The Trust Company Limited ACN 004 027 749 as custodian for Stockland Trust Management Limited ACN 001 900 741 as trustee for Advance Property Fund

29-May-2020

Macquarie Park Data Centre

Scoping Report

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Client: The Trust Company Limited ACN 004 027 749 as custodian for Stockland Trust Management Limited ACN 001 900 741 as trustee for Advance Property Fund

ABN: 24 976 581 817

Prepared by

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Quality Information

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Date	29-May-2020
Prepared by	Liam Buxton, Dinis Candeias, Ben Collins
Reviewed by	Jamie McMahon, Anna Robinson

Revision History

Rev	Revision Date	Details	Authorised	
			Name/Position	Signature
1	14-May-2020	Draft	Jamie McMahon	
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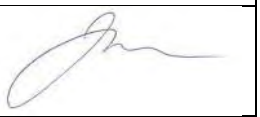
0	29-May-2020	For Submission	Jamie McMahon Associate Director - Environment	

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Executive Summary

The Project involves the construction and operation of a data centre. The built form of the Project would be a five-storey building up to 45 metres in height. The Project would be undertaken on land legally designated as Lot 1 in DP 633221, local address 11-17 Khartoum Road and 33-39 Talavera Road, Macquarie Park. The Site is located in the suburb of Macquarie Park, which is part of the City of Ryde Local Government Area (LGA). Key elements of the Project would include:

- Ancillary offices and staff amenities
- Car parking
- Loading doc
- Security guard house
- New vehicular access
- Service infrastructure
- Diesel backup generators
- Landscaping
- A new access road between 11-17 Khartoum Road and 1-5 Khartoum Road (Road 22)
- Earthworks.

The Project seeks to provide a critical element of the expanding digital economy through the provision of a facility for the purposes of data storage. The project would:

- Increase the speed of digital access
- Contribute to the security of sensitive data by avoiding offshore hosting
- Provide an additional location for the backup and redundancy of data
- 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.

The surroundings of the Site are characterised by a mix of lower density older warehouse and office spaces, and higher density office buildings more recently developed. This is manifestation of an urban area which is in transition between an ageing and a newer urban fabric.

The Project is classified as State Significant Development (SSD) pursuant to clause 8 of *State Environment Planning Policy (State and Regional Development) 2011* (SRD SEPP). The Project is permissible with consent at the Site by virtue of clause 27 of *State Environmental Planning Policy (Infrastructure) 2007*.

This report outlines the proposed scope for each environmental and planning consideration for inclusion in the environmental impact statement for the Project. The key aspect for consideration for this Project is its potential impact on landscape and visual amenity. The built form of the Project would be an obvious feature within the surrounding visual landscape; however, this impact would be mitigated with architectural treatments that will be further refined as the design progresses.

All relevant environmental aspects will be considered in different level of detail within the EIS, based on the level of potential impact that the aspect would have. The prioritisation of these considerations has been based on the scoping worksheet accompanying the *Guideline 3: Scoping and Environmental Impact Statement – Draft Environmental Impact Assessment Guidance Series* (DPIE 2017). The table below details the intended level of assessment for each of the aspects based on this prioritisation.

Environmental aspect	Likely level of assessment and/or engagement required
Air quality	Desktop assessment
Biodiversity	Desktop assessment
Bushfire	Not required
Greenhouse gas and energy efficiency	Technical assessment to be prepared

Environmental aspect	Likely level of assessment and/or engagement required
Hazard and risk	Desktop assessment
Heritage	Desktop assessment.
Land use	Desktop assessment
Landscape and visual	Key issue – technical assessment to be prepared
Noise and vibration	Desktop assessment.
Infrastructure requirements	Desktop assessment
Social and economic impacts	Desktop assessment
Soils, groundwater and contamination	Technical assessment to be prepared
Surface water, flooding and water use	Desktop assessment
Transport and access	Technical assessment to be prepared
Waste management	Desktop assessment
Cumulative impacts	Desktop assessment

Consultation with relevant stakeholders would be undertaken throughout different stages of the Project.

Consultation activities for the Project would be staged to occur in line with the environmental assessment process

1.0 Proponent details

The details of the Proponent are provided in **Table 1.1**.

Table 1.1 Proponent details

Name	The Trust Company Limited ACN 004 027 749 as custodian for Stockland Trust Management Limited ACN 001 900 741 as trustee for Advance Property Fund ABN 24 976 581 817 (Stockland)
Postal address	Level 25, 133 Castlereagh Street, Sydney NSW 2000
ABN	43 000 181 733
Nominated contact	Frank Ianni
Contact details	02 9035 2694
Site owner	The Trust Company Limited ACN 004 027 749 as custodian for Stockland Trust Management Limited ACN 001 900 741 as trustee for Advance Property Fund ABN 24 976 581 817 (Stockland)
Scoping report	Prepared by AECOM Australia Pty Ltd

2.0 Introduction

2.1 Overview

Stockland Development Pty Ltd (Stockland) is seeking development consent to construct a data centre (the Project) at 11-17 Khartoum Road and 33-39 Talavera Road, Macquarie Park (the Site) as well as associated earthworks and the establishment of Road 22.

The Project is identified as State Significant Development (SSD) under the *Environmental Planning and Assessment Act 1979* (EP&A Act) by virtue of meeting thresholds defined in the *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP).

Stockland is committed to working with key stakeholders, including State government agencies and Ryde City Council, to deliver a high-quality development which generates economic benefits and employment for Macquarie Business Park and the Central City residents and visitors

The permissibility and planning approval pathway for the Project is discussed further **Section 6.1.2** and **6.1.3** of this Scoping Report, respectively.

This Scoping Report has been prepared to seek Secretary's Environmental Assessment Requirements (SEARs) for the Project. These SEARs would allow the preparation of an EIS in line with the expectations of the regulators and in accordance with Part 4 of the EP&A Act

2.2 Document structure

This Scoping Report has been prepared in accordance with the *Scoping an Environmental Impact Statement – Draft Environmental Impact Assessment Guidelines* (DPIE, 2017), and includes:

- Applicant details (Section 1.0)
- Introduction (Section 2.0)
- Project description (Section 3.0)

- Project alternatives (Section 4.0)
- Site analysis (Section 5.0)
- Strategic and statutory context (Section 6.0)
- Key and other issues (Section 7.0)
- Consultation activities (Section 8.0)
- Conclusion (Section 9.0).

3.0 Project description

3.1 Details of the project

The proposed development is the construction and operation of a Data Centre. This includes Site preparation works, bulk earthworks and infrastructure, and for the construction of the building, ancillary facilities and associated Site works for the use of a Data Centre.

Table 3.1 – Details of the project

Proposed use	Storage of data
Built form	Five storey concrete structure with associated vehicular circulation and landscaping areas The main structure will not exceed 45 metres in height.
Proposed development	Data centre, including: • Construction of Road 22 as per the Amending Concept Development consent • Earthworks, excavation and retaining walls • Construction of the main building and façade • Ancillary offices and staff amenities • Car parking • Loading dock • Security guard house • New vehicular access • Service infrastructure • Mechanical and electrical infrastructure • Cooling and air conditioning • Diesel backup generators • Landscaping • Fit out of all data halls in a staged manner based on need.
Operations and management	The facility would be constructed by Stockland and operated by a lessee. The Site would be operated on a 24-hour, 7 day a week basis.

Gross floor area	Data halls: 6,300 m^2 Offices and internal circulation areas: 3,215 m^2 Electrical and mechanical services and storage (including backup generators): 13,332 m^2
Utility redundancy	The data centre will include ten diesel generators (two per level), and approximately 360,000 litres of diesel storage in underground tanks.
Access	The Site would be accessed by cars on a daily basis. Articulated and non-articulated trucks would also be required to access the Site from time to time. Operational vehicular access to the Site would be via proposed Road 22, which runs broadly east-west off Talavera Road according to the Ryde Council Macquarie Park DCP (section 4.5). This road would be developed by Stockland prior to the commencement of operation of the Data Centre. The Data Centre may also include driveway access onto Talavera Road.
Car parking	The proposal provides for 50 car spaces, located outside the building footprint and within the site boundary.
Employment	The data centre will accommodate up to 50 staff during normal operations
Services and infrastructure	Existing services and infrastructure will be extended, adapted and augmented to meet the demands of the Project
Capital Investment Value	The estimated capital investment value is approximately $200 million

3.2 Relationship to M_Park Concept Development

Stockland received approval for a Concept Development (LDA 2017/0547) from Sydney North Planning Panel on 4 December 2019; referenced throughout as M_Park. The concept approval included design parameters such as building envelopes, building layout, parking roads, open space, as well as staging of the future development on the site. M_Park is currently being amended (as a new development application) to accommodate this Project. **Table 2** has been prepared to articulate how the Project will relate to the concept development (as amended). Note that within the M_Park concept DA the M_Park Data Centre is referred to as 'Building B'.

Table 2 Relationship with Concept Development

Element/ Description	Relationship to Concept Development
Conceptual 'envelope' for Building B: Allowance for both the footprint and height of the data centre *i.e.* the 'box' in which the data centre will be constructed.	The conceptual envelope for Building B will be submitted to City of Ryde in late May 2020 as part of the amended concept DA.
Remediation of footprint of Building B: Site investigations and remediation with regard to any potential contaminated land within the footprint of Building B.	The site investigation and associated remediation of land within the footprint of Building B, will be included as part of this SSDA.
Demolition of rear section or full extent of existing office/ warehouse building: Existing building is half office, half warehouse. Warehouse partially occupies the footprint of Building B and will need to be demolished.	The demolition of the existing office/ warehouse that occupies the footprint of the proposed Building B will be subject to a development application and approval process with the City of Ryde.

Element/ Description	Relationship to Concept Development
Earthworks and excavation for Building B: Earthworks to accommodate the below ground elements of the data centre – mostly at the Road 1 end (opposite end to Talavera Road)	All earthworks and retaining walls required as part of the data centre will be captured as part of this SSDA.
Retaining walls around the site of Building B: Retaining walls are located within the project footprint of Building B.	
Application for the construction of Road 22: Provision of detail for the purposes of allowing Road 22 to be built.	The construction of Road 22 will be captured as part of this SSDA.
Cumulative impacts: Issues such as noise and traffic during concurrent construction activities (e.g. Building A and Building B being constructed at the same time)	Both the amended concept DA and this SSDA will consider cumulative impacts as relevant.
Gross floor area: Total allowable GFA across the full site to be considered to allow maximum to be used.	The total GFA for the proposed M_Park development, including Building B, is 59,759m^2. The GFA component for this Project is provided in **Table 3.1**. The residual GFA will be redistributed throughout the remainder of the M_Park development.
Strip along Talavera Road, not within Building B project footprint: Area between the lot boundary and the Building B project boundary.	The area between the lot boundary and the Building B project boundary will be captured as part of the amended concept DA and is not discussed in this SSDA.

3.3 Project need

Our society and economy has undergone a rapid transition over the past 25 years as they become increasingly turn towards digital technology. Beginning with simple communication tools such as email, the internet and its array of applications has grown exponentially over this time to the point where few elements of modern life do not in same way involve digital communications and data. This includes a range of previously ‘analogue’ activities such as watching TV and recorded video, navigating, banking and even socialising.

The growth of these technologies brings with it a requirement for an increase in the physical infrastructure that underpins it. As we have seen with the rollout of the National Broadband Network, such infrastructure is a critical part of keeping people connected to society and services in this increasingly digital world.

