

# Response to Submissions Table

Item	Agency	Comment	Response
1	Department of Planning, Housing and Infrastructure	Further information in the form of an options analysis is required to demonstrate the cooling system selected for the proposed development utilises best-available technology, including the evaluation of performance in minimising noise output and energy/water consumption.	ARUP has prepared a Cooling System Option Analysis Memo to summarise the reasoning behind using the proposed cooling system and its pros/cons in terms of efficiency, acoustic performance and water usage. It should be noted the development will also utilise sewer mining to reduce the consumption of mains water. Refer to revised GHG Report provided at <b>Appendix MM</b> .
2	Department of Planning, Housing and Infrastructure	Energy use related to cooling and fans is approximately 20% of the facility's total energy usage. There is no information regarding how variable cooling demand would be managed in the context of free cooling. Further information on the consideration of variable cooling demand (e.g. via estimated daily/monthly profile of cooling/water demand) and adaptive load control to offer additional energy savings is required.	ARUP has prepared a technical memo outlining how the variable cooling demand will be controlled bearing in mind that the IT load will be relatively constant, and the main variable is the amount of water side free cooling available which will depend on the ambient conditions. Refer to revised GHG Report provided at <b>Appendix MM</b> .
3	Department of Planning, Housing and Infrastructure	The approximate power usage effectiveness (PUE) stated in the EIS, ESD report and back-up generator infrastructure requirements report are inconsistent, clarification of the PUE is required.	All documents have been updated to ensure consistency. The target PUE rating for the development is 1.35. Based on the assessment undertaken by ARUP, the amended proposal achieves a PUE of 1.29.
4	Department of Planning, Housing and Infrastructure	Additional information is required to demonstrate there is adequate electricity and water availability and infrastructure to service the proposed data centre, including a copy of the connection offer.	NEXTDC has formally engaged with Ausgrid to complete the design-related services needed to achieve certified design status for the S5 development. Ausgrid has confirmed that sufficient network capacity will be available to service the development following completion of broader augmentation works at the Macquarie Sub-Transmission Station ( <b>STS</b> ), scheduled for completion in late 2025.  These works are part of Ausgrid's wider network upgrade program and are not solely required in response to this SSDA. The proposed data centre does not dictate the form or timing of the STS augmentation, and the development can otherwise

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			<p>proceed independently, with standard connection requirements to be addressed through the certified design and approval process prior to construction.</p> <p>A Section 73 application for water and sewer services will be required to be obtained as a post-approval consent condition. Ongoing discussions have been held with Sydney Water to confirm adequate arrangements can be made for the delivery of water and sewer services to meet the demands of the development. These discussions identified potential capacity constraints within the potable water network servicing the area which were addressed through the inclusion of an on-site recycled (blackwater) treatment plant.</p> <p>The updated Infrastructure Requirements Report prepared by ARUP provides a comprehensive description of the proposed water services (refer <b>Appendix T</b>). The Wastewater Recycling Facility will mine approximately 4,000,000 litres per day of raw sewage from Waterloo Road Sewerage pipeline and produce 42 litres/second of Class A recycled water to service the complete demand of the buildings industrial water system. The ARUP report provides a detailed list of the plant components and operational procedures, including the significant re-use of the industrial water (approximately 8-10 cycles) to significantly reduce the net water demand compared to a potable water system (approximately 5 cycles).</p> <p>The recycled treatment plant effectively mitigates the potential risk associated with the capacity constraints within the broader network, pending the delivery of future upgrades by Sydney Water to respond to future catchment demands.</p> <p>Email correspondence from Sydney Water dated 31 October 2025 confirms the final servicing arrangements will be resolved through ongoing discussions and detailed design development following approval of the SSSA. Sydney Water and NEXTDC will</p>

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5	Department of Planning, Housing and Infrastructure	<p>The proposed development would impact around 85% of threatened ecological community (Sydney Turpentine-Ironbark Forest - PCT 3262) found on the site and would require removal of 146 trees, including 26 trees with high retention value. The proposed landscaping scheme within the data centre's developable area would also fall short of meeting the 35% canopy target set out in the Macquarie Park Innovation Precinct Strategy and the minimum 20% deep soil area set out in clause 8.2, Part 4.5 of the City of Ryde Development Control Plan 2014 (Macquarie Park Corridor DCP). The Department requires a re-think of the design layout in order to maximise tree retention and increase in landscape area particularly along Lane Cove Road in order to achieve the required landscape design, noting that setback and landscaping are critical at managing the bulk and scale for this building typology.</p>	<p>enter a Planning Agreement that confirms the staged and ultimate demands for the data centre. The Notice of Requirements will set out the necessary conditions to connect to the Sydney Water systems and infrastructure, including commercial agreements to capture the costs of servicing the data centre. The cost assessment will consider any shared infrastructure that also benefits other development in the locality.</p> <p>The amended proposal seeks to deliver improved public benefit outcomes, including expansion of the public plaza, an increased southern boundary setback to accommodate Road 6 (half-width) and the future cycle/pedestrian bridge connection and increased tree retention along Lane Cove Road.</p> <p>Specific measures have been implemented to reduce the environmental footprint of the development, ensuring that 0.1 hectares of Plant Community Type (<b>PCT</b>) 3262 will be preserved within the site. This is part of a total of 0.56 hectares of native vegetation retained, an increase from the 0.06 hectares preserved in the original plan.</p> <p>Additionally, the amended proposal increases the total deep soil area to 4,959m<sup>2</sup>, representing 22.16% of the total site area—a substantial increase of 3,134m<sup>2</sup>. This adjustment leads to a tree canopy cover of 5,707m<sup>2</sup>, which is 25.5% of the site area.</p>
6	Department of Planning, Housing and Infrastructure	<p>Further information is required to address the following:</p> <ul style="list-style-type: none"> <li>▪ confirmation the calculation of floor space ratio and site area has been made in accordance with clause 4.5 of the Ryde Local Environmental Plan 2014 - (HDR to confirm that GFA calculated in accordance with LEP).</li> <li>▪ confirmation of the calculation of deep soil areas across the site and that these areas are sufficient in size in order to retain existing trees and maintain large trees in these areas.</li> </ul>	<ol style="list-style-type: none"> <li>a. The FSR has been calculated in accordance with Clause 4.5 of the Ryde LEP.</li> <li>b. A revised deep soil zone of 4,959m<sup>2</sup> is proposed. This figure has been calculated based on the definition of a deep soil zone provided in the Place Strategy.</li> <li>c. The landscaped area adjacent to the louvres on the building facade will be carefully designed with specific species chosen to ensure a thriving landscape screen. This design ensures that the selected plants can withstand air movement from the louvres and continue to</li> </ol>

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		<ul style="list-style-type: none"> <li>▪ the landscape area adjoining the façade louvres will be subjected to air movement from the data centre's operations, provide confirmation that the landscape design and tree species identified in this area are compatible to ensure the species are able to thrive and provide their screening purpose.</li> <li>▪ the landscape adjoining Road 5 has limited solar access. Provide confirmation the landscape species identified in this area are compatible with high shade areas to ensure the species are able to thrive and provide their landscape design purpose.</li> <li>▪ confirmation that adequate urban design measures have been implemented to ameliorate the effects of urban heat island.</li> <li>▪ demonstrate how the development has been designed to fit within the existing and future development context within the Macquarie Park Corridor.</li> </ul>	<p>flourish. The plants include hardy native shrubs and native grasses, selected for their resilience. For more details, please refer to the updated landscape documentation and plant schedule in <b>Appendix J</b> and <b>Appendix K</b>.</p> <ul style="list-style-type: none"> <li>d. This comment is no longer applicable as Road 5 has been removed in the amended proposal.</li> <li>e. The following strategies have been incorporated into the design to help mitigate the urban heat island effect: <ul style="list-style-type: none"> <li>• Landscape: The amended design strategically maximises tree retention and the distribution of soft landscaping and garden beds across the ground plane.</li> <li>• Cool Roofs: Use roofing materials with high solar reflectance and thermal emittance to reflect sunlight and reduce heat absorption. Integration of reflective coatings or membranes and light grey roofs.</li> <li>• Green Walls: Two facades incorporate vertical greenery systems to help lower surrounding air temperatures.</li> <li>• High-Performance Materials: The design uses lighter-coloured materials for pavements, facades where applicable, and outdoor areas to minimise heat absorption. The design implements permeable paving systems that allow water to seep through, reducing surface heat.</li> <li>• Shading Strategies: The facade has ample shading using shrouds, facade blades, and overhangs. The proposed plaza and generous landscaping surrounding the building shades pedestrian pathways and building exteriors.</li> <li>• Energy Efficiency: The design integrates advanced facade insulation and energy-efficient windows.</li> <li>• Sustainable Landscaping: The proposed landscape design includes native and drought-resistant plants</li> </ul> </li> </ul>

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			<p>to minimise water usage and maximise the cooling benefits of the vegetation.</p> <ul style="list-style-type: none"> <li>• Reduced Impervious Surfaces: The amended proposal limits extensive hardscapes and prioritises soft landscaped areas. The proposal includes the use porous concrete, pavers, or gravel in parking lots and footpaths.</li> <li>• Passive Design Features: The building incorporates materials with low thermal mass to reduce heat storage.</li> </ul>
7	Department of Planning, Housing and Infrastructure	Provide detail on the evaluation criteria considered for the proposed development and demonstrate how the Better Place design objectives are achieved. As a minimum, the evaluation criteria identified in the Government Architect's Better Methods: Evaluating Good Design must be considered.	HDR has updated the Architectural Design Report to further demonstrate how the amended proposal aligns with and achieves the Better Place Principles. Refer to <b>Appendix F</b> .
8	Department of Planning, Housing and Infrastructure	Clarification on the purpose and function of Road 5 and Road 13 and how the proposed design configuration aligns with the Macquarie Park Innovation Precinct Place Strategy.	The amended proposal removes Road 5 and provides for the half-width of Road 6 to deliver access to the adjoining land and improve connectivity. Road 13 is maintained, providing vehicle access from Waterloo Road, with a temporary turn head until Road 6 is extended by others. The design enables a larger building setback from Waterloo Road, enhancing the public plaza, as well as from Road 6, aligning with the MPIPP Strategy. A footpath is provided between Road 13 and Lane Cove Road along the southern boundary, including a landing pad for a future pedestrian and cycle bridge.
9	Department of Planning, Housing and Infrastructure	The two separate data centre buildings are proposed to be connected by a 36 m tall skybridge link over Road 5. A basement car park area is also proposed under Road 5. Please clarify why a linking structure of this scale is required and whether Council has agreed to the proposed structures above and below Road 5 if the intent is to dedicate Road 5 to Council.	This comment is no longer relevant as the proposal has been amended to remove Road 5 which has resulted in the consolidation of the building footprint and removal of the skybridge.

