI**) will be undertaken to determine any potential contamination risks. A search of the NSW EPA contaminated land register identified that the site is not a registered contaminated site, and no registered contaminated sites were located nearby. The existing uses of the site are primarily office and business use. As such the site is unlikely to contain any hazardous material or material that would pose a risk to people or the environment. A Detailed Site Investigation (**DSI**) will be prepared if required.

6.1.10.3. Geotechnical

A Geotechnical Assessment will be prepared to assess potential impacts on soil resources and related infrastructure and riparian lands on and near the site, including soil erosion, salinity and acid sulfate soils.

6.1.10.4. Waste Management

The proposal would generate several waste streams that will require management in accordance with relevant legislation and guidelines. It is expected that during demolition and construction, the primary waste generated would consist of excess building products and onsite material.

Operational waste is likely to be constrained to waste associated with human use such as general solid waste and sewerage. A Waste Management Plan will be prepared as part of the EIS. The plan will address both the construction and operation phases of the development and will indicate the collection points and method of removal from the site, include the various waste streams from the different uses proposed.

6.1.10.5. Preliminary Hazard Analysis

The EIS will demonstrate the development would comply with the relevant aspects of the following standards:

- AS/NZS 4681 – Storage and handling of Class 9 (miscellaneous) dangerous goods and articles.
- AS IEC 62619 – Secondary cells and batteries containing alkaline or other non-acid electrolytes – Safety requirements for secondary lithium cells and batteries, for use in industrial applications.
- FM Global Property Loss Prevention Data Sheet 5-32 – Data Centres and Related Facilities – S 1940 – Storage and handling of flammable and combustible liquids.

This will be addressed in a Preliminary Hazard Analysis.

6.1.11. Social Impacts

The site is surrounded primarily by business and educational uses and associated activities. Macquarie University and the Macquarie Park Shopping Centre are located to the northwest of the site. It is anticipated that a data centre development would deliver social and economic benefits associated with the delivery of a key piece of infrastructure within an expanding business park, in addition to the creation of job opportunities.

The EIS will be accompanied by a Social Impact Assessment (**SIA**) which will include an analysis and assessment of the potential social and economic impacts of the proposal. This would include an estimation of employment generation associated with the construction and operational phases, as well as broader economic benefits of this specific development. Other social amenity impacts would be assessed within the relevant amenity impact sections of the EIS including air quality, noise and vibration and landscape and visual impact.

6.2. MATTERS REQUIRING NO FURTHER ASSESSMENT IN THE EIS

This section of the report identifies the matters that do not require further assessment in the EIS. Each of these matters was considered within the scoping phase but considered unlikely to result in significant impacts that warrant further assessment.

6.2.1. Bushfire

The site is not mapped within a bushfire prone area of a buffer zone to a bushfire prone area. As such a bushfire assessment is not considered necessary for this Project due to its setting in a highly urbanised and developed area, devoid of remnant bushland and not within a mapped bushfire prone area.'

6.2.2. Non-Aboriginal Heritage

The site is not a heritage-listed item and is not located within a heritage conservation area. Further to this, no heritage items are located within the vicinity of the site. As such, a Heritage Impact Statement and Archaeology Assessment is not considered necessary.

DISCLAIMER

This report is dated 26 September 2023 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd **(Urbis)** opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of NEXTDC **(Instructing Party)** for the purpose of Scoping Report **(Purpose)** and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

In preparing this report, Urbis may rely on or refer to documents in a language other than English, which Urbis may arrange to be translated. Urbis is not responsible for the accuracy or completeness of such translations and disclaims any liability for any statement or opinion made in this report being inaccurate or incomplete arising from such translations.

Whilst Urbis has made all reasonable inquiries it believes necessary in preparing this report, it is not responsible for determining the completeness or accuracy of information provided to it. Urbis (including its officers and personnel) is not liable for any errors or omissions, including in information provided by the Instructing Party or another person or upon which Urbis relies, provided that such errors or omissions are not made by Urbis recklessly or in bad faith.

This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.

APPENDIX A CONCEPT ARCHITECTURAL PLANS

APPENDIX B SCOPING SUMMARY TABLE

URBIS