The need for this infrastructure has been recently brought into stark contrast by the Covid-19 pandemic. In the interests of community health people were directed to work from home as far as possible, resulting in an unprecedented increase in our reliance on digital infrastructure. During this time the ease with which large portions of the economy have been able to rapidly switch to working remotely has increased the resilience of the economy and society overall, greatly reducing the worst of the economic impacts that may have otherwise been experienced.

This recent switch, and the future growth of the digital economy, has been largely facilitated by the remote hosting and centralised storage of data. This includes not only the hosting of websites and email, but a range of increasingly common personal and business tools and applications, including social media, file storage, mapping and navigation, video and audio conferencing, entertainment and a wide variety of e-commerce.

The proposed development seeks to provide a critical element of the expanding digital economy through the provision of a facility for the purposes of data storage. Whilst the nature of the data stored

within the facility may be broad and may change over time, the provision of the physical infrastructure is a critical first step.

3.4 Project objectives

In developing the Project Stockland seeks to:

- Provide data storage for customers located within the Sydney basin
- Connect this data storage with other facilities worldwide to increase both the volume and redundancy of data storage
- Maintain compatibility with the surrounding environment and local context
- Construct and operate the project in a sensitive and responsible manner. Including in relation to the health and safety of staff and the environment.

3.5 Project benefits

As outlined above, 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.

The above benefits would apply to the vast majority of NSW's 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.

3.6 Project construction

3.6.1 Construction overview

Construction planning for the Project is yet to be confirmed however it is anticipated that construction would take around 14-16 months. An indicative Project timeline is provided below, which would be confirmed in the EIS:

- Project construction: estimated to begin July 2021 and be complete by October 2022
- Commissioning: estimated to begin in June 2022 and be complete by July 2022
- Project operation commences estimated in August 2022.

Construction activities for the Project are expected to include:

- Site preparation activities including establishment of construction and traffic management measures, construction compound to allow for temporary site facilities and amenities, laydown areas and storage for plant and materials and earthworks
- Building construction and process equipment installation
- Construction of Road 22 and associated infrastructure
- Commissioning

- Construction compound and workforce demobilisation.

Construction of the Project would take place on site, as well as using various elements that would be prefabricated offsite and transported to the site using heavy vehicles.

3.6.2 Workforce

It is anticipated that the construction and operation of the Project would generate the following full time equivalent (FTE) positions:

- The employment of a large construction workforce up to a peak of 350 - 400 FTE positions during the construction of the Project which would be around 14 – 16 months
- The creation of up to 50 permanent FTE positions during the operation of the Project.

3.6.3 Construction hours

It is intended that construction activities would be scheduled during standard construction hours as specified in the *Interim Construction Noise Guideline* (DECC, 2009), where reasonable and feasible to do so. These hours are:

- Monday to Friday 7am to 6pm
- Saturday 8am to 1pm
- no work on Sundays or public holidays.

The EIS would identify activities or instances where works outside of standard construction hours may be required, if relevant.

3.7 Operational details

3.7.1 Hours of operation

The data centre would operate 24 hours a day, seven days a week. Some elements of the site may be taken offline from time to time for maintenance or replacement, though the broader facility will remain operational throughout.

Note that back up electrical generators would not operate under normal circumstances. These would only operate in the event of a loss of electrical power supply.

3.7.2 Staffing

The site would be operated by up to 50 staff members on a day to day basis. This includes administrative, logistics and operational technicians.

4.0 Project alternatives

4.1.1 Alternative approaches

Do nothing

The do-nothing approach would not fulfil Stockland's objectives for the development. Specifically, it would not increase the volume of data storage, nor would it provide for local storage or enhanced resilience through the distributed storage of data.

In terms of the site, the 'do nothing' scenario would fail to contribute to an enhancement of the local area through the regeneration of this part of Macquarie Park. This scenario would retain the existing decades-old development within the site, which is becoming increasingly redundant in the context of the changing architectural design and function of modern commercial developments.

Development at an alternative site

As outlined above, a site selection process was undertaken for the development. This process focused on the key requirements of this type of infrastructure, including proximity to physical services such as optic fibre networks, utilities and transport. It also considered data security and potential stressors. Whilst other locations within the Sydney basin were shortlisted as part of this process, these were not deemed to offer the benefits unique to this location, such as:

- Close proximity to future customers and the 'global economic corridor' of Sydney
- Connection to the emerging Macquarie Park Innovation District
- Availability of key services and infrastructure, particularly digital connections;
- Market availability of a suitable development site
- A local context with a range of similar existing development, reducing the sensitivity of receptors to potential amenity impacts.

Project design

The Project has been borne out of detailed internal consideration of a range of alternatives and options for achieving the outcome of secure data storage. This has included consideration of the viability of a greater number of smaller facilities or alternative locations within NSW, Australia or globally.

The proposed development is based upon a standardised proprietary design. This design has been prepared with a view to the construction of a similar layout building in geographically distinct locations. The advantages of this approach are a reduction in design costs, site familiarity for staff from other locations and the ability to take advantage of economies of scale though the procurement of standardised data storage hardware in data halls.

While other arrangements and designs for the proposed development are possible, the proposed arrangement is deemed optimal for this location based upon functionality, long term financial viability, off-site amenity impacts and architectural merit.

4.1.2 Site selection

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.

in light of these sensitivities Stockland identified the need for the construction of a data centre in NSW, specifically Sydney. In order to select a specific site, the following criteria were applied. The site needed to be located:

- 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 a number of different locations within Sydney. Some of these sites were deemed unsuitable for a variety of reasons, with others being shortlisted. From the shortlist, the proposed site was deemed most appropriate.

4.2 Justification of preferred option

The proposal is deemed justified in this location and in this arrangement as it would:

- Support the growth of data storage and hosting
- Provide critical infrastructure for the growth for the digital economy within NSW and more broadly
- Directly contribute to the important role that Macquarie Park plays as an innovation district within the broader Eastern Economic Corridor, as identified by the Greater Sydney Commission
- Provide up to 350 – 400 jobs during construction and 40 jobs during operation within Sydney's 'global economic corridor'
- Be located within an area of low susceptibility to potential amenity impacts arising during construction and operation
- Be located within close proximity of key customers and utility and transport infrastructure
- Present the most economical method of developing a new data storage facility
- Provide for the advantageous, orderly and economic use of land in an area subject ongoing commercial regeneration.

5.0 Site analysis

5.1 Site location, context and characteristics

5.1.1 Site location

The Site is located on land legally designated as Lot 1 in DP 633221, local address 11-17 Khartoum Road and 33-39 Talavera Road, Macquarie Park (see **Figure 5.2** below). The Site is located in the suburb of Macquarie Park, which is part of the City of Ryde Local Government Area (LGA). The Site area (by title) is 3.003 ha, with a northwest frontage (181.05 m) facing Khartoum Road, and a northeast frontage (165.96 m) facing Talavera Road. The proposed development will only occupy the south eastern portion of the Site, to approximately 50% of the total Site area (see **Figure 5.2** below).

Vehicular access to the Site is currently provided off Khartoum Road and Talavera Road via two existing 8 m wide, dual direction crossings. An additional vehicular access point and service lane is provided on the south western corner of the site, also off Khartoum Road. This additional access point is approximately 6 m wide and provides singular vehicle direction around the southern boundary of the Site.

An outline of the site layout is provided in Figure 5.4.

5.1.2 Site context

The Site is included in the Macquarie Park Corridor and sits adjacent commercial properties to the southwest and the southeast. The Site is located within a B7 Business Park Zone under the *Ryde Local Environmental Plan 2014* (Ryde LEP). The surrounding areas contain a mix of B4 Mixed Use and B3 Business Park land uses. **Figure 5.3** below provides an illustration of where these zones are located relative to the Site. The surroundings of the Site are characterised by a mix of lower density older warehouse and office spaces, and higher density office buildings more recently developed. This is manifestation of an urban area which is in transition between an ageing and a newer urban fabric.

More broadly, the Site is located approximately 12 km northwest of the Sydney CBD, approximately 850 m southeast of Macquarie University, and 550 m southeast of Macquarie Shopping Centre, measured along Talavera Road. The Site is also located approximately 600 m northwest of Lane Cove Road and the on-ramp to the M2 motorway, also measured along Talavera Road **Figure 5.1** below provides an illustration of the Site boundary and the local context. Macquarie Park metro station is located approximately 750 m southwest of the Site, and Macquarie University metro station is located approximately 750 m northwest of the Site. The Site is also serviced by high frequency bus services along Talavera and Khartoum Roads, with one bus stop along each of the Site frontages. The surrounding area is characterised by commercial buildings and land uses, consistent with the character of Macquarie Park as a business precinct.

5.1.3 Site characteristics

The Site is currently owned by Stockland and is occupied by two multi storey commercial and warehouse buildings leasing floor space to several businesses. The two buildings are located towards the centre of the Site, in a campus fashion, and surrounded by at-grade car parking. The two buildings are similar in form and shape, featuring white and grey facades with external pillars. The largest footprint building is two storeys high, comprising office and warehouse spaces. The smallest footprint building is six storeys high containing mainly office spaces. Vehicle access to the Site occurs in two driveways along Talavera Road, and three driveways along Khartoum Road. There are two bus stops adjacent to the Site, one on each of the roads, and there is also a shared cycle path which runs along Talavera Road.

The Site slopes gently from west to east, from a level of approximately 59 m AHD to approximately 48 m AHD with a constant slope gradient between these points. The surrounding land morphology generally slopes down towards the east and the Lane Cove River, which is located approximately 900 m northeast of the Site, measured along Khartoum Road. The car parking and external landscaped areas surrounding the buildings are dotted with mature landscaping trees and hedging. The trees form a buffer between the property and the adjacent roads, footpaths and cycle path.

FIGURE 5.1: SITE CONTEXT

N 0 200 400 m

AECOM

Legend

- Site boundary
- Property boundary
- Watercourse

Source: Imagery © Nearmap, 2020.

FIGURE 5.2: SITE LOCATION

N 0 50 100 m

AECOM

Legend

- Site boundary and Road 22
- Property boundary

Source: Imagery © Nearmap, 2020.