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10	Department of Planning, Housing and Infrastructure	Additional information is required to demonstrate how the current bulk and scale of the building has been reduced or visually diminished through specific design element, particularly addressing the large blank western facade.	<p>The consolidated building has been designed to maintain a visual separation between Building A and Building B, including from key sightlines, such as the intersection of Lane Cove Road and Waterloo Road. The revised building is divided into three distinct components: the office building, Building A, and Building B. The footprint has been reduced by the removal of Road 5, allowing for an expanded plaza and increased setback to the south to accommodate the half-width Road 6.</p> <ul style="list-style-type: none"> <li data-bbox="1261 547 2024 946">▪ Office Building: The office component features a two-storey base that aligns with the architectural style of nearby developments, integrating the structure into its surroundings. The transparent podium enhances interaction and visibility between the building occupants and plaza users, enriching the public realm. The building mass is segmented and connected vertically to the plaza through centrally located, double-height atriums and garden terraces, softening the exterior and providing amenity spaces that connect occupants with nature. The design includes curved elements and generously recessed windows at prominent corners, adding visual interest and dynamic engagement with the streetscape.</li> <li data-bbox="1261 978 2024 1313">▪ Building A and B: The mass is broken into three horizontal sections to diminish perceived height and bulk. A recessed core separates the two building components, with a vertical garden that mirrors the office component. Corridors along the western facade animate the elevation, providing transparency. The data hall towers are detailed with fine vertical articulations aligned with the structural grid on the primary side elevations, incorporating recessed services between vertical elements. Rooftop plant screens are recessed and finely edged, contributing to a refined and cohesive overall design.</li> </ul>

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			For further detail, refer to updated Architectural Design Report at <b>Appendix F</b> .
11	Department of Planning, Housing and Infrastructure	Details and outcomes of consultation with Sydney Metro and Council regarding the public domain works must be provided.	<p>The project team met with Council on 18 December 2024 to discuss Council's submission, provide an overview of the amended proposal and seek feedback. Arcadia presented design options for the plaza for Council's consideration. Council provided written feedback in late January 2025 which has been incorporated in the amended proposal.</p> <p>Consultation with Sydney Metro is ongoing. TTW has prepared a numerical analysis demonstrating the proposed development will not adversely impact the Sydney Metro assets. Refer to <b>Appendix QQ</b>.</p>
12	Department of Planning, Housing and Infrastructure	<p>The Visual Impact Assessment has identified seven viewpoints for evaluation, but it lacks justification for these specific selections. To ensure a comprehensive assessment, additional information is needed to explain why these viewpoints were chosen and why large multi-storey developments were not included in the assessment, such as:</p> <ul style="list-style-type: none"> <li>▪ 388-392 Lane Cove Road (serviced apartment near completion, up to 65 metres in height)</li> <li>▪ 5 Halifax Street (approved development application for residential flat buildings, up to 29 storeys)</li> <li>▪ 35 Waterloo Road (proposed build-to-rent development, up to 20 storeys).</li> </ul> <p>Providing this rationale will assist to understand the assessment's scope and its consideration of key viewpoints in the area.</p>	<p>DPHI provided specific locations to be assessed including Ryde Hunters Hill Hockey Club, Courtyard by Marriot, Gondon Macquarie and Lachlan's Square Village, and the broader public domain (residential streets in North Ryde such as Lorna Avenue, Napier Crescent, Larkard Street and Paul Street).</p> <p>Napier Crescent was selected as it gave the clearest view of the proposal. As shown in the photos in Section 2.4 of the revised VIA (refer <b>Appendix L</b>), the other streets identified in the SEARs were visited and photographed but the presence of large mature trees and intervening development prevented clear views to the proposal. Napier Street therefore provided the clearest and potentially most affected view to assess from the identified areas in the SEARs.</p>
13	Department of Planning, Housing and Infrastructure	The Department's review of the VIA finds that the application of the visual effects matrix in Appendix 1 lacks consistency. For instance, the viewing period from the Napier Crescent	The view location for Napier Crescent is from the footpath/road and primarily representative of vehicles using Napier Crescent. Further discussion of the summary of the effects of all the

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		residential viewpoint is rated as 'low,' whereas the effects matrix suggests a 'high' effect at locations near residences. Additional information is needed to justify the chosen visual effects and the overall significance rating of visual impacts at all viewpoints considered in the VIA, including the additional viewpoints identified above.	viewpoints is discussed in Section 5 of the revised VIA (refer <b>Appendix L</b> ). As identified in the introduction to Appendix 1, the rating and descriptions are used as a guide to make judgements based on the visual effects demonstrated by the photomontages.
14	Department of Planning, Housing and Infrastructure	Noise contours in Appendix J of the Noise and Vibration Impact Assessment (NVIA) displayed several areas with higher operational noise levels than receiver locations identified for detailed assessment in Table 18 and Table 19. The selection of most-affected receiver locations must be revised to include all receivers potentially affected by the development as per Section 3.3.1 of the Noise Policy for Industry, including but not limited to 5 Paul Street (North Ryde), 108 Epping Road (North Ryde), 3 Larkard Street (North Ryde), and the under construction residential flat building at 5 Halifax Street (Macquarie Park).	ARUP has reviewed the noise contours and added several receivers including 5 Paul Street (North Ryde), 108 Epping Road (North Ryde), 3 Larkard Street (North Ryde) and the under construction residential flat building at 5 Halifax Street (Macquarie Park). The receivers are detailed in Section 4.1 of the revised NVIA provided at <b>Appendix P</b> .
15	Department of Planning, Housing and Infrastructure	Quantitative evidence must be provided to justify the correction factor used to convert LAeq, period to LAeq,15min when assessing the proposed data centre operational noise profile against the relevant amenity noise levels.	A 3dB adjustment has been applied to convert from an LAeq period to an LAeq 15 minutes, following the guidelines in the Noise Policy for Industry (refer Section 2.2 and Fact Sheet E of the NPfI) as agreed with DPHI. Accordingly, no additional quantitative evidence is required.
16	Department of Planning, Housing and Infrastructure	The nominated high traffic amenity noise levels are not supported as measured traffic noise levels at monitoring locations 1, 2 and 4 have not been appropriately adjusted to reflect traffic noise exposure at the potentially most-affected receivers. Adjustments are not limited to only differentials in distance and angle of view. Factors that can reduce traffic noise also include, but not limited to, vehicle noise emission directivity and the effect of shielding afforded by structures such as intervening buildings and solid balcony balustrades.	As per discussions with DPHI, ARUP opted to review the amenity criteria and agreed with DPHI not to apply a correction for high traffic. Instead, ARUP has used a more conservative assessment criteria, which is reflected in the revised NVIA provided at <b>Appendix P</b> .

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17	Department of Planning, Housing and Infrastructure	High traffic amenity level may be considered when road traffic noise is high enough to make noise from an industrial source effectively inaudible according to Section 2.4.1 of the Noise Policy for Industry. Quantitative evidence must be provided to demonstrate traffic noise during the night-time period is high enough to make the proposed data centre operational noise effectively inaudible at the most-affected receiver locations.	As per discussions with DPHI, ARUP opted to review the amenity criteria and agreed not to apply a correction for high traffic. Instead, ARUP has used a more conservative assessment criteria, which is reflected in the revised NVIA provided at <b>Appendix P</b> .
18	Department of Planning, Housing and Infrastructure	<p>Unless otherwise justified, the proposed development must incorporate additional noise mitigation measures to meet the relevant project amenity noise levels specified below:</p> <ul style="list-style-type: none"> <li>▪ LAeq,period 60 dB(A) for commercial premises</li> <li>▪ LAeq,period 55 dB(A) for active recreation area (e.g. tennis court at 3 Thomas Holt Drive)</li> <li>▪ LAeq,period 50 dB(A) for passive recreation area (e.g. therapy spa on level 18 of 388-392 Lane Cove Road)</li> <li>▪ LAeq,period 45 dB(A) at surrounding short-stay and visitors accommodation during the night-time period</li> <li>▪ LAeq,period 40 dB(A) at build-to-rent housing developments and apartment buildings during the night-time period</li> <li>▪ LAeq,period 35dB(A) at low density residential housing developments in the R2 zone during the night-time period.</li> </ul>	<p>The Project Amenity Noise Levels (<b>PANL</b>) LAeq(period) were calculated by deducting 5dB from the Recommended Amenity Noise Levels (RANL) as specified in the Noise Policy for Industry (<b>NPfi</b>). This adjustment was made following the policy guidelines and did not include a correction for high traffic. This method complies with DPHI's requirements, with the exception of two cases:</p> <ul style="list-style-type: none"> <li>▪ The tennis court at 3 Thomas Drive has been categorised as a commercial receiver because it is designated for private use by the commercial property.</li> <li>▪ The therapy spa on Level 18 of 388-392 Lane Cove Road is also treated as a commercial property, not as a passive recreation area.</li> </ul> <p>These classifications were agreed in a follow-up meeting with DPHI.</p>
19	Department of Planning, Housing and Infrastructure	Cross-sectional noise maps are to be provided to show the range of operational noise levels likely to be propagated across H1 (Quest Macquarie Park), H2 (Veriu Macquarie Park), C8 (5 Thomas Holt Drive), C11 (3 Thomas Holt Drive), and R3 (Buildings A, B and C at 35 Waterloo Road).	Facade noise maps are provided in the updated report in <b>Appendix P</b> showing the predicted noise levels along the building facades of the closest receivers.
20	Department of Planning, Housing and Infrastructure	The NVIA assumed operational noise will not exhibit tonal characteristic without substantiating why cooling towers and associated equipment would not be sources of tonal noise generation. Further information that assesses the potential	The manufacturer of the cooling towers was contacted to obtain 1/3 octave band noise levels; however, they informed ARUP that their testing did not cover these specific measurements. Although cooling towers can have tonal noise characteristics, this varies based on their design and operational factors. Typically, the

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		for tonality in line with the method described in Fact Sheet C of the Noise Policy for Industry is required.	design is optimised to minimise tonal noise issues. Based on ARUP's experience, the overall noise emissions from the site, which include multiple sources, are likely to overshadow any tonal characteristics from the cooling towers. This information has been included in Section 6.5.3 of the revised NVIA provided at <b>Appendix P</b> .
21	Department of Planning, Housing and Infrastructure	Quantitative assessment of the potential for dominant low frequency content must identify the C-weighted and A-weighted noise levels at the most-affected locations within H1, H2, C8, C11 and R3 and consider the publication "an example approach to consider low frequency noise in the context of the NSW Noise Policy for Industry" on EPA's website.	A detailed low frequency assessment was conducted, and the findings are presented in the revised NVIA provided at <b>Appendix P</b> . The assessment considered the C-weighted and A-weighted noise levels at the most-affected receiver locations and considered the publication "an example approach to consider low frequency noise in the context of the NSW Noise Policy for Industry" on EPA's website.
22	Department of Planning, Housing and Infrastructure	Evidence of the suitability of the selected sound propagation model to accurately predict noise under local conditions must be provided in accordance with Section 3.3 of the Noise Policy for Industry. In addition, all user-adjusted variables in the noise model must be identified and justified, including but not limited to settings for noise-enhancing meteorological conditions, ground effect factor, and any modification applied to account for the effects of wind and/temperature inversion on barrier attenuation.	The modelling methodology in Section 6.4 of the NVIA has been revised and includes justification of the chosen algorithm to predict the noise emissions (i.e. ISO 9613-2:2024). The modelling methodology section includes details about the parameters used in the assessment. Additional details have been provided in Appendix C of the revised NVIA provided at <b>Appendix P</b> .
23	Department of Planning, Housing and Infrastructure	The cooling tower selection report provided in Appendix H of the NVIA noted that the use of variable frequency drives can increase sound levels. Unless the proposed cooling towers are confirmed to operate without variable frequency drives, allowance for increased noise output must be made to the modelled sound power levels.	Operating motors with variable frequency drives may have a low risk to increase their noise, due primarily to the switching frequency of the drive's electronics and resonant frequencies in the motor. However, the BAC Global Technical Director and ARUP's industry experience has found this risk to be negligible in practice. As such, no explicit allowance is required to be made to account for risk of cooling tower variable frequency drives noise. In the unlikely event that cooling tower sound power levels were to exhibit higher sound power levels than anticipated, and this risk exceeded NPfl noise criteria, then the VFDs would be tuned during commissioning to minimise the potential noise by