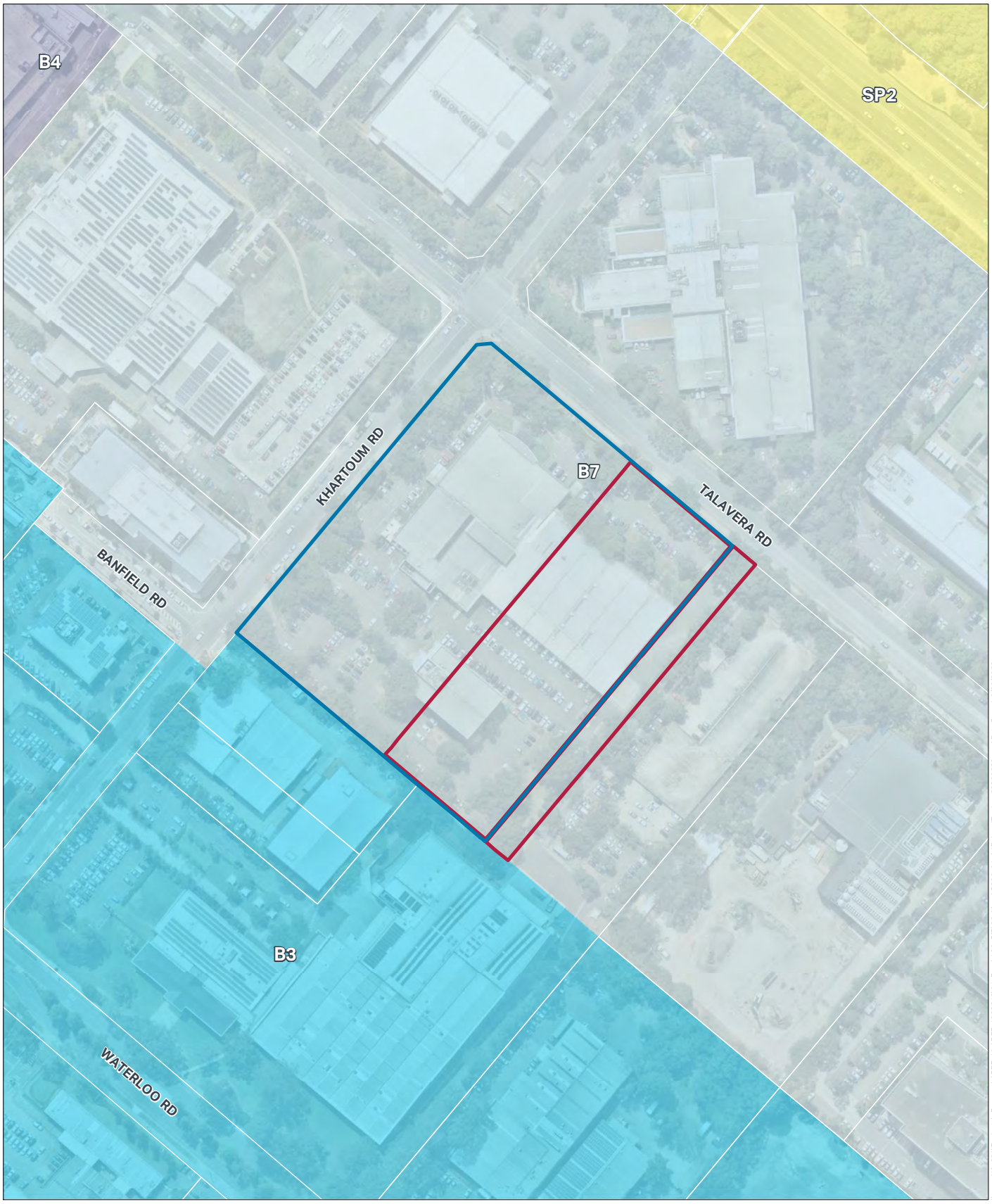

FIGURE 5.3: LAND USE

N 0 50 100 m

AECOM

Legend

Site boundary

Property boundary

LEP Land Zoning

B3 Commercial Core

B4 Mixed Use

B7 Business Park

SP2 Infrastructure

Source: Imagery © Nearmap, 2020.

FIGURE 5.4: SITE LAYOUT

N 0 50 100 m

AECOM

Legend

- Site boundary
- Property boundary
- Road 22
- Building footprint
- Parking area
- Fire services
- Guard house
- Vehicle circulation area around building

Source: Imagery © Nearmap, 2020.

5.2 Site history

Prior to European settlement the Site was likely to have been characterised by vegetation predominantly consisting of Eucalypt Open Forest vegetation. Such vegetation would have consisted of a variety of eucalypts with an understorey typically dominated by shrubs, or a variable grass component.

A search of historical aerial imagery of Sydney in 1943 indicates the Site, and its local context, was previously characterised by large properties in a farmland setting.

The development of Macquarie Park as an urban setting was largely associated with the establishment of Macquarie University in the mid to late 1960s. The architectural style of the existing buildings within the Site indicates the Site would have been developed in the 1970s or 1980s, meaning the structures are currently approaching 40 years of life. A search of historical aerial imagery indicates the neighbouring property to the southeast of the Site was redeveloped in 2012 for its current use. It was previously an at-grade car park.

5.2.1 Development history

A search of City of Ryde DA Tracker, with reference in 11-17 Khartoum Road indicates several internal fit outs and alterations occurred within the existing facilities since the commencement of record in 2009. The search for records regarding address 33-39 Talavera Road did not return results.

Table 5.1 – City of Ryde DA Tracker results for 11-17 Khartoum Road

Application	Address	Lodgement Date	Description	Type
LDA2009/0189	11 Khartoum Rd MACQUARIE PARK NSW 2113	1/05/2009	Internal fit out inter-tenancy wall including full height partitioning & associated services Suite 3.01, Level 3	Development Application
LDA2009/0190	11 Khartoum Rd MACQUARIE PARK NSW 2113	1/05/2009	Fit out of inter tenancy walls, including full height partitioning & associated services, Suite 3.02, level 3,	Development Application
LDA2010/0263	11 Khartoum Rd MACQUARIE PARK NSW 2113	31/05/2010	Alterations to commercial Suite 2, Level 3 – fit out.	Development Application
LDA2014/0444	11 Khartoum Rd MACQUARIE PARK NSW 2113	8/10/2014	Alterations and additions to existing commercial building and new signage.	Development Application
LDA2015/0295	11 Khartoum Rd MACQUARIE PARK NSW 2113	25/06/2015	Alterations and additions to existing commercial building and associated signage.	Development Application
LDA2016/0343	11 Khartoum Rd MACQUARIE PARK NSW 2113	22/07/2016	Internal fit out and change of use to workplace training facility.	Development Application
LDA2016/0482	11 Khartoum Rd MACQUARIE PARK NSW 2113	29/09/2016	Installation of new signage.	Development Application

Application	Address	Lodgement Date	Description	Type
LDA2017/0456	11 Khartoum Rd MACQUARIE PARK NSW 2113	2/11/2017	One non illuminated Site identification / directional sign.	Development Application
LDA2017/0547	11 Khartoum Rd MACQUARIE PARK NSW 2113	21/12/2017	**Refer to D18/20900 & 21/02/2018 advertisement for full description** - Concept Development Application for the entire development and approval of physical works in Stage 1.	Development Application
LDA2019/0145	11 Khartoum Rd MACQUARIE PARK NSW 2113	16/05/2019	Proposed water tank, pump house and booster assembly to supply the upgrade fire sprinkler system.	Development Application

Under DA 2017/0547, the Site has approval for a concept development being the building envelopes of five commercial offices and four retail and support pavilions around a central publicly accessible open space area. The approval also gives consent for Stage 1 being the detailed design and use of Building A in the concept masterplan. Stage 1 involves the demolition of the existing south-western building, construction of a 10-storey mixed use commercial and retail building with three levels of basement car parking, construction of a portion of the internal 14.5 metre private road connecting to Khartoum Road, construction of a portion of the pedestrian through site link and associated landscaping.

This concept approval is being revised through the lodgement an Amending Development Application for the whole Site. Part of that application would involve the amendment to the concept plan approval to reflect the new building use and envelope relating to this proposal. A Voluntary Planning Agreement between Council and Stockland was executed as part of the Concept Development approval and will be amended to reflect the changes to the amendments to the plan. A description of the Amending DA soon to be lodged with Ryde Council is provided below.

> *The Amending DA seeks Concept approval for land uses, building envelopes, overall gross floor area together with high level site planning considerations such as site access, layout and staging.*
>
> *The application amends LDA2017/0547 in so far as it:*
>
> - *Merges approved Building B, C and D to create one enlarged Building B, which will accommodate a storage premises (data centre).*
> - *Reconfigures/renames approved Building E to become Building C.*
> - *Introduces new Building D between Building A and Building C.*
> - *No change to Building A.*
>
> *Specifically, the Amending DA seeks Concept approval for:*
>
> - *Three commercial office buildings and one storage premises (data centre) building that would (apart from Building A on Khartoum Road) be subject to future DA approvals.*
> - *A total floor space of 59,769 m^2 comprising commercial office, data centre and retail uses.*
> - *Varying building heights up to 45 metres.*

- *Interconnected basement car parking for Buildings A, C and D.*
- *New internal private roads.*
- *New Road 22 along the south-west boundary of the site connecting to Talavera Road.*
- *New pedestrian through site link connecting to Talavera Road and future Road 1.*
- *Indicative landscape concept for a central publicly accessible open space.*
- *Associated infrastructure and servicing works.*

6.0 Planning and assessment process

6.1 Environmental Planning and Assessment Act 1979

6.1.1 Overview

The EP&A Act regulates development in NSW. The EP&A Act is supported by the *Environmental Planning and Assessment Regulation 2000* (EP&A Regulations) and a number of Environmental Planning Instruments (EPIs), which include State Environmental Planning Policies (SEPPs) and Local Environment Plans (LEPs).

Part 4 of the EP&A Act establishes a framework for assessing development, categorising it as either 'exempt development', 'complying development', 'development that requires consent', or 'prohibited development'. The term 'development' is defined under Section 1.5 of the EP&A Act.

6.1.2 Permissibility

The permissibility of the Project is governed by clause 27 of *State Environmental Planning Policy (Infrastructure) 2007*. This clause provides that development for the purposes of storage premises used for the storage of data and related information technology hardware may be carried out by any person with consent on land in a prescribed zone. The Project is located on land zoned B7 Business Park under the Ryde LEP 2014, which is a specified land use zone within the meaning of a prescribed zone for this clause.

As such the Project is considered to be permissible with development consent.

6.1.3 Planning approval pathway

Section 4.36 of the EP&A Act outlines development that is considered SSD. This section notes that a development can be declared SSD by an EPI (such as a SEPP) or by the NSW Minister for Planning and Public Spaces. Most developments are declared as State significant if they meet the requirements of *State Environment Planning Policy (State and Regional Development) 2011* (SRD SEPP).

The Project is classified as SSD pursuant to clause 8 of the SRD SEPP as it is permissible with consent at the Site and it meets the requirements of clause 25 of Schedule 1 in that:

> *The project is for the purpose of storage premises used for the storage of data and related information technology hardware that has a capital investment value of more than $50 million.*

Section 4.12(8) of the EP&A Act states that a "*development application for State significant development is to be accompanied by an environmental impact statement prepared by or on behalf of the applicant in the form prescribed by the regulations."* Schedule 2 of the EP&A Regulation sets out the requirements of an EIS and requires that the content of an EIS is '*subject to the environmental assessment requirements that relate to the EIS'*. Environmental assessment requirements are typically sought through an application for SEARs submitted to the NSW Department of Planning, Infrastructure and Environment. This document constitutes the proponent's application for SEARs for this Project.

In line with section 4.5 of the EP&A Act, the consent authority for the Project would be the NSW Minister for Planning and Public Spaces or the Independent Planning Commission (in the case of greater than 50 public objections to the application, local council objection, and/or reportable political donations made by the proponent in the two years prior to lodgement). As noted in section 4.40 of the EP&A Act, SSD applications are evaluated and determined in line with the requirements of section 4.15 of the EP&A Act. Matters for consideration include relevant EPIs, likely impacts to the built and

natural environment and social and economic impacts, submissions made on the application, site suitability and the public interest.

6.1.4 State significant development

Sections 4.41 and 4.42 of the EP&A Act identify authorisations that are not required for a SSD Project, and authorisations that cannot be refused if necessary for carrying out a SSD respectively.