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			adjusting switching frequency and adding harmonic filters if necessary.
24	Department of Planning, Housing and Infrastructure	A 3 dB contingency factor is said to have been included in the operational noise assessment. Uncertainties and potential risks accounted for by the adopted contingency factor need to be clarified.	Details regarding the 3dB contingency are provided in Section 6.4.1 of the revised NVIA provided at <b>Appendix P</b> .
25	Department of Planning, Housing and Infrastructure	The NVIA must provide additional information to clarify the basis of the worst-case operating scenarios nominated for noise mitigation design (e.g. number of concurrently operating plant, load capacity, etc) and evaluate the likelihood of non-compliance with the relevant project noise trigger levels across the data centre's full range of operating envelope (incl. during a heatwave).	The basis of the modelling scenarios is detailed in Section 6.4.2 of the revised NVIA provided at <b>Appendix P</b> . Scenarios assessed were based on coordination and information received from MEP engineers. Heatwave conditions have been covered in the assessment (refer to Section 6.4.2 and Section 6.5.4).
26	Department of Planning, Housing and Infrastructure	<p>The NVIA appears to have considered the adjacent Foxtel and Sky News facilities as a typical commercial premises in the assessment of potential construction noise and vibration impacts. Foxtel and Sky News facilities are host to vibration sensitive equipment and noise sensitive rooms such as newsroom, television studios and recording studios. There may also be sensitive optical fibre connections nearby. To ensure potential impacts are appropriately considered, the Submissions Report must provide an additional construction noise and vibration assessment that include:</p> <ul style="list-style-type: none"> <li>▪ engineering advice confirming the noise and vibration intensive equipment that would be utilised to demolish existing structures, undertake earthworks and construct the proposed development</li> <li>▪ consideration of the vibration criterion curves provided in the document "Generic Vibration Criteria for Vibration Sensitive Equipment" prepared by Colin Gordon &amp; Associates and published in the Proceedings of International Society for Optical Engineering (note: DEC's Assessing Vibration: A Technical Guideline advises there may be cases where sensitive equipment</li> </ul>	<p>Ongoing engagement has been undertaken with Foxtel/Sky News to understand and manage potential construction noise and vibration impacts on their operations. Site inspections were held in November 2024 and August 2025 to identify acoustically sensitive areas. Architectural drawings of the existing facilities were also reviewed to understand the construction of the building envelope and internal building structure. Baseline noise and vibration measurements were carried out from 13-25 August 2025 to establish ambient noise and vibration levels within the key spaces of the Foxtel/Sky News facility which included studios, smaller recording/editing suites, and office areas.</p> <p>An additional separate assessment was then prepared by ARUP in accordance with relevant NSW guidelines which found that potential noise impacts will vary across the facility, ranging from negligible to moderate risk of disruption, while vibration impacts are expected to be low and unlikely to cause discomfort. Further consultation will be required to confirm the location and sensitivity of specific equipment.</p>

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		<p>or delicate tasks require more stringent criteria than the human comfort criteria specified in the guideline)</p> <ul style="list-style-type: none"> <li>▪ consideration of potential ground-borne noise that may be generated by vibration transmitted through the ground into the adjacent noise and vibration sensitive facilities</li> <li>▪ appropriate noise management level for the facilities at Foxtel and Sky News in accordance with Section 4.1.3 of the Interim Construction Noise Guideline</li> <li>▪ predicted construction noise and vibration levels at sensitive facilities within the adjacent Foxtel and Sky News buildings</li> <li>▪ tailored management and mitigation plans based on the proposed construction staging, indicative duration of works, predicted noise and vibration impacts and consultation outcomes with Foxtel and Sky News.</li> </ul>	<p>Additional mitigation measures include the use of low vibration construction methods such as bored piling and reduced rock breaker tonnage, along with the installation of temporary noise barriers. Mock-up testing of construction techniques is also recommended prior to construction to validate predicted impacts and refine mitigation strategies to ensure Foxtel/Sky News operations are appropriately managed.</p> <p>Refer to <b>Appendix P</b> for further details.</p>
27	Department of Planning, Housing and Infrastructure	Given the proximity of the demolition, excavation and public domain works to Sydney Metro assets, additional information must be provided to demonstrate consideration of the State Environment Planning Policy (Transport and Infrastructure) 2021.	Consultation with Sydney Metro is ongoing. In response to Sydney Metro's submission, TTW has prepared a numerical analysis demonstrating the proposed development will not adversely impact the Sydney Metro assets. Refer to <b>Appendix QQ</b> .
28	Department of Planning, Housing and Infrastructure	The Air Quality Impact Assessment (AQIA) assumed that operational emissions would be discharged solely through the stacks. Further information is required to clarify whether there would be any emission discharges via louvres across the south elevation.	ARUP has collaborated with the project team to identify any additional emissions, aside from those from the standby generator, that could impact air quality. The conclusion is that no other sources require an AQIA, other than the generator. This has been clarified in Section 3.2 of the revised AQIA provided at <b>Appendix O</b> .
29	Department of Planning, Housing and Infrastructure	Details of the modelled source emission location(s) for Scenario 2 (i.e. routine maintenance and testing) need to be provided and the selected location(s) demonstrated as being representative of the realistic worst-case scenario.	Section 7.2 of the revised AQIA provided at <b>Appendix O</b> further explains the selected locations of modelled generator stacks, representative of the realistic worst-case scenario during routine maintenance.

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30	Department of Planning, Housing and Infrastructure	Background pollutant concentrations for the purposes of cumulative impact assessment have been derived from an air quality monitoring station that is 2.5 km to the north-west of the site, away from other developments in the area with a similar emission profile. Further information is required to explain the applicability of the background air quality data to the most-affected receivers that are the subject of the AQIA. Details of any adjustment made to the background air quality data to account for specific characteristics surrounding the site also need to be provided (e.g. background emissions associated with NEXTDC S1 and S2 facilities).	The installed generators serve as backup emergency units, intended to provide power during emergencies when mains power is lost. All three facilities are connected to diverse and redundant power feeds to ensure maximum resilience from mains power failures, positioning the generators as a last resort for business continuity. This is detailed with respect to the S1 and S2 facilities in Sections 4.2.4 and 5.4.4 of the revised AQIA, which can be found in <b>Appendix O</b> .
31	Department of Planning, Housing and Infrastructure	The Submissions Report must demonstrate how traffic assessment requirements detailed in Table 2.2 of the Transport Impact Assessment have been addressed. This table appears to have referred to existing conditions and site description in response to issues that require detailed assessment (e.g. road and pedestrian safety).	A site inspection was conducted by TTPP on 23 January 2025 to assess the current conditions for road users and pedestrians/cyclists. The observations from this inspection have been recorded in the revised TIA, which is included in <b>Appendix M</b> .
32	Department of Planning, Housing and Infrastructure	Further information that assesses impacts of the proposed data centre development and public domain works on surrounding intersections and public transport, pedestrians and cyclist networks is required. Note there is no information provided in the Transport Impact Assessment regarding pedestrian, cyclist, and vehicular accessibility and permeability to and within the Macquarie Park Corridor following the introduction of Road 5 and Road 13.	Refer to Section 6.4 of the revised TIA at <b>Appendix M</b> , which includes information about pedestrian, cyclist, and vehicular accessibility and permeability to and within the Macquarie Park Corridor following the introduction of Road 13 and half-width Road 6 and removal of Road 5.  Pedestrian analysis confirmed that the removal of Road 5 and expansion of the plaza will improve access to the Macquarie Park Metro Station and surrounding developments, with minimal change in walking distances to nearby bus stops. The design of Road 6 also provides for the future active transport link, including a pedestrian and cycle bridge and shared path connection extending west across Lane Cove Road, consistent with the strategic active transport network identified in the Macquarie Park Place Strategy.

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33	Department of Planning, Housing and Infrastructure	The proposed number of car parking spaces must be justified, noting the accompanying Green Travel Plan has identified opportunities to reduce parking demand by leveraging on the site's proximity to public transport.	<p>The amended proposal provides a total of 51 car parking spaces which is a reduction of 54 spaces when compared to the original proposal. The amount of car parking provided is justified in the revised TIA provided at <b>Appendix M</b>.</p> <p>The proposed parking provisions remains compliant with the maximum parking requirement of 106 spaces allowed under the RDCP 2014. Road 13 will provide an additional 18 on-street parking spaces that will contribute to the public supply of short-term parking for visitors to the site and surrounding area. The on-site parking provision will accommodate 22% of staff during normal operations, with sustainable travel behaviour encouraged via a parking demand management approach which includes:</p> <ul style="list-style-type: none"> <li>• A controlled booking system for all staff, visitors and contractors to ensure efficient use of available spaces.</li> <li>• Shared use of parking facilities across NEXTDC sites, including the S1 facility to the north (approximately 400 metres walking distance) and S2 facility to the west (approximately 500 metres walking distance).</li> <li>• Use of public transport for attendance at events having regard to the excellent accessibility of the site.</li> </ul> <p>The implementation of these parking management measures will ensure that demand remains within available supply and will assist in reducing traffic generation associated with the development. The site's location near the Metro, major bus corridors and the expanding active transport network within Macquarie Park will further support the use of sustainable transport options.</p>
34	Department of Planning, Housing and Infrastructure	Swept path diagrams must be provided to demonstrate emergency vehicles are able to turn around when utilising Road 5 and Road 13 in accordance with the Fire and Rescue NSW Fire Safety Guideline - Access for Fire Brigade Vehicles and Firefighters.	Swept paths for emergency vehicles using the Road 13 temporary turn head has been provided in the revised TIA provided at <b>Appendix M</b> .

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35	Department of Planning, Housing and Infrastructure	The timing associated with the delivery of Road 13 needs to be addressed. In particular, the interim stormwater strategy that is to be undertaken to demonstrate how the road surface runoff towards the north-west (end of Road 13) will be captured and diverted until such time that Road 13 is completed.	<p>Stage 1 of the amended proposal includes the construction of Road 13 from Waterloo Road to southern end of the site as shown on the staging plans provided at <b>Appendix E</b>.</p> <p>A Stage 1 site grading plan has been developed by TTW to reflect the amended proposal, with an interim stormwater strategy prepared to demonstrate how the road surface runoff towards the north-west (end of Road 13) will be captured and diverted until such time the Stage 2 works are fully completed. Refer to <b>Appendix U</b>.</p>
36	Department of Planning, Housing and Infrastructure	The Greenhouse Gas Emissions Report assumed the proposed development would commence operation in 2029 inconsistent with the timing in the EIS. Clarification of the commencement year of operation is required.	The proposed development is anticipated to commence operations from Q1 2029, and this is incorporated in the revised GHG Emissions Report provided at <b>Appendix MM</b> .
37	Department of Planning, Housing and Infrastructure	The Greenhouse Gas Emissions Report should include a Greenhouse Gas Mitigation Plan and be prepared having regard to the EPA's draft Greenhouse Gas Assessment Guide for Large Emitters.	A separate Greenhouse Gas Mitigation Plan has been prepared and is submitted at <b>Appendix MM</b> . This plan has been prepared in accordance with the EPA's draft Greenhouse Gas Assessment Guide for Large Emitters.
38	Department of Planning, Housing and Infrastructure	<p>The Aboriginal Cultural Heritage Assessment (ACHA) has been prepared in reference to the relevant guidelines as required by the SEARs. Heritage NSW agrees with the current Recommendations given that no Aboriginal sites or areas of potential were identified during the assessment. We provide the following comments on the assessment:</p> <p>Please clarify why the only newspaper advertisement was placed in the Koori Mail and not the local newspaper as per Section 4.1.3 of the Aboriginal cultural heritage consultation requirements for proponents 2010 (DECCW).</p> <p>Regarding the unexpected finds protocol outlined in Recommendation 3 of the ACHAR, Heritage NSW would</p>	<p>The unexpected finds protocol has been updated in the revised ACHAR to include recommendations for RAP involvement.</p> <p>In accordance with Section 4.1.3 of the Consultation Guidelines, an advertisement was placed in one local newspaper. A search of an online database of local newspapers ('newspapers.com.au') was undertaken to identify local newspapers within the Macquarie Park area. The search identified one local newspaper, the Northern District Times, which is now an online only new platform under the Daily Telegraph masthead and not issued in print format. It was therefore decided to publish in the Koori Mail for targeted access to the Aboriginal community.</p>

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		recommend the addition that any plan of management of an unexpected find must be developed in consultation with both the Registered Aboriginal Parties and Heritage NSW.	
39	Department of Planning, Housing and Infrastructure	<p>The Preliminary Site Investigation (PSI) in Appendix V of the EIS recommends that a Detailed Site Investigation (DSI) and Remediation Action Plan (RAP) be prepared in order to appropriately remediate the site to be suitable for the development. However, no DSI or RAP has been prepared as part of the EIS.</p> <p>The Department notes in the PSI that current access constraints are preventing a DSI from being undertaken until prior to demolition works. The PSI and the EIS should be updated to provide suitable justification regarding access restrictions or otherwise prepare a PSI.</p> <p>At a minimum, the Department requests a draft RAP to be prepared and accompany the EIS to suitably demonstrate the site can be remediated with a final RAP to be prepared subsequent to the completion of a DSI.</p>	A RAP has been prepared and is submitted at <b>Appendix OO</b> which demonstrates the site can be suitably remediated.
40	EPA	If the number of test hours for the emergency generators exceeds more than 200 hours per year, this may trigger the scheduled activity 'Electricity Generation' under CI17, Sch 1 of the POEO Act. The AQR does not appear to identify the onsite diesel storage as a potential air emissions source. If the proposal triggers the licensing requirement in scheduled premises under Schedule 1 of the POEO Act, the diesel generators will have to meet Group 6 emission limits prescribed under Schedule 2 Part 2 Division 3 of the POEO (Clean Air) Regulation (2022).	<p>As per the proposed maintenance testing schedule in Table 6 of the revised AQIA, generators will operate for 170 hours in a year, which is below the 200-hour exemption limit in Schedule 1 Clause 17 of the NSW POEO Act 1997, as well as Part 5, Division 6, Clause 73 of the POEO (Clean Air) Regulation 2022.</p> <p>Accordingly, the facility is not a scheduled premises, and the standby generator emissions are exempt from Schedule 2 Part 2 Division 3 of the Standard of Concentrations in the POEO (Clean Air) Regulation 2022.</p> <p>A qualitative emission assessment related to the fuel tank storage is detailed in Section 3.2.5 of the revised AQIA, available in <b>Appendix O</b>, and indicates that the impact is insignificant.</p>

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41	EPA	<p>The EPA recommends that the proponent provide further information including:</p> <p>i. Provide more detail to justify the use of the AERMOD model for air quality impacts.</p> <p>ii. If the proposal is going to trigger a licensing requirement under schedule 1 of the POEO Act, the Proponent should evaluate the in-stack concentrations for the diesel generators for all relevant air pollutants and demonstrate compliance with Schedule 2 Part 2 Division 3 Group 6 of the POEO (Clean Air) Regulation (2022).</p>	<p>i. Additional wording has been included in Section 5.2 of the revised AQIA to provide the justification for the selection of the AERMOD model.</p> <p>ii. The facility is not a scheduled premises and accordingly, is exempt Standard of Concentrations in Schedule 2 Part 2 Division 3 of the POEO (Clean Air) Regulation 2022. Refer to above response.</p>
42	EPA	<p>Estimated GHG emissions trigger additional requirements under the Draft Greenhouse Gas Assessment Guide for Large Emitters. The EPA notes that in Table 24 of the GHG report, the estimated Scope 2 GHG emissions for the first three operational years are above the 25,000 tonnes of CO<sub>2</sub>-e per annum threshold in the large emitters guide. Therefore, this proposal triggers the requirement to prepare a GHG mitigation plan and Climate Change Mitigation and Adaptation Plan (CCMAP).</p>	<p>A Climate Change Adaptation Plan and Greenhouse Gas Mitigation Plan is provided at <b>Appendix NN</b> and <b>Appendix MM</b> respectively.</p>
43	EPA	<p>The EPA recommends that the proponent provide the including:</p> <p>i. The GHG assessment should be revised to address the requirements outlined in the Draft Greenhouse Gas Assessment Guide for Large Emitters. If the proposal is anticipated to emit 25,000 tonnes or more of scope 1 and 2 emissions (CO<sub>2</sub>-e ) in any financial year during the operational life of the project, the proponent should provide:</p> <ul style="list-style-type: none"> <li>• A GHG Mitigation Plan prepared in accordance with the most recent version of the EPA's large emitters guide.</li> <li>• A Climate Change Adaptation Plan (CCAP) that incorporates the recommended components provided below.</li> </ul>	<p>A Greenhouse Gas Mitigation Plan has been prepared in accordance with the Draft Greenhouse Gas Assessment Guide for Large Emitters. Refer to <b>Appendix MM</b>.</p>
44	EPA	<p>The Climate Change Adaptation Plan should incorporate the following components:</p>	<p>A Climate Change Adaptation Plan is provided at <b>Appendix NN</b> The method adopted for the plan aligns with AS 5334:2013</p>

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		<p>i. A climate change risk assessment that addresses predicted climatic changes and the potential impacts of climate hazards on the environmental performance of the project.</p> <p>Notes:</p> <ul style="list-style-type: none"> <li>• A climate hazard is defined as a physical event (hydro-meteorological or oceanographic) that can harm human health, livelihoods, or natural resources. These could be direct climate hazards such as flooding of a sewage treatment plant, causing water pollution to nearby waterways, or indirect hazards such as a drought, where water is not available for dust suppression.</li> <li>• A climate risk is the potential for adverse consequences for human or ecological systems from climate hazards (adapted from IPCC).</li> <li>• The risk assessment must consider AdaptNSW regional climate change projections, for the near future and for the life of the project.</li> <li>• Regional climate change projections are available on the AdaptNSW website.</li> </ul>	<p>(Climate change adaptation for settlements and infrastructure) and with the Climate Risk Ready NSW Guide.</p> <p>The assessment utilises AdaptNSW climate change projections for multiple time horizons that intersect the project lifecycle. These projections have directly informed the risk assessment, including risk identification and analysis.</p>
45	EPA	<p>An assessment of measures to reduce climate risk, including:</p> <p>i. a description of measures that would be implemented to reduce likely climate change risks and potential impacts on the environmental performance of the project.</p>	<p>The Climate Change Adaptation Plan outlines adaptation measures that have the potential to mitigate climate change risks posed to the project. Refer <b>Appendix NN</b>.</p>
46	EPA	<p>ii. an assessment of the likely effectiveness of these measures whether these measures will remain effective over time as climate change risks increase whether contingency plans will be necessary to manage any residual risks.</p>	<p>The Climate Change Adaptation Plan outlines the effectiveness of each adaptation measure, detailing their efficacy throughout the project lifecycle and including any necessary contingency plans. Section 7 of the Climate Change Adaptation Plan specifies how to monitor risks and adaptation measures during project delivery and across the entire project lifecycle. Refer to <b>Appendix NN</b>.</p>

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47	EPA	iii. if contingency measures are deemed necessary under (ii) above, a description of how the project is designed so that these contingency measures can be readily implemented if and when necessary.	The Climate Change Adaptation Plan outlines the effectiveness of each adaptation measure, detailing their efficacy throughout the project lifecycle and including any necessary contingency plans. Section 7 of the Climate Change Adaptation Plan specifies how to monitor risks and adaptation measures during project delivery and across the entire project lifecycle. Refer to <b>Appendix NN</b> .
48	EPA	iii. A description of how the effectiveness of measures to reduce climate risk will be monitored over time, including: iv. a description of metrics that will be used to periodically evaluate the effectiveness of the adaptation management measures.	See comment above.
49	EPA	v. a description of the measures that would be implemented to monitor and periodically report on against these metrics.	See comment above.
50	EPA	iv. A timetable for review of the project's Climate Change Adaptation Plan that reflects the project's lifespan and incorporates at each review the latest knowledge about predicted climate risks in the short and long term.	See comment above.
51	EPA	Further guidance on considering climate adaptation can be found in the following resources: ISO 31000, ISO/TS 1409, AS 5334  Climate Risk Ready NSW Guide (while this guide was developed for NSW Government agencies, the principles, steps and resources may assist the proponent to prepare a Climate Change Adaptation Plan).	The method adopted for the Climate Change Adaptation Plan aligns with AS 5334:2013 (Climate change adaptation for settlements and infrastructure) and with the Climate Risk Ready NSW Guide. The assessment utilises AdaptNSW climate change projections for multiple time horizons that intersect the project lifecycle. These projections have directly informed the risk assessment, including risk identification and analysis. Refer to <b>Appendix NN</b> .
52	EPA	There is uncertainty regarding the Scope 1 emissions estimated for the testing regime of the emergency generators.	The GHG Emissions Report provided at <b>Appendix MM</b> has been updated to incorporate information from the latest version of AQIA to further substantiate the GHG calculations.