Environmental approvals that do not apply to or in respect of SSD, but which have been considered in the preparation of this Scoping Report are listed in **Table 6.1**.

Table 6.1 Approvals not required under section 4.42

Approval	Comment
A permit under section 201 of the *Fisheries Management Act 1994*	The Project would not involve dredging or reclamation works.
A permit under section 205 of the *Fisheries Management Act 1994*	No works are proposed in waterways. The Project would not impact on key fish habitat.
A permit under section 219 of the *Fisheries Management Act 1994*	No works are proposed in waterways. The Project would not result in the blockage of fish passage.
An approval under Part 4, or an excavation permit under section 139, of the *Heritage Act 1977*	No non-Indigenous items were identified to occur on the Site or surrounding properties according to Ryde LEP 2014 and or the NSW State heritage register. The Project is unlikely to impact non-Indigenous heritage items.
An Aboriginal heritage impact permit under section 90 of the *National Parks and Wildlife Act 1974*	A search of the Aboriginal Heritage Information Management System (AHIMS) register on 26 March 2019 did not identify any Aboriginal Sites or places occurring on the Site. Given the already developed and highly disturbed nature of the Project Site and surrounds, there is considered to be low potential for previously unidentified Aboriginal artefacts to occur within the Site. Potential impacts to Aboriginal heritage would be assessed in the EIS for the Project.
A bushfire safety authority under section 100B of the *Rural Fires Act 1997*	The Site is not located on bushfire prone land.
A water use approval (section 89), a water management work approval (section 90) or an activity approval (other than an aquifer interference approval) (section 91) of the *Water Management Act 2000*	The Project would not involve taking of groundwater during construction works (aquifer interference). During the preparation of the EIS an assessment of potential impacts to surface or groundwater would be undertaken.

Table 6.2 discusses each of the approvals required under section 4.42 of the EP&A Act and their applicability to the Project.

Table 6.2 Approvals required under section 4.42

Approval	Comment
An aquaculture permit under section 144 of the *Fisheries Management Act 1994*	The Project would not involve aquaculture therefore no aquaculture permit would be required.

Approval	Comment
An approval under section 15 of the *Mine Subsidence Compensation Act 1961*	The Project is not located within a mine subsidence district.
A mining lease under the *Mining Act 1992*	The Project does not require a mining lease and would not be undertaken within a lease area.
A production lease under the *Petroleum (Onshore) Act 1991*	The Project would not involve petroleum production.
An EPL under Chapter 3 of the *Protection of the Environment Operations Act 1997* (for any of the purposes referred to in section 43 of that Act)	The Project is not classified as a scheduled activity under Part 18 of Schedule 1 of the *POEO Act 1997.* Consequently, an EPL is not required for the Project.
Consent under section 138 of the *Roads Act 1993*	The Project Site would be located at 11-17 Khartoum Road and 33-39 Talavera Road, Macquarie Park within the Ryde City Council LGA. The Site has a northwest frontage (181.05 m) facing Khartoum Road, and a northeast frontage (165.96 m) facing Talavera Road. An approval would be sought under section 138 of the *Roads Act 1993* in order to connect proposed Road 22 to Talavera Road.
A licence under the *Pipelines Act 1967*	The Project would not involve installation of pipelines to/ from the Site and therefore a license would not be required.

6.1.5 Concept development application

The Concept Development Application approval was granted on 4 December 2019 and applies to the entire 30,030 m^2 site. The approval includes the design parameters such as building envelopes, building layout, parking, roads, open space as well as staging of the future development of the site. The Concept Development includes the building envelopes for five commercial offices to a maximum height of 44.5 m, and four retail and support pavilions around a central publicly accessible open space area. Basement parking will be provided for 987 vehicles. The proposal also includes a new public road, two private roads and a pedestrian through site link. A total approved gross floor area of 59,769 m^2.

Stage 1 works include the demolition of the existing south-western building, construction of a 10 storey mixed use commercial and retail building (“Building A”) with three levels of basement car parking, construction of a portion of the internal 14.5 m private road connecting to Khartoum Road, construction of a portion of the pedestrian through site link and associated landscaping.

Since this approval a minor modification to the Stage 1 works for Building A has been lodged with Ryde Council and is currently under assessment.

In addition, an Amending Development Application will soon be lodged with City of Ryde Council to amend the approved concept development application to reflect the new use and building envelope of the proposed data centre on the site (which is the subject to this SSDA).

6.1.6 Integrated development

Development that requires one or more approvals listed under section 4.46 of the EP&A Act is defined as ‘integrated development’, for the purpose of the Act. Of importance to this Scoping Report is section 47 of the *Protection of the Environment Operations Act 1997* (POEO Act). Section 47 under

the POEO Act relates to 'scheduled activities', which triggers the requirement for an Environment Protection Licence (EPL).

Relevant to this Project is Item 9 under Schedule 1 of the POEO Act, which relates to 'chemical storage'. For the purpose a scheduled activity, '*chemical storage'* includes petroleum products storage, which is defined as '*the storage or packaging of petroleum products in containers, bulk storage facilities or stockpiles'*. The trigger for a development including petroleum products storage to be considered integrated development is where it has the capacity to store more than 2,000 tonnes; other than liquefied gas.

As discussed in Section 3.1, the Project includes the provision of up to 360,000 litres of diesel fuel. The '*Guide to Australian Energy Statistics'* (Commonwealth Department of the Environment and Energy, 2017) provides the conversion rate that is accepted by the EPA and DPIE; whereby 1 tonne of diesel equates to 1,182 litres. Upon application of this conversion rate, the total amount of fuel proposed as part of this Project is approximately 304 tonnes of diesel to be stored on site. This is significantly less than the scheduled activity requirement under the POEO Act of 2,000 tonnes. As a result, the Project will not require an EPL with respect to Item 9 under Schedule 1 of the POEO Act. For completeness, Item 17 of Schedule 1 under the POEO Act relates to 'electricity generation'. Importantly however, this clause does not apply to the generation of electricity by means of electricity plant that is emergency stand-by plant operating for less than 200 hours per year. It has previously been identified that the Project includes the provision of diesel generators (ten in total). The purpose of these generators is to provide operational power supply in the event of a complete power failure from the external grid, thereby qualifying them as 'stand-by' utility infrastructure. In the event, there is no disruption to the power supplied to the data centre, the generators would only operate during scheduled maintenance events. On this basis, it is not anticipated to exceed the 200 hour limit and will therefore not require an EPL. Further details in relation to the maintenance, testing arrangements and operation of these generators will be provided in the EIS.

6.2 Environmental planning instruments

The following SEPPs are considered relevant to the Project, or the land to which it relates, and have been considered as part of this Scoping Report:

- *State Environmental Planning Policy (State and Regional Development) 2011;*
- *State Environmental Planning Policy (Infrastructure) 2007;*
- *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2018;*
- *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development; and*
- *State Environmental Planning Policy No. 55 – Remediation of Land*

Each of these policies are considered further in the following sections.

6.2.1 State Environmental Planning Policy (State and Regional Development) 2011

Consideration of *State Environmental Planning Policy (State and Regional Development) 2011* (SRD SEPP) and its relevance to this Project is presented in **Section 6.1.3**.

6.2.2 State Environmental Planning Policy (Infrastructure) 2007

Section 6.1.2 identities that the Project is permissible with consent, pursuant to clause 27 under the *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP).

6.2.3 State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

The aims of the *State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017* (Vegetation SEPP) are to protection to biodiversity values of tress and other vegetation in nonrural areas of the State and to preserve the amenity of non-rural areas of the State through the preservation of tress and other vegetation. Clause 7(1) of the Vegetation SEPP states that *a person must not clear vegetation in any non-rural area of the State to which Part 3 applies without the authority conferred by*

a permit granted by the Council. In addition, Clause 7(2) further states that *a person must not clear native vegetation in any non-rural area of the State that exceeds the biodiversity offset scheme threshold without the authority conferred by an approval of the Native Vegetation Panel under Part 4.* Section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act) requires that an application for SSD must be accompanied by a biodiversity assessment report (BDAR) unless it is determined by the Chief Executive of the OEH and the Secretary of the DPIE (or their delegates) that the proposed development is not likely to have any significant impact on biodiversity values. That determination is referred to as a BDAR waiver.

the Project is located within a highly modified brownfield urban environment. The Project area has been historically cleared and no remnant native vegetation is present. Vegetation currently present within the area is restricted to native and exotic landscaping species, as well as other exotic vegetation (weeds) that have self-propagated.

An initial assessment has been carried out that indicates the development would not take place in an area of significant biodiversity value, nor would it have a significant direct or indirect effect on biodiversity values such as threatened species or ecological communities, or other values prescribed in the *Biodiversity Conservation Regulation 2017*. As such it is considered unlikely that that Project would have a significant impact on any biodiversity values as prescribed in the *Biodiversity Conservation Regulation 2017*.

On the basis of the above, an application for a BDAR waiver will be submitted for the Project. Should EES and DPIE determine that a BDAR waiver is acceptable the method of assessment for biodiversity nominated in the SEARs would reflect the BDAR waiver.

6.2.4 State Environmental Planning Policy No. 33 – Hazardous and Offensive Development

State Environmental Planning Policy No. 33 – Hazardous and Offensive Development (SEPP 33) outlines the approach used in NSW for planning and assessing the risks and hazards associated with industrial development proposals. Through the Policy, the permissibility of a business proposal is linked to its safety and pollution control performance. SEPP 33 applies to any proposals that fall under the Policy's definition of 'potentially hazardous' or 'potentially offensive industry', which states:

> *Potentially hazardous industry means a development for the purposes of any industry which, if the development were to operate without employing any measures to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would pose a significant risk in relation to the locality:*
>
> *(a) to human health, life or property, or*
>
> *(b) to the biophysical environment*
>
> *and includes a hazardous industry and a hazardous storage establishment.*
>
> *Potentially offensive industry means a development for the purposes of an industry which, if the development were to operate without employing any measures to reduce or minimise its impact in the locality or on the existing or likely future development on other land, would emit a polluting discharge (including for example, noise) in a manner which would have a significant adverse impact in the locality or on the existing or likely future development on other land, and includes an offensive industry and an offensive storage establishment.*

For development proposals classified as '*potentially hazardous industry'* the policy establishes a comprehensive test by way of a preliminary screening assessment and preliminary hazard analysis (PHA) to determine the risk to people, property and the environment. The EIS would include a screening of potential hazards and risks in accordance with the requirements of SEPP 33 at the Project Site.

6.2.5 State Environmental Planning Policy No. 55 – Remediation of Land

The objects of *State Environmental Planning Policy No. 55 – Remediation of Land* (SEPP 55) are to provide a State-wide planning approach for the remediation of contaminated land and to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any

other aspect of the environment. SEPP 55 restricts consent authorities from issuing development consent on land that may be contaminated, unless the consent authority is satisfied that the land in question is suitable for the development proposed to be carried out or would be suitable if appropriate remediation is undertaken.

The Site is not on the list of NSW contaminated Sites and does not appear on the Contaminated Land: Record of Notices. Notwithstanding, there is the potential for contaminated land to be encountered based on historical land use of the Project Site. Site remediation would be carried out by Stockland to a level suitable for the Site's intended future use (i.e. business land use).

Potential contamination risks as a result of historic uses of the Site would be identified within the EIS. Mitigation and management measures would also be identified. Those measures would demonstrate how any contaminated materials encountered during construction would be managed to avoid or reduce onsite and offsite environmental effects.

6.2.6 Ryde Local Environmental Plan 2014

The Project is located within the Ryde LGA, which is subject to the application of the Ryde LEP 2014. The Infrastructure SEPP prevails over the Ryde LEP 2014 to the extent of any inconsistencies. Notwithstanding, the aims and relevant clauses of the Ryde LEP 2014 would be considered in the EIS to ensure that the Project is development in accordance with the relevant parts of the LEP.

6.3 Strategic planning

6.3.1 Greater Sydney Region Plan – A Metropolis of Three Cities

A Metropolis of Three Cities ("the Plan") is the regional plan for managing Greater Sydney's growth. The Plan aims to ensure that planning and land use of the Greater Sydney Region is equitable and sustainable. The Plan discusses Macquarie Park's role as part of the Eastern Economic Corridor, described as the State's greatest economic asset contributing two-thirds of NSW's economic growth in the 2015-16 financial year.

The Plan also refers to Macquarie Park as part of the Epping and Macquarie Park Urban Renewal Corridor. Within the Macquarie Park Urban Renewal Area, the Department of Planning is undergoing strategic investigations into new community facilities, improved public space, residential development in proximity to transport links as well as the generation of employment opportunities.

Macquarie Park is also nominated as one of nine centres to accommodate commercial office precincts. The proposed development is in the heart of the Macquarie Park Urban Renewal Corridor, as indicated by **Figure 6.1**. It aligns with the vision of the Eastern Economic Corridor in that the proposed commercial office space will facilitate the provision of jobs and economic activity, be well connected to transport links and provide high quality open space.

6.3.2 Our Greater Sydney 2056: North District Plan

Our Greater Sydney 2056: North District Plan ('the District Plan') was finalised by the Greater Sydney Commission and publicly released with the Region Plan in March 2018. The District Plan describes Macquarie Park as the largest non-CBD office market in Australia, set to become Australia's fourth largest commercial precinct by 2030. Macquarie Park has 854,254 square metres of office floor space (January 2014) and continues to develop. It has grown as a major centre for knowledge-intensive employment, which now accounts for one-third of jobs in the Macquarie Park. In 2016, Macquarie Park was estimated to accommodate approximately 58,500 jobs. Wholesale trade, professional, scientific and technical services and information, media and telecommunications are significant employment sectors in the centre.

Maintaining a high-quality commercial core will allow continued growth of the precinct as a major employment hub.

The NSW Government is also directly facilitating economic activity in the Eastern Economic Corridor, which includes strategic centres at Macquarie Park, Chatswood, St Leonards and North Sydney as part of the Harbour CBD and Epping to Macquarie Park urban renewal area, illustrated in **Figure 6.2**

below. This Project is being undertaken through the work in the urban renewal area, where the DPIE will assess opportunities for new community facilities, vibrant spaces and homes close to transport links and jobs.

Actions for the Macquarie Park Centre, detailed in the District Plan, aim to strengthen Macquarie Park through approaches that:

- enable additional capacity for commercial floor space and maintain a commercial core
- improve urban amenity as the centre transitions from business park to a vibrant commercial centre, including reducing the impact of vehicle movements on pedestrian and cyclist accessibility
- deliver a finer grain road network to enhance pedestrian connections and provide new access points
- promote design excellence in urban design by upgrading public areas
- deliver an innovation ecosystem in Macquarie Park, capitalising on the relationship with Macquarie University and nearby high-tech and medical corporations
- improve public transport connections to Parramatta and the District's other strategic centres, including the Northern Beaches Hospital.

Major growth 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.

6.3.3 NSW Innovation Precincts

In September 2018, the NSW Innovation and Productivity Commission released *NSW Innovation Precincts* as a framework to inform the decision making of organisations involved in the development of innovation precincts in NSW. Within that document, innovation precincts are described as areas where place-based innovation is occurring across a range of sectors including health, education, science and business services. The document highlights how innovation precincts have the potential to provide significant benefits to the NSW economy as place-based concentrations of business, knowledge-intensive institutions and entrepreneurs. Macquarie Park is one of these places.

A global literature review and analysis of local and international case studies identified seven success factors for high performing innovation precincts: market drivers; competitive advantage; collaboration, amenity; enterprise culture; leadership; and infrastructure. In this instance, infrastructure refers to physical, transport and digital infrastructure that supports research, innovation activity, business connectivity and economic prosperity within and outside of the precinct.

As an innovation precinct, Macquarie Park is centred around Macquarie University, which includes a state-of-the-art purpose-built academic precinct, as well as the Australian Hearing Hub and Macquarie University Hospital. The adjacent Macquarie Business Park has more than 180 large international and 200 small businesses.

An industry led initiative, Macquarie Park Innovation District, was created by key stakeholders in 2015 to leverage their competitive advantage in life sciences, health and pharmaceuticals, biotechnology and digital technology.

The innovation economy is often online and digital, requiring essential infrastructure, such as high-speed network connections and comprehensive data storage, to enable operations to run smoothly during peak and off-peak demands. Macquarie Park has a strong history of contributing to the provision of digital technology and infrastructure, serving not just metropolitan Sydney but, more broadly, all of Australia. In doing so, it elevates the performance of Macquarie Park by delivering infrastructure as one of the seven success factors necessary for a thriving innovation precinct.

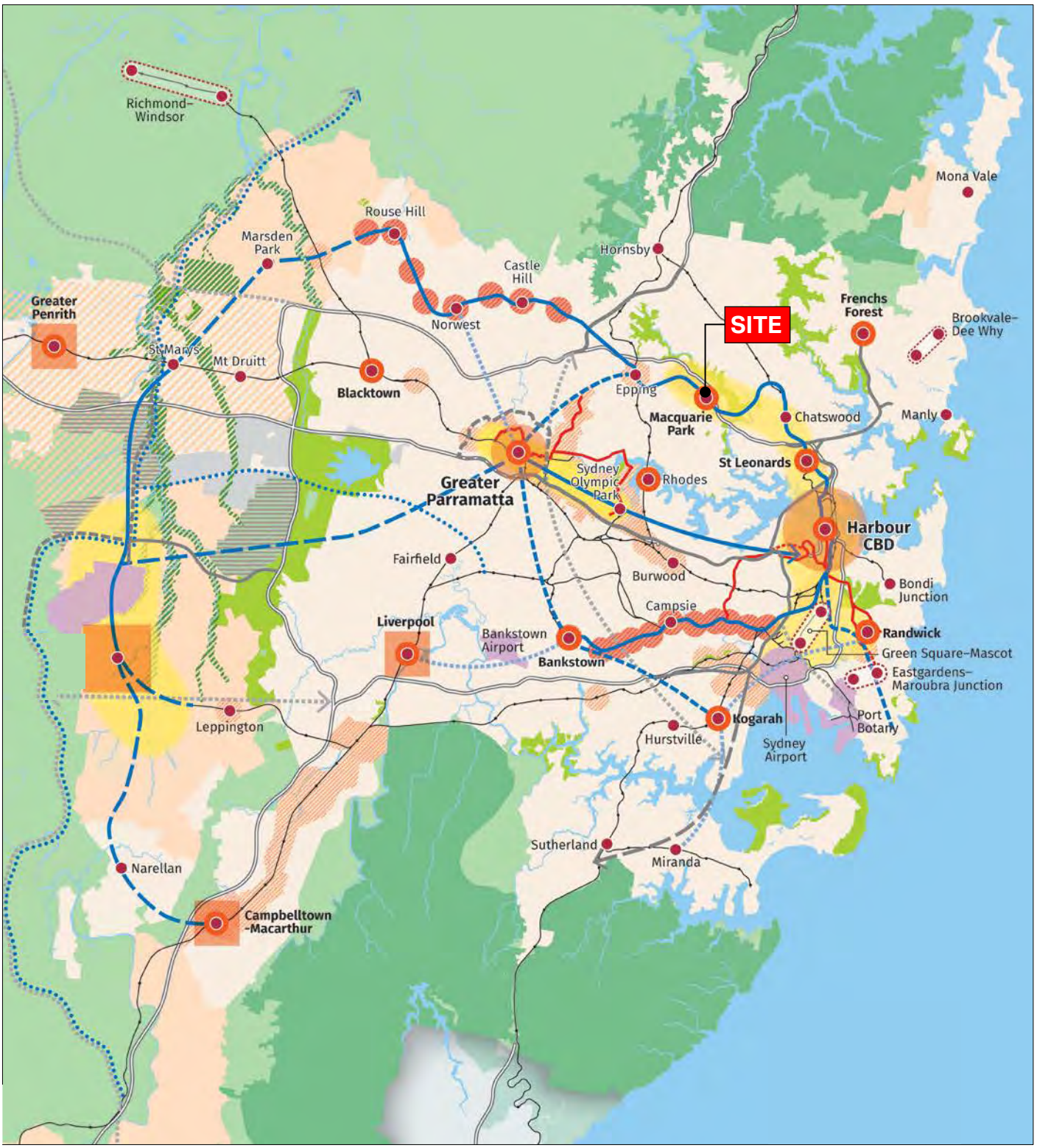

FIGURE 6.1 EXTRACT FROM 'GREATER SYDNEY REGION PLAN' INDICATING THE SITE LOCATION Greater Sydney Commission 2018

N

0 5 10 km

AECOM

- Metropolitan Centre
- Metropolitan Cluster
- Health and Education Precinct
- Strategic Centre
- Economic Corridor
- Trade Gateway
- Western Sydney Employment Area
- Land Release Area
- Transit Oriented Development
- Urban Renewal Area
- Greater Penrith to Eastern Creek Growth Area
- Urban Investigation Area
- Urban Area
- Protected Natural Area
- Metropolitan Rural Area
- Major Urban Parkland including National Parks and Reserves
- South Creek Parkland Investigation
- Waterways
- Train Station
- Committed Train Link
- Train Link/Mass Transit Investigation 0–10 years
- Train Link/Mass Transit Investigation 10–20 years
- Train Link/Mass Transit Visionary
- Freight Rail Investigation
- Light Rail
- Light Rail Investigation
- Motorway
- Committed Motorway
- Road Investigation 0–10 years
- Road Investigation 10–20 years
- Road Visionary

FIGURE 6.2 Extract from 'Our Greater Sydney 2056: North District Plan' Greater Sydney Commission 2018 Indicating the Site location

N

0 2.5 5 km

AECOM

- Metropolitan Centre
- Health and Education Precinct
- Strategic Centre
- Local Centre
- Economic Corridor
- Trade Gateway
- Industrial Land
- Land Release Area
- Transit Oriented Development
- Urban Renewal Area
- Urban Area
- Protected Natural Area
- Metropolitan Rural Area
- Major Urban Parkland including National Parks and Reserves
- Waterways
- Green Grid Priority Corridor
- Train Station
- Committed Train Link
- Train Link/Mass Transit Investigation 10–20 years
- Train Link/Mass Transit Visionary
- B-Line
- City Serving Transport Corridor
- Centre Serving Transport Investigation Corridor
- Motorway
- Committed Motorway
- District Boundary

6.3.4 Future Transport Strategy 2056

Future Transport Strategy 2056 ('the Strategy') was released by Transport for NSW (TfNSW) in conjunction with the Greater Sydney Region Plan and North District Plan in March 2018. The Strategy provides a 40-year vision for the NSW transport system aligned with the land use planning initiatives outlined within the Region and District Plans. Key transport infrastructure initiatives within proximity of the Site include:

In the next ten years the strategy aims to facilitate a suite of improvements to the Macquarie Park interchange at Macquarie University station, including road upgrades, bus infrastructure improvements and pedestrian and safety improvements.