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53	EPA	<p>Table 19 of the GHG report indicates that the estimated Scope 1 GHG emissions for the operational stage of the project (50 years) is 446 tonnes of CO2-e. From this total, 262 tonnes of scope 1 emissions correspond to testing activities. However, no detailed information regarding the assumptions made and input data used were provided in the GHG report. The EPA considers that additional information should be provided so the EPA may verify results and conclusions included in the GHG assessment.</p> <p>ii. It is recommended that the Proponent provides additional information to demonstrate that the estimated Scope 1 emissions are representative of the proposed diesel generator testing regime. All input data and assumptions must be provided and robustly justified.</p>	See comment above.
54	EPA	<p>The NVIA identifies noise levels during the construction phase of the development that are likely to exceed the Noise Management Levels (NMLs) at the sensitive receivers without the adoption of mitigation measures. If the proposal is approved, there should be a thorough consideration of feasible and reasonable mitigation that is specific to the proposal to minimise noise from the construction works.</p>	<p>Noted and agreed. At the SSDA stage, standard mitigation measures have been documented based on the provided information. The contractor will develop a detailed construction noise and vibration management plan before work begins, reassessing noise levels and specifying the mitigation measures to be implemented. Once a detailed construction itinerary is available later in the project, a comprehensive schedule of mitigation measures will be provided. This schedule will include the location and type of noise barriers, requirements for working outside standard hours, measures to control noise from dropping heavy items during nighttime (to manage sleep disturbance), reversing alarms, and other relevant details.</p>
55	EPA	<p>The proponent must prepare and implement a detailed Construction Noise Management Plan (CNMP), prior to commencement of construction activities, that includes but is not necessarily limited to;</p> <p>identification of each work area, site compound and access route (both private and public):</p>	<p>Noted. A detailed noise and vibration management will be prepared by the contractor prior to commencement of the construction activities.</p>

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		<ul style="list-style-type: none"> <li>▪ identification of the specific activities that will be carried out and associated noise sources at the premises and access routes,</li> <li>▪ identification of all potentially affected sensitive receivers,</li> <li>▪ the construction noise and vibration objectives identified in the Environmental Assessment,</li> <li>▪ assessment of potential noise and vibration from the proposed construction methods (including noise from construction traffic) against the objectives identified in the Environmental Assessment,</li> <li>▪ where the objectives are predicted to be exceeded an analysis of feasible and reasonable noise mitigation measures that can be implemented to reduce construction noise impacts,</li> <li>▪ description of management methods and procedures and specific noise mitigation treatments that will be implemented to control noise and vibration during construction, including the early erection of any operational noise control barriers,</li> <li>▪ procedures for notifying residents of construction activities that are likely to affect their noise and vibration amenity,</li> <li>▪ measures to monitor noise performance and respond to complaints.</li> </ul>	
56	EPA	<p>The NVIA provides that the standard operation and generator testing scenarios for the proposal do not exceed the relevant noise criteria and will not result in any potential noise impact on the community. The predicted noise levels for standard operation and generator testing will comply with:</p> <ul style="list-style-type: none"> <li>▪ the night-time criteria for both standard and enhanced weather conditions; and</li> <li>▪ the daytime criteria for the generator testing operation.</li> </ul>	<p>Noted and agreed. The mitigation measures detailed in the revised NVIA provided in <b>Appendix P</b>—including the use of atrium and rooftop screening, attenuators on generators, and the selection of low-noise equipment such as cooling towers with quiet fans—will be implemented to achieve the desired noise reduction.</p>

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		<p>The EPA notes that the emergency operations scenario (when all generators are operating due to a power failure) has not been assessed against the standard operation noise criteria. This is due to the low likelihood of this event as the if a grid power failure was to occur, the duration of an outage is expected to be hours rather than days. However, since it would be in a situation where there is a power outage (i.e. in an emergency and used temporarily) any decision by the EPA to apply noise limits in such a situation would be made following a review of the assessment of mitigation measures implemented onsite.</p>	
57	EPA	<p>The EPA recommends that the following:</p> <ul style="list-style-type: none"> <li>ii. Should the proposal be approved, a condition should be included that provides that no more than one standby generator can be undergoing routine testing at a time.</li> <li>iii. Select equipment with sound power levels no more than values as listed in Table 16 of the NVIA.</li> <li>iv. Plant roof screens and louvres should be incorporated as described in Figure 3 and Figure 4 of the NVIA.</li> <li>v. Generators should be attenuated as per the recommendations provided in Table 15 of the NVIA.</li> <li>vi. Load banks and water-cooled chillers are to be contained within an acoustic enclosure.</li> <li>vii. Adoption of all other noise mitigation measures provided in Table 15.</li> </ul>	<ul style="list-style-type: none"> <li>ii. Noted and agreed. This is in line with the proposed testing regime and what was assessed in the revised NVIA.</li> <li>iii. Noted and agreed. This aligns with the findings of the revised NVIA; however, ARUP recommends that the approval conditions require compliance with the overall noise emission criteria at receiver locations, rather than limiting the sound power levels of individual equipment. This approach accounts for potential minor future design changes and equipment revisions - sound power levels of plant and equipment are now in <b>Appendix I</b> of the revised NVIA provided at <b>Appendix P</b>.</li> <li>iv-vi. Noted and agreed. This aligns with the findings of the revised NVIA.</li> <li>vii: as per item iii. This aligns with the findings of the revised NVIA; however, ARUP recommends that the approval conditions focus on achieving the overall noise emission criteria at receiver locations rather than specifying individual mitigation measures for equipment. The mitigation measures assessed are valid for the currently selected equipment but may not be necessary if quieter alternatives are available, as mitigation requirements depend on the final sound power levels of the equipment.</li> </ul>

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58	EPA	<p>The EPA has reviewed the Preliminary Hazard Analysis Report and notes that 432 tonnes of lithium batteries will be stored onsite. Lithium batteries can present a fire risk. Should the proposal be approved, the EPA recommends the following conditions of consent:</p> <ul style="list-style-type: none"> <li>i. When defective or out of date batteries are replaced, they must be disposed of within 48hrs to prevent stockpiling of old batteries onsite.</li> <li>ii. A routine maintenance and inspection protocol for lithium batteries should be implemented, including a protocol to address defects/battery replacement.</li> <li>iii. Emergency fire response should include consideration of the most appropriate fire-fighting equipment and methods based on the hazards that lithium batteries present.</li> <li>iv. Lower explosive limit (LEL) and temperature alarms must be installed to sense thermal runaway as proposed in Section 9.3.2.</li> </ul>	Noted and accepted as conditions of consent.
59	EPA	In reviewing the Preliminary Hazard Analysis Report, the EPA notes that 1,137 tonnes of diesel will be stored in above ground tanks, which will not trigger the requirement of environment protection licence for the premises, pursuant to Schedule 1 of the Protection of the Environment Operations Act 1997 (POEO Act) for Chemical Storage.	Noted and agreed. The Hazards and Risk Report has been updated to address changes to diesel quantities which confirms the revised quantities do not trigger requirement for EPL. Refer to <b>Appendix S</b> .
60	EPA	<p>The EPA recommends that the proponent provide the including:</p> <ul style="list-style-type: none"> <li>i. Additional information on how the diesel storage tanks will be filled, including the location of the fill points, whether there is any secondary containment and/or covered and whether fill protection controls such as shut off valves and level alarms will be installed.</li> </ul>	This information is not typically included during the early stage of design. This information will be included in detail in the subsequent Fire Safety Study required as part of the conditions of consent. Section 5 of the revised Hazards and Risk Report highlights the main design criteria for diesel tanks re containment, fill points, and layouts. Refer to <b>Appendix S</b> .
61	EPA	<p>Should the proposal be approved, the EPA recommends the following conditions of consent:</p> <ul style="list-style-type: none"> <li>ii. That tanks should be either belly (within generators) or double skinned above-ground.</li> </ul>	Noted and accepted as conditions of consent.

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		<p>iii. Secondary containment or stormwater cut-off should be considered in the event of a spill of a belly tank.</p> <p>iv. Fuel storage, including secondary containment and fill points, must comply with AS 1940:2017.</p>	
62	EPA	<p>The EPA advises that should project approval be granted for the proposal, the proponent may need to apply for an environment protection licence for the premises, as the proposal could potentially trigger threshold volumes in Clause 9 (chemical storage), Schedule 1 of the Protection of the Environment Operations Act 1997 (POEO Act) for the proposed storage of 29 tonnes of non-toxic and non-flammable pressurised gas across the site.</p>	<p>The requirement for an EPL is no longer required due to the reduction in pressurised gas storage volume - refer to Section 7 of the revised Hazards and Risk Report provided at <b>Appendix S</b>.</p>
63	Ryde Council	<p>The proposed development is located within the in North Ryde SCAMP, which is part of Lane Cove Catchment. The increased volumes proposed by the data centre require further assessment in relation to Sydney Waters' Epping to St Leonard's growth projects. The wastewater servicing is therefore dependent on the following –</p> <p>The proponent will need to engage a hydraulic consultant to understand the implications to Sydney Water system and to identify the trunk and reticulation augmentation requirements to service this development.</p>	<p>NEXTDC have engaged MGP as the Water Services Coordinator for the project.</p> <p>A Section 73 application for water and sewer services will be required to be obtained as a post-approval consent condition. Ongoing discussions have been held with Sydney Water to confirm adequate arrangements can be made for the delivery of water and sewer services to meet the demands of the development. These discussions identified potential capacity constraints within the potable water network servicing the area which were addressed through the inclusion of an on-site recycled (blackwater) treatment plant.</p> <p>The updated Infrastructure Requirements Report prepared by ARUP provides a comprehensive description of the proposed water services (refer <b>Appendix T</b>). The Wastewater Recycling Facility will mine approximately 4,000,000 litres per day of raw sewage from Waterloo Road Sewerage pipeline and produce 42 litres/second of Class A recycled water to service the complete demand of the buildings industrial water system. The ARUP report provides a detailed list of the plant components and operational procedures, including the significant re-use of the</p>

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			<p>industrial water (approximately 8-10 cycles) to significantly reduce the net water demand compared to a potable water system (approximately 5 cycles).</p> <p>The recycled treatment plant effectively mitigates the potential risk associated with the capacity constraints within the broader network, pending the delivery of future upgrades by Sydney Water to respond to future catchment demands.</p> <p>Email correspondence from Sydney Water dated 31 October 2025 confirms the final servicing arrangements will be resolved through ongoing discussions and detailed design development following approval of the SSDA. Sydney Water and NEXTDC will enter a Planning Agreement that confirms the staged and ultimate demands for the data centre. The Notice of Requirements will set out the necessary conditions to connect to the Sydney Water systems and infrastructure, including commercial agreements to capture the costs of servicing the data centre. The cost assessment will consider any shared infrastructure that also benefits other development in the locality.</p>
64	Ryde Council	<p>The project is not consistent with the stage 2 rezoning due the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Data centres will become a prohibited use on the site.</li> <li>▪ Low employment opportunities from data centres.</li> <li>▪ The strategic location of the data centre and bonus incentives as a key site.</li> <li>▪ Data centres not considered the best use next to a metro station and not considered compatible with the future vision of Macquarie Park.</li> <li>▪ Data centres are highly incompatible with residential development in proximity.</li> </ul>	<p>The SSDA benefits from savings provisions under clause 1.8A(4) of <i>Ryde Local Environmental Plan 2014</i> (Ryde LEP).</p> <p>The application was lodged prior to the gazettal of <i>State Environmental Planning Policy Amendment (Macquarie Park Transport Oriented Development Precinct) 2024</i>. Accordingly, the SSDA must be determined as if the provisions of the Amending SEPP, including the associated changes to Ryde LEP, had not commenced. This means the former Ryde LEP dated 19 July 2024 applies to the proposal and 'data centres' remain a permitted use.</p> <p>The proposal is entirely appropriate for the Macquarie Park Innovation Precinct, providing significant ancillary office space,</p>