These interchange upgrades will deliver faster, efficient and more reliable travel times through the Macquarie Park area for buses and all road users, improve pedestrian safety and access with new and improved crossing facilities, provide short-term support for the additional buses needed for the temporary closure of the Epping to Chatswood rail line, and provide long-term ongoing benefits for key bus corridors and local bus services through improved and upgraded bus priority infrastructure.

During this same period, investigations would be conducted into an east-west public transport connection from Mona Vale to Macquarie Park along the A3 corridor.

In the longer term, the strategy provides for the connection of Macquarie Park and Hurstville via Mass transit / train link between Macquarie Park and Hurstville via Rhodes. This project would alleviate longer-term capacity pressures and improve the resiliency of the network by providing an additional north-south connection through Macquarie Park, Rhodes and Hurstville, enabling customers to transfer between the Illawarra Line, East Hills Line, Metro Southwest-CBD, the Metro West, the Main West Line and the Northern Line.

6.4 Commonwealth environmental approvals

6.4.1 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) applies to developments and activities that have the potential to impact on *Matters of National Environmental Significance'* (MNES) protected under the Act.

Part 3 of the EPBC Act states that an action, which has, would have, or is likely to have a significant impact on a MNES may not be undertaken without prior approval of the Commonwealth Minister for Environment. The EPBC Act identifies the following as MNES, for which Ministerial approval is required:

- World heritage properties;
- National heritage places;
- Wetlands of international importance (including RAMSAR wetlands);
- Listed threatened species and ecological communities;
- Listed migratory species protected under international agreements;
- Protection of the environment from nuclear actions; and
- Commonwealth marine areas.

The EPBC Act also protects the environment within which any action is proposed to be undertaken, or where an action would affect Commonwealth land.

Considering the characteristics and the Site and the fact that it is highly disturbed and within a business park, no significant impacts on any MNES as a result of the Project are expected to occur. Notwithstanding, due consideration to the EPBC Act will be afforded within the EIS for the Project.

7.0 Key and other environmental issues

7.1 Environmental aspect identification

This section provides a broad review of the existing environment and scope of environmental assessment within the Project's EIS. The environmental issues outlined below have been derived via reference to *Guideline 3: Scoping and Environmental Impact Statement – Draft Environmental Impact Assessment Guidance Series* (Department of Planning and Environment, 2017). As part of that guideline, it is recommended that proponents use the scoping worksheet (Appendix A to that guideline) to identify relevant environmental matters to be considered. This process was applied to the Project, resulting in the broad prioritisation of issues as outlined in and **Sections 7.1.1 to 7.1.16** below and summarised in **Section 7.2**. In addition to the aspects within the scoping worksheet, other environmental factors also considered based on experience with previous projects of a similar nature.

7.1.1 Air quality

Existing environment

The Site is located within the Macquarie Park business precinct. Surrounding land uses are predominantly comprised of business, office, retail and food and drink premises. 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.

Preliminary assessment and EIS scope

Construction of the Project 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.

Air quality impacts during operation are anticipated to be minimal, with emissions being restricted to hot air exhaust and on rare occasions exhaust from diesel generators in the event of grid-related power failures. The emissions would pass through necessary abatement systems prior to release and would be minimised where possible. In accordance with the scoping worksheet, air quality impacts would be assessed as an 'other issue' within the EIS.

7.1.2 Biodiversity

Existing environment

An initial desktop review indicated that the Site contains landscape plantings around the perimeter of the Site and within the existing carpark. These areas have the potential to support threatened species listed under Commonwealth and NSW legislation, particularly mobile species such as birds and bats.

It is anticipated that the majority of the vegetation required to be removed to facilitate the construction of this Project would be removed prior to this Project and subject of separate, preceding development applications. As such, it is likely that the majority of the Site would be devoid of vegetation within the construction and operational footprint.

Should trees or other vegetation be identified for removal during the design process, that require development consent prior to their removal, the removal of this vegetation would be assessed as part of the development application.

Preliminary assessment and EIS scope

Under Section 7.9 of the *Biodiversity Conservation Act 2016* (BC Act), a biodiversity assessment report (BDAR) is required to be prepared for the Project. However, an application for a waiver of the requirement for a BDAR would be made for this project under Section 7.9(2) of that Act.

Notwithstanding, biodiversity will still be considered within the body of the EIS. As per the scoping worksheet, biodiversity would be considered as an 'other issue'.

7.1.3 Bushfire

Existing environment

The Site is not mapped within a bushfire prone area of a buffer zone to a bushfire prone area.

Preliminary assessment and EIS scope

In accordance with the scoping worksheet, 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.

7.1.4 Greenhouse gas and energy efficiency

Existing environment

The existing operation of Site would generate CO_2 emissions from the following direct, indirect and other sources, including but not specifically limited to:

- Fuel combustion by trucks hauling raw materials, products and/ or waste (including transporting mill residuals to landfill), forklifts and other vehicles; and
- Consumption of purchased grid electricity
- Generation of electricity be backup generators during power failures.

Furthermore, the Site is located in a dense urban setting in proximity to major arterial roads, which are a significant contributors to daily CO_2 emissions. A result of this cumulative effect would result in the background GHG emission data being relatively higher than would be expected for a more remote location. It is anticipated that the Project would have similar or slightly higher Greenhouse Gas (GHG) emissions compared to the existing commercial office uses on the Site.

Preliminary assessment and EIS scope

The EIS would provide a discussion on GHG impacts as a result of the Project and identify appropriate mitigation measures to reduce those impacts. The EIS would provide an assessment of the energy efficiency of the Project in relation to the National Australian Built Environment Rating System (NABERS), which provides a star rating system for energy uses of buildings.

7.1.5 Hazard and risk

Existing environment

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.

Preliminary assessment and EIS scope

The EIS would include a preliminary risk screening completed in accordance with *State Environmental Planning Policy No. 33 – Hazardous and Offensive Development* and *Applying SEPP 33* (DoP, 2011). This would consider the class, quantity and location of all dangerous goods and hazardous materials associated with the development. This would include lithium batteries and diesel fuel. Diesel would be stored on site in underground tanks and used to run the backup electrical generators during power outages.

7.1.6 Heritage

Existing environment

A desktop review of existing non-Aboriginal databases and the Aboriginal Heritage Information Management System (AHIMS) indicated that no known non-Aboriginal or Aboriginal heritage items occur at the Site.

Preliminary assessment and EIS scope

As the Site has undergone extensive historical development, the likelihood of uncovering previously undisturbed artefacts is low. The potential for non-Aboriginal and Aboriginal heritage impacts would be considered within the body of the EIS. As per the scoping worksheet, heritage would be considered as an 'other issue'.

7.1.7 Land use

7.1.7.1 Existing environment

The Site is currently occupied by offices with associated carparking and landscaping.

Preliminary assessment and EIS scope

The construction of the Project would temporarily alter the land use of the Site from a business premises to a construction site, however this would be limited to the construction time frame.

During operation, the land use would change to that of a data centre. The operation of the Site as a data centre would be line with its current use, and as outlined above, would be broadly consistent with relevant strategic planning goals for the area and region.

The EIS would detail impacts to land use at the Site and surrounding properties via assessments of amenity impacts including noise, vibration, landscape and visual and air quality.

7.1.8 Landscape and visual impact

Existing environment

The Site is located within a distinctly business/commercial/office precinct and is adjacent to a number of land uses aligned to the nature of the area including business, office, retail and food and drink premises. The Site is not located adjacent to, or within, an area that is considered to have important landscape or visual features.

Buildings around the site are characterised by a mix of lower density, older warehouse and office spaces, and newer, higher density office buildings. This is manifestation of an urban area which is in transition between an ageing and newer urban fabric.

Preliminary assessment and EIS scope

The early works proposed to facilitate the future development of the Site, including remediation, bulk earthworks, infrastructure delivery (roads, utility services, stormwater and flood mitigation), will be addressed in detail, including consideration of the proposed levels and future building envelopes.

A Landscape Character and Visual Impact Assessment Technical Report would be prepared for the Project in accordance with the *Guidelines for Landscape and Visual Impact Assessment* (2013). This would include identification of existing landscape character zones and sensitive visual receivers, and identification of measures to be used to minimise potential visual impacts. The assessment would include photomontages of the operational Project from nominated viewpoints.

Construction of the Project would temporally alter the visual envelope of the surrounding area through the introduction of construction activity, including materials, equipment, workers and plant/machinery. This would result in temporary affects and would be largely mitigated through appropriate controls such as construction hoarding.

The operation of the Project would result in a change to the local visual environment. The Project would result in the replacement of the existing 1-2 storey buildings with a single five storey building up to 45 metres high. The concept development approval already provides consent for the building envelopes of three multi-storey commercial office buildings on the part of the property that the Project would be constructed. While those buildings would no longer proceed, a single, five-storey building is not out of keeping with the concept development already approved for the site, nor with other development in Macquarie Park generally.

The scoping worksheet prepared for this Project has identified that landscape and visual impacts are a key issue. In order to assess the impact of the Project on the local urban landscape a Landscape and Visual Impact Assessment will be provided as part of the EIS. This 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.

The assessment will include:

- A description of the Project as relevant to landscape and visual elements
- A discussion of the existing environment
- A discussion of potential impacts to the existing landscape and surrounding views during the construction phase
- Establishment of Landscape Character Zones (LCZs) to inform the assessment of the built form of the Project upon the existing landscape
- Assessment of sensitivity and magnitude of landscape effects to the LCZs
- Establishment of viewpoints in order to assess the impacts of the built form of the Project upon key visual receptors
- Assessment of the sensitivity of each viewpoint and the magnitude of change to those viewpoints
- Assessment of impact related to overlooking and shadowing of neighbouring buildings.

7.1.9 Noise and vibration

Existing environment

The Site is adjacent to commercial, business, retail and food and drink premises within the Macquarie Park Business Park. No existing background noise information for the Site is available, however it is anticipated that the ambient acoustic environment would be influenced by existing activities within the business park and traffic on local road networks and nearby arterial roads such as the M2 Motorway and Epping Road.

Preliminary assessment and EIS scope

Noise generated during the construction phase of the Project would be temporary and associated with the construction of the built elements. This would include the movement of materials, equipment and personnel to and from the Site, as well as the operation of machinery within the Site.

During operation noise would be generated mechanical plant and equipment associated with the data centre. This includes evaporative coolers, exhaust fans and the operation of diesel generators (limited to during power failures only).

Vibration impacts from both construction and operation are anticipated to be minor due to the separation of the Project from neighbouring properties and buildings.

The scoping worksheet prepared for this Project has identified that noise and vibration impact during construction are a key issue. As such a Noise and Vibration Impact Assessment would be prepared for the Project. This assessment would be undertaken in accordance with applicable legislative requirements, policies and guidelines such as:

- *Interim Construction Noise Guideline* (ICNG), Department of Environment and Climate Change, 2009
- *Assessing Vibration: A Technical Guideline* (AVATG), Department of Environment and Conservation, 2006
- *NSW Road Noise Policy* (RNP), Department of Environment, Climate Change and Water, 2011

- *Noise Policy for Industry* (NPfI), Environment Protection Authority, 2017
- *Construction Noise and Vibration Strategy* (CNVS), Transport for NSW, 2018
- DIN Standard 4150: Part 3 1999 *Structural Vibration in Buildings - Effects on Structures*, 1999
- British Standard 7385: Part 2 1993 *Evaluation and Measurement of Vibration in Buildings*, 1993
- British Standard 6472: Part 1 2008 *Evaluation of Human Exposure to Vibration in Buildings*, 2008
- Australian Standard AS 2436-2010, *Guide to noise and vibration control on construction, demolition and maintenance Sites*, 2010
- Australian Standard AS 1055-2018 – *Acoustics—Description and measurement of environmental noise*, 2018
- International Standard ISO 9613-2:1996 - *Acoustics -- Attenuation of sound during propagation outdoors -- Part 2: General method of calculation*
- UK Department for Environment, Food and Rural Affairs (DEFRA) *Update of noise database for prediction of noise on construction and open Sites*, 2006.

The Noise and Vibration Impact Assessment would address the potential noise and vibration impacts from the Project during construction and operational phases. Baseline monitoring would be used to define the background noise levels and for calculating the applicable noise criteria. The report would model and assess noise emissions and provide a suite of reasonable and feasible recommendations to avoid or mitigate potential impacts.

7.1.10 Infrastructure requirements

Existing environment

The Site would be cleared of all existing buildings prior to the commencement of the Project's earthworks. The demolition of existing buildings would be the subject of a separate development application that is yet to be lodged. Remaining infrastructure at the Site would primarily consist of utility infrastructure connections including water and electricity.

Preliminary assessment and EIS scope

The EIS will detail the infrastructure requirements for the Project as an 'other issue' in accordance with the scoping worksheet. This will include information about anticipated supply of utility services including:

- Electricity
- Water
- Sewer
- Communications

After the electricity supply requirements are understood, consultation would be undertaken with Ausgrid to determine the most suitable method to supply the required electricity to the Site. A Dial Before You Dig assessment would 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 Project 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.

7.1.11 Social impacts

Existing environment

The existing social environment surrounding the Site is characterised 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.

Preliminary assessment and EIS scope

It is anticipated that the Project 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 include a succinct 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.

This issues is defined as an 'other issue' by the scoping spreadsheet and would be assessed accordingly in the EIS. 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.

7.1.12 Soils, groundwater and contamination

Existing environment

The Site is located within the Sydney Basin and is underlain by the Triassic age Wianamatta Group Bedrock comprising black to dark-grey shale and laminite (Sydney Basin, 1:100,000 Geological Map, 1983). Existing surface material is likely to consist of fill material overlain by bitumen and concrete to support existing buildings and roadways within the Site however, the exact sub-surface profile and condition is unknown.

The Site would be provided as a vacant area without buildings. The Site would be in a condition that would still require earthworks, that is filling and excavating to provide a level site suitable for the Project building.

Preliminary assessment and EIS scope

As the subsurface soil profile and condition are unknown, a soil and contamination assessment would be prepared for the Project. This EIS would contain an assessment of the potential impacts related to soils and contamination derived from the information within that assessment. Where potential impacts are identified, the assessment would also consider reasonable and feasible management and mitigation measures to control those impacts.

This issue is defined as an 'other issue' by the scoping spreadsheet and would be assessed accordingly in the EIS. A geotechnical assessment would be prepared for the Project to determine the suitability of subsurface materials for the Project. The geotechnical assessment would detail information about existing Site conditions including the depth and type of bedrock material, and the depth of groundwater if encountered.

7.1.13 Surface water, flooding and water use

Existing environment

The Site is located within the Macquarie Park catchment, which incorporates catchments for Mars Creek, Shrimpton's Creek, Industrial Creek and Porters Creek. All catchments are tributaries of the Lane Cove River. Surface water generated from the Site would likely drain into those catchments via the existing stormwater system.

Preliminary assessment and EIS scope

During construction and operation of the Project, surface water runoff from the Site has the potential to affect nearby creeks via the stormwater system. During operation, surface runoff would derive primarily from hardstand areas or hard surfaced areas which would then be diverted to the local

stormwater system. These impacts would be appropriately managed through a number of standard mitigation measures that would be detailed within the EIS. These mitigation measures include appropriate and feasible erosion and sediment controls in accordance with *Managing Urban Stormwater: Soils and construction - Volume 1 'the Blue Book'* (Landcom, 2004).

The Project would employ evaporative coolers to manage heat within the data halls. The water use of these coolers, and other water requirements, would be considered further within the EIS.

These issues are defined as an 'other issue' by the scoping spreadsheet and would be assessed accordingly in the EIS.

7.1.14 Transport and access

Existing environment

The Site is currently accessed from Talavera and Khartoum Roads. The primary access for Project related traffic would likely be via Talavera Road. Talavera Road is a regional road meaning that it is not a classified road under the *Roads Act 1993*. It is however, 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.

Preliminary assessment and EIS scope

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, given they are already subject to high levels of traffic comprised of light and heavy vehicles.

During operation, the Project would require relatively few vehicle movements. Therefore, the Project is unlikely to introduce significant, ongoing traffic constraints upon the existing network. The Project is not considered to be 'traffic generating development' under Schedule 3 of the Infrastructure SEPP due to its gross floor area and low number of day to day traffic movements.

Traffic impacts would be assessed within the EIS. The assessment would comprise of:

-
- A description of the road network serving the Site
- Determination of traffic activity associated with the construction and operational phases of the Project
- A qualitative traffic impact assessment considering construction and operation of the Project
- Assessment of the proposed parking provisions
- Confirmation that the proposed car park, vehicular access and internal circulation arrangements comply with relevant standards
- Assessment of the construction of Road 22.

7.1.15 Waste management

Existing environment

The Project would generate several waste streams that will require management in accordance with relevant legislation and guidelines.

It is expected that during construction, the primary waste generated would consist of excess building products and onsite material which may include:

- Concrete
- Soil
- Steel

- Bitumen
- Plastic

Operational waste is likely to be constrained to waste associated with human use such as general solid waste and sewerage.

Preliminary assessment and EIS scope

As per the scoping worksheet, waste management will be considered as an 'other issue'. The generation and management of waste will be considered as part of the EIS.

7.1.16 Cumulative impacts

Cumulative impacts may arise in the event that the Project is developed concurrently to other major projects in close proximity. Where this occurs, the combined impacts of both projects may become potentially greater than each project's impacts if they were to occur on their own.

A review of relevant development applications and other major infrastructure project would be undertaken as part of the EIS. This would include review of both state significant projects, as well as local development.

The assessment will also consider the potential for other parts of the broader Stockland Site to be undergoing development at the same time, and the potential for cumulative impacts to arise.

Cumulative impacts associated with this Project are expected to be limited to amenity impacts such as noise, visual amenity and traffic. This will be further confirmed within the relevant chapter of the EIS.

7.2 Scoping summary

Table 7.1 below presents a summary of the environmental scoping results and the proposed level of mitigation and assessment proposed within the EIS.

Table 7.1 Summary of scoping assessment outcomes

Aspect	Outline of impacts based on unmitigated/inherent risk	Safeguards and/or management measures to be applied	Level of assessment proposed
Air quality	Dust emissions generated during construction affecting nearby sensitive receivers and/or mechanical systems on nearby buildings	Standard	Assessed within chapter of EIS
	Emissions generated during operations		
	Odour impacts upon nearby sensitive receivers		
Biodiversity	Potential impacts on threatened flora and fauna, endangered ecological communities, and/ or habitats during construction	Standard	Assessed within chapter of EIS
Bushfire	Potential impacts on the operational phase of the Project as a result of bushfires	N/A	N/A
	Potential for the Project to result in the creation of enhancement of bushfires		
Greenhouse gas and energy efficiency	GHG emissions generated during the construction of the Project	Project specific	Assessed within chapter of EIS
	GHG emissions generated during operations		
	Energy consumption that overwhelms the electrical grid		

Aspect	Outline of impacts based on unmitigated/inherent risk	Safeguards and/or management measures to be applied	Level of assessment proposed
Hazard and risk	Potential hazardous materials used during construction and operation resulting in impacts onsite and offsite including contaminating land	Standard	Assessed within chapter of EIS
Heritage	Destruction, damage or removal of Aboriginal heritage items	Standard	Assessed within chapter of EIS
	Destruction, damage or removal of non-Aboriginal heritage items		
Land use	Impacts to surrounding land uses	Standard	Assessed within chapter of EIS
Landscape and visual	Potential impacts upon landscape and visual amenity during construction of the Project	Project specific	Key issue – technical assessment to be prepared
	Potential impacts upon landscape and visual amenity during operation of the Project		
	Final design and Site layout not integrating with the existing character of the area and not promoting urban design principles such as active transport connectivity and a sense of connection with place		
Noise and vibration	Disturbance of sensitive receivers during construction	Standard	Assessed within chapter of EIS
	Disturbance of sensitive receivers during operation		
	Exceedance of applicable vibration criteria		
Infrastructure	Impacts upon existing infrastructure and utilities that result in wider network disruptions	Standard	Assessed within chapter of EIS
Social and Economic	Impacts to the health and safety of persons using nearby properties or walking on the footpaths fronting the project during construction	Standard	Assessed within chapter of EIS
	Impacts to the social cohesion of the area and access to community services		
	Overuse of resources to support construction and operation		
Soils, groundwater and contamination	Mobilisation of sediment during construction activities	Standard	Technical assessment to be prepared
	Impacts on groundwater during construction		
	Contamination of the soils and sediments on the Site through leaks or spills during construction.		
	Discovering contaminated material on the Site		

Aspect	Outline of impacts based on unmitigated/inherent risk	Safeguards and/or management measures to be applied	Level of assessment proposed
	Issues with the stability of the sub-surface, issues with soil chemistry and issues with the capability of the soils to support the Project.		
Surface water, flooding and water use	Release of sediment-laden water during construction, which may impact downstream water quality	Standard	Assessed within chapter of EIS
	Release of wastewater from the Site		
	Flooding of the Site during construction or operation		
Transport and access	Additional traffic associated with construction that effects the local road network and wider transport network	Project specific	Assessed within chapter of EIS
	Additional traffic associated with the operation that effects the local road network		
	Access to Site and neighbouring properties being restricted during construction		
Waste management	Construction waste not being disposed of correctly	Standard	Assessed within chapter of EIS
	Operation waste not being disposed of correctly		
Cumulative impacts	Construction phase of the project resulting in detrimental amenity impacts when combined with potential nearby construction projects.	Standard	Assessed within chapter of EIS

8.0 Consultation

8.1 Consultation objectives

Stockland 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. To achieve this objective, Stockland would undertake consultation with the aim of providing stakeholders with an opportunity to have meaningful involvement by expressing their views and concerns.

The key objectives of consultation and engagement for the Project are to:

- Initiate and maintain open and transparent communication
- Provide an understanding of the regulatory approval process to stakeholders
- Provide information about the Project to create awareness and help the local community understand the key features of the Project
- Actively engage with stakeholders and seek local information and input into the Project by providing a range of opportunities for stakeholder to identify key issues for consideration and provide feedback on the Project design and mitigation measures

- Work with stakeholders to identify strategies to realise the benefits and minimise potential impacts of the Project.