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			<p>an innovation hub and retail tenancies that collectively generate a diverse range of employment opportunities. Data centres support high-value, technology-based jobs including engineering, security, IT, operations and management roles, and contribute to broader local employment through construction, maintenance, logistics and supply-chain activities. The development will strengthen Macquarie Park's position as a critical technology and digital infrastructure hub within the Eastern Economic Corridor.</p> <p>The proposal has been designed to respond positively to the intent of the new planning framework, including Part 7 – Macquarie Park Transit-Oriented Development (TOD) Precinct provisions. These provisions aim to encourage higher-intensity employment uses within walking distance of the metro station, deliver high-amenity built form that supports a mixed-use, transit-oriented environment, and ensure new development contributes to a cohesive public domain and active pedestrian network. The proposal supports these objectives through its compact and efficient site layout, integration with the surrounding street network, and delivery of significant public-domain improvements.</p> <p>The development includes a generous public plaza along Waterloo Road adjoining the Macquarie Park Metro Station entrance, which provides a high-quality pedestrian connection and recreational space that enhances amenity for workers, visitors and commuters. The design incorporates landscaped setbacks, new internal roads, and deep-soil planting that improve permeability and contribute to the precinct's urban forest objectives.</p> <p>The proposal aligns with the Macquarie Park Design Guide, which establishes a vision for a greener, more connected and design-led precinct. The design achieves this by maintaining a built form and scale that responds sensitively to surrounding development, incorporating high-quality architectural detailing and materiality consistent with the evolving urban character, and</p>

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			<p>delivering enhanced streetscape treatments and public-domain links that complement the existing and future structure of the street network.</p> <p>The proposed height of 65 metres and floor space ratio (FSR) of 2.11:1 comply with the incentive controls and are compatible with the future built-form hierarchy envisaged for the TOD Precinct. The consolidated building form provides an efficient, contemporary scale that complements the intended transition towards taller mixed-use and commercial buildings in proximity to the metro.</p> <p>Comprehensive technical assessments confirm that the proposal will not result in unreasonable environmental impacts to adjoining sites. Noise and air-quality levels are compliant with the relevant criteria, ensuring that future residential and mixed-use buildings nearby are not adversely affected. Traffic and access impacts have been effectively managed through the delivery of Road 13, part Road 6, and associated upgrades. Sustainable design measures, including energy-efficient building systems and on-site water recycling, have been integrated to minimise emissions and resource consumption.</p> <p>The design also includes measures to enhance compatibility with nearby residential development, including increased tree retention along Lane Cove Road and the southern boundary, refined façade treatments, and the development of the public plaza to provide an active, landscaped interface between land uses.</p> <p>Having regard to all environmental, social and economic considerations, the amended proposal aligns with both the current and future planning frameworks for the area, is compatible with the desired future character established under the Ryde LEP 2014 and Macquarie Park Design Guide and delivers measurable public benefits consistent with the objectives</p>

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			<p>of the Environmental Planning and Assessment Act 1979. The development is therefore considered appropriate, strategically aligned and consistent with the future vision for the Macquarie Park precinct.</p>
65	Ryde Council	<p>The proposed Road 5 and 13 and the public open space (to be delivered through a VPA) does not meet council open space requirements. Council wishes to consider alternatives to the proposed dedication such as funding of other open space infrastructure works within the Macquarie Park area. Council also contend that the scheme does not provide adequate access networks and recreation areas – therefore clause 6.9 cannot be applies.</p>	<p>The proposal applies the incentive height and FSR controls in accordance with clause 6.9 of the Ryde LEP (dated 19 July 2024) which applies under the savings provisions.</p> <p>The SSDA makes adequate provision for both a recreation area and an access network, satisfying the requirements of clause 6.9. The development includes the construction of a publicly accessible urban plaza (recreation area) along Waterloo Road, and delivery of Road 13 and half-width Road 6 (access network) to provide permeability and connectivity through the site. Provision is also made for a landing zone to accommodate a future pedestrian and cycle overbridge across Lane Cove Road, to be delivered by others.</p> <p>The Applicant has offered to enter into a Planning Agreement with the City of Ryde to secure the delivery and dedication of key public benefits that support the objectives of Clause 6.9 – Development in the Macquarie Park Corridor under the Ryde LEP 2014. However, the proposal is not dependent on the execution of that agreement to satisfy clause 6.9.</p> <p>The dedication of the land associated with the proposed roads can be facilitated via the exempt development provisions in <i>State Environmental Planning Policy (Exempt and Complying Development Codes) 2008 (Codes SEPP)</i> if Council consent to their dedication. The land associated with the proposed roads may be excised in accordance with clause 2.75(f) of the Codes SEPP. The roads would then be dedicated to the relevant roads authorities in accordance with section 9 of the <i>Roads Act 1993</i>.</p>

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			<p>Preliminary feedback from Council has indicated they are unlikely to accept the dedication of land associated with the urban plaza. As such, the proposed works can be delivered as outlined within the SSDA and a Section 88B instrument created to provide public access across the urban plaza as a condition of consent, if considered appropriate and necessary.</p> <p>Overall, it is concluded the proposed roads and urban plaza will deliver public benefits, access networks and infrastructure improvements consistent with the planning objectives for the Macquarie Park Corridor and in accordance with the statutory requirements under clause 6.9 of Ryde LEP 2014 in accordance with the savings provisions.</p>
66	Ryde Council	<p>Concerns that the current design of the building is inappropriate and does not advocate good place making outcomes. It is a large bulky building with poor amenity and offensive built form. The design is not consistent with the Macquarie Park Urban Design Guide with a poor urban design outcome. The submission notes 5 items to be changed/incorporated into the plaza. The proposal does not adequately respond to the GANSW better placed framework.</p>	<p>Detailed consideration has been given to the architectural design of the building. The building facades have been further articulated with recessed elements featuring vertical landscaping, which not only soften the visual impact but also promote a green, sustainable design approach. The office building facades are divided into two distinct halves to break down the perceived bulk and provide a balanced architectural expression. Plant screening has been recessed to reduce visual mass and ensure a more refined profile.</p> <p>The design also includes a vertical garden within the recessed connecting core, drawing inspiration from the office component and offering a green, sculptural element that engages with the public realm. The data hall towers, and primary elevations are further refined with a fine-grained vertical expression aligned to the structural grid, integrating recessed services between vertical elements to maintain a clean and cohesive facade.</p> <p>To enhance transparency and animation, corridors are positioned along the western facade, breaking down the massing and providing dynamic visual interest. Rooftop plant screens are recessed with fine edges to minimize perceived height, maintaining a lightweight and sophisticated appearance.</p>

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67	Ryde Council	<p>The design of the metro plaza does little to improve the human experience of this intersection. The arrangement and location of planting separates the plaza from the footpath, which is not supported. Increasing tree canopy and ground cover planting across the site is supported in principle. A new design ought to be prepared that significantly increases pedestrian permeability and supports activation of the plaza as public domain. The plaza should incorporate the following changes:</p> <ol style="list-style-type: none"> <li>1. Remove all stairs, retaining walls, berms, and the like from the plaza to provide significantly increased pedestrian access and visual permeability to the street.</li> <li>2. The plaza should extend from the footpath for the full frontage facing Waterloo Road and Lane Cove Road.</li> <li>3. Provide vehicular entry to the plaza for temporary activations such as food trucks.</li> <li>4. Consider other activations in the plaza to provide a critical mass of activities, improved passive surveillance, and create a more inviting public space in this difficult context.</li> <li>5. The plaza area is to be fully accessible.</li> </ol>	<p>The amended proposal addresses the concerns about the plaza by making several significant improvements to enhance pedestrian accessibility and the overall user experience:</p> <ol style="list-style-type: none"> <li>1. The plaza has been increased in depth, with removal of barriers such as retaining walls and berms. This creates a more open and inviting space that allows unobstructed pedestrian movement and sightlines across the plaza area, removing elements that hinder access and visibility. This approach enhances the functionality of the plaza and its aesthetic appeal as a welcoming public space.</li> <li>2. The plaza has been extended to face Waterloo Road, with connections provided through to Lane Cove Road. The redesigned plaza provides a level interface with Waterloo Road, enhancing the integration of the plaza with the surrounding urban environment. This level interface promotes easy access and connectivity, making the plaza an accessible and inviting space for pedestrians. The design encourages foot traffic and interaction between the plaza and Waterloo Road, enhancing the public domain and contributing positively to the pedestrian experience.</li> <li>3. The redesign of the plaza enhances pedestrian permeability and actively fosters a more dynamic and engaging public space. This is achieved through the lowering of the plaza to directly interface with Waterloo Road, creating a continuous and level transition that seamlessly connects the street and the plaza. This design choice improves accessibility and visibility, making it more inviting for both pedestrians and cyclists. The revised design includes a dedicated vehicle entrance which provides direct access to the plaza, accommodating food trucks and other service vehicles during events or temporary activations.</li> <li>4. This integration supports the potential for a variety of activations within the plaza. As illustrated in the amended landscape plans, the redesigned plaza offers convenient access from Waterloo Road and features a spacious,</li> </ol>

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			<p>unobstructed layout - making it ideally suited for temporary events such as food trucks, market stalls, and public gatherings. These activities can significantly contribute to the vibrancy of the space, enhancing passive surveillance and social interaction, thereby creating a lively, interactive public realm. In addition, the amended proposal includes a cafe kiosk within the plaza close to the Metro entrance to provide further activation to this space.</p> <p>5. The amended proposal has made significant improvements to ensure that the plaza area is fully accessible. The key change in the design is the lowering of the plaza to create a level interface with Waterloo Road. This adjustment eliminates potential barriers at the transition points, facilitating seamless and barrier-free access for all users, including those with mobility impairments.</p>
68	Ryde Council	Council raises further concerns that the EIS is not supported by a detailed Wind Impact Assessment. Whilst noting the SEARs did not require such assessment it appears to be oversight from DPHI, given that all major developments within Macquarie Park require detailed wind assessments due to Macquarie Parks elevation. With the developments square form and height of 65m, the developments-built form will directly impact wind conditions.	A Qualitative Wind Impact Assessment has been prepared and is provided at <b>Appendix LL</b> . The assessment confirms that the amended proposal will not have any unacceptable adverse pedestrian wind impacts, and that no mitigation measures are required.
69	Ryde Council	Council questions the proponent's response to the GANSW Better Placed framework – particularly criteria that pertain to the public domain and the creation of public value. The response mostly comprises motherhood statements that offer little evidence that the proposed use and design advance the Better Placed framework. The proponent fails to indicate how the proposed design advances the objectives of Better Placed through architectural and urban design decisions.	The Architectural Design Report has been updated to provide a more robust assessment of the proposal against the Better Placed framework. Refer to <b>Appendix F</b> for further analysis.
70	Ryde Council	There is insufficient information on how Road 5 and Road 13 will function. Road 5 is shown as a cul-de-sac with no	The design of Road 13 complies with the DCP requirements. It provides direct access from Waterloo Road to the loading docks