8.2 Community and stakeholder engagement

During the development of this Project there has been engagement with a variety of planning and other regulatory and servicing authorities at a number of levels. This includes:

- NSW Department of Planning, Infrastructure and Environment
- NSW Fire and Rescue
- Transport for NSW (formerly Roads and Maritime Services)

Consultation would be undertaken as environmental impact information is made available (as technical assessments progress) so that there can be a meaningful exchange of information with stakeholders, and feedback received would inform the assessment and development of mitigation measures. Consultation with agencies would focus on keeping agencies up to date with technical impact assessments and assessment findings to ensure these are in line with regulatory standards and expectations.

Consultation with other relevant stakeholders would be undertaken during the preparation of the EIS and would continue for the duration of the construction of the Project. Some of the key stakeholders would include, but not necessarily be limited to:

- Department of Planning, Industry and Environment
- NSW Environment Protection Authority
- Ausgrid
- Transport for NSW
- NSW Fire and Rescue
- Sydney Water

Other stakeholders may be identified during the preparation of the EIS and consulted, as required. Stockland would undertake consultation with the nominated stakeholder agencies at key stages during the development of the EIS and the results and outcomes of this consultation would be detailed in the EIS and considered in design.

All consultation will be undertaken within the government mandated social distancing limits placed on interactions. It is expected that most consultation interactions will occur electronically.

9.0 Conclusion

Stockland is seeking approval a new data centre under Division 4.7 of Part 4 of the EP&A Act. The data centre would be located on land that is currently developed and occupied by existing offices and associated car parks and landscaping.

The Project would entail a five storey concrete structure up to 45 metres in height with associated vehicular circulation, landscaping and other ancillary infrastructure. Operational vehicular access to the Site would be via Road 22, which is proposed to run broadly east-west off Talavera Road. The Site would provide for up to 50 staff and the same number of car parking spaces. Existing services and infrastructure will be extended, adapted and augmented to meet the demands of the Project.

The estimated capital investment value of the Project is approximately $200 million.

This Scoping Report provides a preliminary assessment of the environmental and planning considerations to guide the preparation of SEARs for the SSD application. The key issues that have been identified for further detailed assessment during the preparation of the EIS are:

- visual and landscape impacts – as a result of the introduction of the Project's built form
- soils and water – in relation to potential for the Project to mobilise sediments and potential contamination during construction
- traffic and transport – in relation to potential impacts to the road network arising from construction and operational traffic
- GHG emissions generated by the operation of the Project.

All other factors would be considered at a desktop level, including biodiversity, providing that a BDAR waiver is granted for the Project by EES and DPIE.

In preparing the EIS for the Project, the focus would be avoidance and minimisation of impacts on the environment and local communities, where practical and feasible. The assessment would also identify mitigation and management measures to minimise impacts on the environment during construction and operation of the Project. Consultation with stakeholders and the local community would continue throughout the Project assessment, design and construction phases.

It is requested that DPIE confirm the Project as SSD and issue SEARs to enable an EIS to be prepared.

Following the receipt of the SEARs, Stockland will prepare the EIS for public exhibition by DPIE. The EIS will include:

- a description of the Project, including its key components and construction activities
- the strategic context and justification for the Project
- presentation of alternatives and options considered
- a description of the existing environment and an assessment of potential direct and indirect impacts on the key and other potential environmental issues during construction and operation of the Project, including cumulative impacts
- identification of measures to be implemented to avoid, minimise, manage, mitigate and/or offset potential impacts of the Project
- identification and consideration of issues raised by stakeholders and the community.

10.0 References

Department of Environment and Climate Change, 2009*, Interim Construction Noise Guideline*

Department of Environment and Conservation, 2006, *Assessing Vibration: A Technical Guideline*

Department of Environment, Climate Change and Water, 2011, *NSW Road Noise Policy*

Department of Planning and Environment, 2017, *Guideline 3: Scoping and Environmental Impact Statement – Draft Environmental Impact Assessment Guidance Series*

Department of Planning and Environment, 2017, *Guideline 6: Community and Stakeholder Engagement – Draft Environmental Impact Assessment Guidance Series*

Department of Planning, 2011, *Applying SEPP 33*

Herbert C., 1983, Sydney 1:100 000 Geological Sheet 9130, 1st edition. Geological Survey of New South Wales, Sydney

Landcom, 2004, *Managing Urban Stormwater: Soils and construction - Volume 1*

Landscape Institute, 2013, *Guidelines for Landscape and Visual Impact Assessment*

NSW Environment Protection Authority, 2017, *Noise Policy for Industry*

Transport for NSW, 2018, *Construction Noise and Vibration Strategy*

Transport for NSW, 2019, *Future Transport Strategy 2056*

UK Department for Environment, Food and Rural Affairs, 2006, *Update of noise database for prediction of noise on construction and open sites*

Appendix A: Draft scoping worksheet

Scoping Worksheet for Proposal:				Stage of Proposal:					Date:				
What matters might be impacted?			What activities might cause an impact?	What are the characteristics of the impact?					How will the impact be managed?	What are the community & other stakeholders views?	What type of assessment and engagement is required in the EIS stage?		
Environmental and social matters these are natural or human assets or values aggregated at the level most appropriate for informing management and assessment requirements for more information about the matters click the link above			Without any mitigation, will the proposal impact on the matter?	If there is a "likely" impact: 1. list the activities likely to cause the impact; and 2. if applicable, list the receptor being impacted and its status. E.g. clearing 100ha EEC, or construction noise nearby school If "unlikely", why? has the impact been actively avoided through project design or site location?	Is the impact, without mitigation, likely to cause a material effect with regard to its ...				Does the impact need assessment in the EIS? (auto fills)	Is the impact, without mitigation, likely to have a material cumulative effect with other impacts from emerging projects?	What safeguards and management measures are likely to be required to address the impact?	Are there community & other stakeholder concerns regarding the impact or activity? (requires consultation)	Likely level of assessment and/or engagement required (auto fills)	Relevant Section in Scoping Report
					Extent	Duration	Severity	Sensitivity						
What does the proposal mean for people?	AMENITY	acoustic	Likely	Construction noise	N	Y	N	Y	Yes	No	Project Specific	Unknown	Key Issue	7.2.9
		visual	Likely	Final structure design height	N	Y	Y	N		Yes	Project Specific	Unknown	Key Issue + CIA	7.2.8
		odour	Unlikely	Operational and construction phase would not produce odours	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.1
		microclimate	Unlikely	The development would not impact the microclimate of the surrounding area. It may result in altered shadowing of	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.8
		other - please specify												
	ACCESS	access to property	Likely	Access to the property would be restricted during construction works	N	N	Y	N	No	No	Standard	Unknown	Other Issue	7.2.14
		access to services	Likely	Operational power and water requirements	N	Y	N	Y	Yes	No	Project Specific	Unknown	Key Issue	7.2.10
		road and rail network	Likely	Without mitigation, construction vehicles may affect the surrounding road network	Y	N	N	Y	Yes	No	Standard	Unknown	Other Issue	7.2.14
		offsite parking	Unlikely	Parking would be available onsite	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.14
		other - please specify												
	BUILT ENVIRONMENT	public domain	Likely	The built form of the development would fit in with surrounding buildings in terms of use, however it would be a large and obvious	N	Y	Y	N	Yes	Yes	Project Specific	Unknown	Key Issue + CIA	7.2.8
		public infrastructure	Unlikely	The construction phases and operational phases do not require	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.9
		other built assets	Unlikely	N/A	N	N	N	N	No	No	Standard	Unknown	Other Issue	N/A
		other - please specify												
	HERITAGE	natural	Unlikely	The site does not contain any items of natural heritage	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.6
		cultural	Unlikely	The site does not contain any items of cultural heritage	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.6
		Aboriginal cultural	Unlikely	The site does not contain any items of Aboriginal cultural heritage	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.6
		built	Unlikely	The site does not contain any built hertiage items	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.6
		other - please specify												
	SOCIAL	health	Unlikely	The construction and operational phase would not result in	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.11
		safety	Likely	The construction phase may affect the safety of pedestrians	N	N	N	Y	No	No	Standard	Unknown	Other Issue	7.2.11
		community services and facilities	Unlikely	The proposal would not affect the ability for community members	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.11
		housing availability	Unlikely	The proposal is being developed in a business park, away from	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.11
		social cohesion	Unlikely	The proposal would not preclude a community from access other	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.11
		other - please specify												
	ECONOMIC	natural resource use	Unlikely	The proposal would not reduce the availability of natural	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.10
		livelihood	Likely	The proposal would provide opportunities for employment during	N	Y	N	N	No	No	Standard	Unknown	Other Issue	7.2.11
		opportunity cost	Likely	The proposal would have a positive economic affect	N	Y	N	N	No	No	Standard	Unknown	Other Issue	7.2.11
		other - please specify												
What does the proposal mean for the natural environment?	AIR	particulate matter	Likely	Dust generation during construction	N	N	N	Y	No	No	Standard	Unknown	Other Issue	7.2.1
		gases	Unlikely	The construction and operational phases would not generate gases that have a material impact	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.1
		atmospheric emissions	Likely	Plant and equipment used during construction would generate exhaust emissions. The operational phase of the project would generate emissions of water vapour and diesel fuel exhaust (if required)	N	Y	N	N	No	No	Standard	Unknown	Other Issue	7.2.1
		other - please specify												
	BIODIVERSITY	native vegetation	Unlikely	The proposal would not involve the removal of vegetation	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.2
		native fauna	Unlikely	The proposal would not disturb native fauna habitat or native fauna generally	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.2
		other - please specify												
	LAND	stability / structure	Unknown		?	?	?	?	Unknown	Unknown	Unknown	Unknown	Key Issue	7.2.12
		soil chemistry	Unknown		?	?	?	?	Unknown	Unknown	Unknown	Unknown	Key Issue	7.2.12
		capability	Unknown		?	?	?	?	Unknown	Unknown	Unknown	Unknown	Key Issue	7.2.12
		topography	Unknown		?	?	?	?	Unknown	Unknown	Unknown	Unknown	Key Issue	7.2.12
		other - please specify												
	WATER	water quality	Likely	Without appropriate sediment controls during construction there is the potential for sediment-laden water to enter nearby stormwater sysems	Y	N	N	Y	Yes	No	Standard	Unknown	Other Issue	7.2.13
		water availability	Unlikely	The proposal does not require water consumption that would, by itself deplete a water source or cause the availability of water for other uses to diminish	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.13
		hydrological flows	Unlikely	As the site previously had built structures, hydrological flows are unlikely to change.	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.13
		other - please specify												
What risks does the proposal face?	RISKS	coastal hazards	n/a	The proposal is not within a coastal zone	N	N	N	N	No	No	Standard	Unknown	No assessment necessary - Worksheet only	2.1
		flood waters	Unlikely	The proposal is not within a mapped flood precinct	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.13
		bushfire	Unlikely	The proposal is not within a mapped bushfire zone	N	N	N	N	No	No	Standard	Unknown	Other Issue	7.2.3
		undermining	n/a	The proposal is not within a mine subsidence precinct	N	N	N	N	No	No	Standard	Unknown	No assessment necessary - Worksheet only	
		steep slopes	n/a	The proposal is not located on or nearby a steep slope	N	N	N	N	No	No	Standard	Unknown	No assessment necessary - Worksheet only	
		other - please specify												