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		<p>driveways, serving no particular purpose except as a turnback and a pedestrian through-site link. Council suggested Road 5 could alternatively be used as a activated pedestrian space.</p>	<p>and car parking facilities. Road 13 is capable of accommodating vehicles up to 19 metres long, such as articulated vehicles (AVs), and heavy rigid vehicles (HRVs) up to 12.5 metres long. It provides for a future connection to Road 1, aligning with the Place Strategy.</p> <p>Road 5 has been removed, and the building footprint has been reduced with a consolidated built form that allows for expansion of the plaza landscape and an increased setback to the south to facilitate delivery of part of Road 6. This setback will also accommodate a planned pedestrian footbridge landing to be delivered by others, enhancing connectivity and accessibility in alignment with broader urban planning objectives for the area.</p>
71	Ryde Council	<p>The data centre portion of the site does not contribute to economic growth of function of Macquarie Park. The proposal lacks details regarding operational Full Time Employment. Further operational employment clarification required. It is not clear how many people NEXTDC employs. The total number of FTE NEXTDC employers in Sydney is requested. Confirmation is sought on the number of customers in Macquarie Park does NEXTDC have requested and how many will be connected to this data centre. Additionally, it is not clear how these spaces (MXC Offices) will be utilised by either NEXTDC or their clients,</p>	<p>The proposed data centre incorporates significant ancillary office space and retail premises to creates a variety of job opportunities during both the construction and operational phases but also stimulate economic activity.</p> <p>Data centres are critical infrastructure for modern digital economies, supporting a wide range of businesses with data storage, management, and processing services. This facility will cater to the high demand for data services in Macquarie Park, which is home to numerous high-tech firms, research facilities, and corporate headquarters that rely on robust digital infrastructure to operate efficiently and competitively.</p> <p>The project includes public domain improvements which improve the amenity and aesthetic appeal of the site and broader precinct, making it more attractive for workers, residents, and visitors, indirectly supporting the growth of other businesses and potential investment and economic growth.</p> <p>By situating the data centre within Macquarie Park, the site contributes to the precinct's reputation as a leading technology</p>

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			<p>and innovation hub. The presence of state-of-the-art data centre facilities attracts and retains high-tech industries, fostering an environment of innovation and technological advancement.</p>
72	Ryde Council	<p>Landscape Plans to show deep soil areas. Only 20mx10m dimension areas can be included in line with the DCP. Only 93 replacement trees are proposed for the removal of 146. This means the project does not meet the 35% canopy coverage requirement under the MPIP. The Landscape Architect must demonstrate that the Landscape Plan conforms to the principles of the Master Plan in the Lane Cove Road (East) section.</p>	<p>The revised Landscape Plans provided at <b>Appendix J</b> show the nominated deep soil areas. These areas have been accurately calculated to meet the requirements specified in the DCP.</p> <p>The amended proposal requires fewer trees to be removed. The original proposal sought to remove 146 trees. The amended proposal removes 126 trees. This results in increased tree retention along Lane Cove Road, with 90 trees to be retained and 139 new trees proposed to off-set removal of existing trees.</p> <p>For the tree canopy cover, the original proposal resulted in a canopy cover of 5,688m<sup>2</sup>, which is 25.4% of the site area. The amended proposal increases this to 5,707m<sup>2</sup>, or 25.5% of the site area. While the canopy coverage does not meet the 35% requirement, the project has significantly increased the number of trees retained, from 70 in the original proposal to 90 in the amended proposal.</p> <p>Regarding deep soil areas, the original proposal included 1,825 m<sup>2</sup> of deep soil zones. The amended proposal expands this significantly to 4,959m<sup>2</sup>, providing a better environment for the existing and new trees to thrive and mature, which is crucial for achieving the desired canopy coverage over time.</p> <p>Refer to the revised Landscape Plans at <b>Appendix J</b> for more detail.</p>
73	Ryde Council	<p>The OSD tank for Building B would appear to extend into the future road corridor of Road 13. The encroachment will not be accepted given this imposition on the public domain. Additionally, OSD tanks are in deep soil areas. The OSD</p>	<p>The proposal has been revised to move the OSD tank from the public domain (within Road 13) to a landscaped area without deep soil. Both the OSD tank and rainwater tanks are detailed in the updated Civil Drawings included in <b>Appendix U</b>.</p>

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		system is not detailed. Rainwater tanks are also not shown on plans even though is nominated in the reports.	
74	Ryde Council	The exit lane from Building A lacks a sight distance splay on the northern side of the driveway. With a footpath adjoining the building footprint, the arrangement presents a pedestrian safety issue. Column locations between spaces 93 to 105 are not compliant with AS2890.1, noting the structural elements adjoin the access aisle however should be setback by 750mm from the edge of this aisle. Garbage truck loading zone to be contained wholly within the site. The 105 Parking spaces to be provided in stage 1 construction.	The basement car park and driveway entries have been redesigned. All traffic movements are designed in accordance with the relevant NCC and AS requirements. Swept path analysis has been provided in revised TIA provided at <b>Appendix M</b> . The garbage truck loading zone will be contained wholly within the site. All parking spaces will be provided as part of Stage 1.
75	Ryde Council	New road lots will warrant 2.5m by 2.5m splays on the corner of new intersections created. The southern end of Road 13 terminates in a dead end and will require a temporary turning head to enable vehicles to safely turn around. Details must be provided. The civil plans lack sufficient detail with respect to road longitudinal grades, cross-sections to assess the relation of the public domain to surrounding sites. The level of excavation proposed for the new Road 13 is presented as some 1 - 2m. This imposes on the neighbouring property requiring that property to excavate to such a level for readily available access to this infrastructure.	2.5m by 2.5m splays have been incorporated for the Road 13 intersection with Waterloo Road. A temporary turning head has also been provided at the end of Road 13. Further, cross sections and long sections of Road 13 and Road 6 have been prepared. Refer to revised Civil Plans provided at <b>Appendix U</b> .  All excavation associated with Road 13 will be restricted to the subject site with no excavation required on the adjacent site. Suitable retaining walls and compliant batters will be installed to the existing levels at the neighbouring property boundary as shown in the revised Civil Plans.
76	Ryde Council	Whilst the Resilience and Hazards SEPP is not deemed to apply at this site, the proposed 1,380kl of combustible liquid combined with 432,000 lithium-ION batteries above a key transportation link appears to be ill considered. Should an issue related to fire or explosion occurs on the site then implications could be as far reaching as major transportation shutdowns impacting both rail and road. This highly incompatible land use could cause major disruptions to the main transport network connecting Macquarie Park to Greater Sydney and an appropriate assessment of risks	The Resilience and Hazards SEPP provides the legislative basis for assessing offsite impact with respect to Dangerous Goods storage and transport. A Preliminary Risk Screening was performed in accordance with the Resilience and Hazards SEPP and the SEARs. The Screening determined, in accordance with NSW Government process, that a Preliminary Hazard Analysis (PHA) was not required. The SEARs required a PHA only if indicated by the Preliminary Risk Screening.  Additionally, a Fire Safety Study process will address the fire and

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		should be undertaken.	explosion risks to the satisfaction of FRNSW. This will be developed and reviewed outside of the SSDA process, to be approved prior to Construction.
<b>Additional Council Comments (dated 09.10.2025)</b>			
77	Ryde Council	Council encouraged the Applicant to submit a Letter of Offer and commence VPA discussions as soon as possible. Council reiterated that the public plaza should be retained in private ownership, with a public access easement in perpetuity, and confirmed that the Incentive Scheme monetary contribution will apply.	The Applicant offered to enter into a Planning Agreement with the City of Ryde to secure the delivery and dedication of key public benefits that support the objectives of Clause 6.9 – Development in the Macquarie Park Corridor under the Ryde LEP 2014. A draft Letter of Offer was submitted to Council on 25 September 2025
78	Ryde Council	Council raised concern that the proposed pedestrian/cycle ramp may obstruct access along Road 6. Council suggested that a curved ramp providing direct access to the Lane Cove Road frontage, closer to the Metro Station and bus stops, would offer greater public utility.	<p>The updated design maximises tree retention and deep soil areas, consistent with Council's earlier feedback. The design intent focuses on utilising Road 13 as the primary pedestrian connection to the Metro Station, taking advantage of its shaded and landscaped character rather than directing pedestrians along the heavily trafficked Lane Cove Road.</p> <p>While Council's suggestion for a curved ramp connection is noted, the SSDA has been updated to ensure that provision is made for a future pedestrian and cyclist bridge connection. The bridge will be owned and delivered by TfNSW, with the detailed design, alignment and delivery to be determined by TfNSW as part of future works. Should a direct connection to Lane Cove Road be pursued in the future, a pedestrian stair link could be incorporated at that time, noting this would require the removal of existing trees along the frontage.</p>
79	Ryde Council	Council requested written confirmation from TfNSW to provide certainty for the SSD Application.	Correspondence from TfNSW confirming in-principle support for the removal of Road 5, inclusion of the half-width Road 6 and provision of a deceleration lane on Lane Cove Road is appended to the Traffic Impact Assessment.

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80	Ryde Council	Council noted that the proposed deceleration lane appears to reduce verge width for approximately 70 metres and requested that a compensatory area of land be dedicated to maintain the existing verge width.	Further consultation with TfNSW will occur as part of the detailed design and Works Authorisation Deed (WAD) process. It is understood that the Lane Cove Road reserve is under TfNSW ownership, and any dedication or easement arrangements will be resolved directly with TfNSW as part of subsequent approvals.
81	Ryde Council	Council did not support the proposed raised footpath adjacent to the retaining wall due to potential impacts on significant trees and safety concerns associated with the wall drop.	TfNSW has reviewed and approved the current design approach. The design achieves the highest feasible level of tree retention, using permeable materials to protect Tree Root Zones. Balustrade design and safety treatments will be resolved with TfNSW during detailed design. Arcadia's updated landscape drawings include relevant sections which demonstrates that raised footpath ensures maximum tree retention along this boundary.
82	Ryde Council	Council queried the 2-metre level change between Lane Cove Road and Road 6 within a short distance, questioning suitability for 20-metre articulated vehicles.	Refer to TTW's updated civil drawings, which include long sections and vehicle swept paths confirming compliance with design standards.
83	Ryde Council	Council noted that the eastern footpath along Lane Cove Road requires a pedestrian crossing at the slip lane. Council raised concern that the proposed level difference may make the crossing impractical.	TTW's updated civil plans include provision for a pedestrian crossing at the slip lane. The detailed design and associated approvals will be resolved during the subsequent detailed design phase in consultation with TfNSW.
84	Ryde Council	Council requested that a networked SIDRA model be prepared to test intersection performance using TfNSW's Aimsun model outputs.	TfNSW has undertaken its own Aimsun-based precinct modelling, including the proposed Road 6 configuration and surrounding intersections, confirming acceptable network performance with only minor additional congestion on Waterloo Road during the PM peak. Accordingly, further SIDRA modelling is not required as it would not materially alter the findings.
85	Ryde Council	Council suggested relocating the existing bus stop on the southern side of Waterloo Road to the eastern side of Road 13 to improve traffic flow and bus operations.	As discussed in Sections 4.3 and 5.1 of the TIA, relocation could be considered in consultation with TfNSW and bus operators. However, this would increase the walking distance between the Metro entrance and bus stop, which may not align with TfNSW's preferred configuration.

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86	Ryde Council	Council requested a continuous footpath along the southern side of Waterloo Road, crossing Road 13, to support pedestrian safety and efficiency.	TTW updated civil plans show inclusion of indicative raised pedestrian crossing. Further details of the raised pedestrian crossing design will be determined in the detailed design stage.
87	Ryde Council	Council advised that the future bridge landing area should extend via a continuous shared-use path across Road 13 to the eastern side to accommodate pedestrian demand.	TTW's civil plans have been updated to illustrate the shared path and raised pedestrian crossing as future works. Implementation is anticipated to align with the future extension of Road 6 and the delivery of the pedestrian bridge by others.
88	Ryde Council	Council requested that a fence or barrier be provided along the Lane Cove Road slip lane where level differences create potential fall hazards.	TTW's civil drawings and Arcadia's landscape sections have been updated to include required balustrade and retaining wall treatments along this footpath consistent with TfNSW safety requirements.
89	Ryde Council	Council requested reconsideration of the proposed food truck infrastructure area, including servicing, surface finish, and activation opportunities such as a café.	The landscape plans have been updated to include an alternative permeable paved surface and retain flexibility for a future café or kiosk to activate the plaza.
90	Ryde Council	Council questioned the adequacy of the proposed 48 parking spaces to accommodate staff, visitors, and contractors.	<p>Parking provision has been increased to 51 spaces in response to Council's comments. As outlined in the TIA, site operations will involve three shifts with approximately 235 staff on-site at any one time. The proposed parking provision is supported by a Parking Demand Management Plan which ensures efficient use of available spaces through:</p> <ul style="list-style-type: none"> <li>• a controlled booking system for staff, visitors and contractors;</li> <li>• shared use of nearby NEXTDC facilities at S1 (400m north) and S2 (500m west); and</li> <li>• promotion of public transport use given the site's excellent accessibility to the Macquarie Park Metro Station and major bus corridors.</li> </ul> <p>These combined measures will manage demand within the available supply, support sustainable travel behaviour, and maintain efficient operation of the site without adverse traffic impacts.</p>

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91	Ryde Council	Council requested confirmation that 20-metre articulated vehicles can safely perform turning movements at the Road 13 / Waterloo Road intersection.	Swept path assessments confirm that 20-metre articulated vehicles can enter and exit the site in a forward direction and safely navigate the internal road network. A Traffic Control Plan (TCP) will be prepared during detailed design to manage large-vehicle movements and ensure safe operation within the internal road network and at key intersections.
92	Ryde Council	Council sought clarification on whether right turns from Waterloo Road into Road 13 would be prohibited, and if so, requested a central median treatment.	The proposal includes a Left-In / Left-Out arrangement at the Waterloo Road / Road 13 intersection. A raised concrete median will prohibit right-turn movements, consistent with TfNSW safety standards. Refer to Figure 6.8 of the TIA.
93	Ryde Council	Council requested further information on how vehicles can efficiently exit Road 13 during peak periods and minimise impacts to bus operations.	The Left-In / Left-Out arrangement at Waterloo Road / Road 13 will be maintained which eliminates right-turn delays and maintains existing bus service performance. Bus stop locations and operations will be reviewed further during detailed design.
94	Ryde Council	Council raised concern that the 13-metre level change along Road 13 (5.5% grade) could create sight distance and safety issues.	Updated long sections and cross-sections of Roads 6 and 13 demonstrate compliant design gradients and sight lines.
95	Fire + Rescue NSW	Data Centres and Dangerous Goods Stores pose special problems of firefighting and special hazards exist that may require additional fire safety and management measures. Should this project be approved, FRNSW make the following recommendations: <ul style="list-style-type: none"> <li>• That a Fire Safety Study (FSS) is developed in accordance with the requirements of Hazardous Industry Planning Advisory Paper (HIPAP) No.2 and submitted to FRNSW for review.</li> <li>• The FSS is to be developed to the satisfaction of FRNSW prior to any further submission being made to FRNSW; this includes: an Initial Fire Safety Report (IFSR) and/or Performance-Based Design Brief/Fire Engineering Brief Questionnaire (FEBQ).</li> </ul>	Noted and accepted as conditions of consent.

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		<ul style="list-style-type: none"> <li>Preliminary assessment of the project indicates potential issues with access/egress for emergency responders. Safe, efficient, and effective access is to be provided in accordance with FRNSW fire safety guideline – Access for fire brigade vehicles and firefighters.</li> <li>Prior to occupation or commissioning an Emergency Plan (EP) is developed for the site in accordance with HIPAP No.1.</li> </ul> <p>Prior to occupation or commissioning an Emergency Services Information Package (ESIP) be prepared in accordance with FRNSW fire safety guideline – Emergency services information package and tactical fire plans.</p>	
96	Sydney Metro	Sydney Metro advised that it was not in a position to make a decision until the additional information outlined in their submission was provided for Sydney Metro's further review.	The project team has been liaising with Sydney Metro for several months. Through consultation, Sydney Metro provided a list of requirements which the project team have completed. The requested documentation was submitted directly to Sydney Metro for review on 11 March 2025.
97	Water NSW	As the proposal is not located near any WaterNSW land, assets or infrastructure, we have no particular comments or requirements regarding the proposal. No further consultation is required with regards to this project.	Noted.
98	Ausgrid	General comments regarding underground cables during constructions – Anchors cannot be installed within 300mm of any cable.	Anchors will not be installed within 300mm of any cable.
99	Ausgrid	General comments about overhead powerlines and clearance distance.	Noted. Construction works will comply with the relevant Ausgrid standards taking into consideration the overhead powerlines and clearance distances.
100	Ausgrid	The substation ventilation openings, including substation duct openings and louvered panels, must be separated from building air intake and exhaust openings, natural ventilation openings and boundaries of adjacent allotments, by	Noted.

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		<p>separation distances which meet the requirements of all relevant authorities, building regulations, BCA and Australian Standards including AS 1668.2: The use of ventilation and air-conditioning in buildings - Mechanical ventilation in buildings.</p>	
101	Sydney Water	<p>The proposed development is located within the Marsfield water supply zone which has very limited capacity. Potable water servicing is dependent on the following:</p> <ul style="list-style-type: none"> <li>• An on-going project to implement the necessary asset(s) to address the reliability constraints of the current system. This asset delivery programme is anticipated to be completed FY2026.</li> <li>• Due to the significant demand requirement, the proponent will need to engage a hydraulic consultant to understand the implications to Sydney Water's system and potentially identify any additional requirements to service this development.</li> </ul>	<p>A Section 73 application for water and sewer services will be required to be obtained as a post-approval consent condition. Ongoing discussions have been held with Sydney Water to confirm adequate arrangements can be made for the delivery of water and sewer services to meet the demands of the development. These discussions identified potential capacity constraints within the potable water network servicing the area which were addressed through the inclusion of an on-site recycled (blackwater) treatment plant.</p> <p>The updated Infrastructure Requirements Report prepared by ARUP provides a comprehensive description of the proposed water services (refer <b>Appendix T</b>). The Wastewater Recycling Facility will mine approximately 4,000,000 litres per day of raw sewage from Waterloo Road Sewerage pipeline and produce 42 litres/second of Class A recycled water to service the complete demand of the buildings industrial water system. The ARUP report provides a detailed list of the plant components and operational procedures, including the significant re-use of the industrial water (approximately 8-10 cycles) to significantly reduce the net water demand compared to a potable water system (approximately 5 cycles).</p> <p>The recycled treatment plant effectively mitigates the potential risk associated with the capacity constraints within the broader network, pending the delivery of future upgrades by Sydney Water to respond to future catchment demands.</p> <p>Email correspondence from Sydney Water dated 31 October 2025 confirms the final servicing arrangements will be resolved</p>

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			<p>through ongoing discussions and detailed design development following approval of the SSDA. Sydney Water and NEXTDC will enter a Planning Agreement that confirms the staged and ultimate demands for the data centre. The Notice of Requirements will set out the necessary conditions to connect to the Sydney Water systems and infrastructure, including commercial agreements to capture the costs of servicing the data centre. The cost assessment will consider any shared infrastructure that also benefits other development in the locality.</p>
102	Sydney Water	<p>The proposed development is located within the in North Ryde SCAMP, which is part of Lane Cove Catchment. The increased volumes proposed by the data centre require further assessment in relation to Sydney Waters' Epping to St Leonard's growth projects. The wastewater servicing is therefore dependent on the following –</p> <ul style="list-style-type: none"> <li>The proponent will need to engage a hydraulic consultant to understand the implications to Sydney Water system and to identify the trunk and reticulation augmentation requirements to service this development.</li> </ul>	<p>A Section 73 application for water and sewer services will be required to be obtained as a post-approval consent condition. Ongoing discussions have been held with Sydney Water to confirm adequate arrangements can be made for the delivery of water and sewer services to meet the demands of the development. These discussions identified potential capacity constraints within the potable water network servicing the area which were addressed through the inclusion of an on-site recycled (blackwater) treatment plant.</p> <p>The updated Infrastructure Requirements Report prepared by ARUP provides a comprehensive description of the proposed water services (refer <b>Appendix T</b>). The Wastewater Recycling Facility will mine approximately 4,000,000 litres per day of raw sewage from Waterloo Road Sewerage pipeline and produce 42 litres/second of Class A recycled water to service the complete demand of the buildings industrial water system. The ARUP report provides a detailed list of the plant components and operational procedures, including the significant re-use of the industrial water (approximately 8-10 cycles) to significantly reduce the net water demand compared to a potable water system (approximately 5 cycles).</p> <p>The recycled treatment plant effectively mitigates the potential risk associated with the capacity constraints within the broader</p>

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			<p>network, pending the delivery of future upgrades by Sydney Water to respond to future catchment demands.</p> <p>Email correspondence from Sydney Water dated 31 October 2025 confirms the final servicing arrangements will be resolved through ongoing discussions and detailed design development following approval of the SSDA. Sydney Water and NEXTDC will enter a Planning Agreement that confirms the staged and ultimate demands for the data centre. The Notice of Requirements will set out the necessary conditions to connect to the Sydney Water systems and infrastructure, including commercial agreements to capture the costs of servicing the data centre. The cost assessment will consider any shared infrastructure that also benefits other development in the locality.</p>
<p>GN provided two submissions on behalf of Foxtel and Sky News: GLN21160 on behalf of Foxtel and GLN12125 on behalf of Sky News. Since both submissions contain identical comments, a unified response addressing the concerns of both parties is provided below.</p>			
103	GLN Submission (Foxtel and Sky News)	The submission requested a more extensive NVIA including consideration of construction and vibration impacts. Foxtel has commissioned a peer review of the NVIA submitted with the EIS.	<p>Ongoing engagement has been undertaken with Foxtel/Sky News to understand and manage potential construction noise and vibration impacts on their operations. Site inspections were held in November 2024 and August 2025 to identify acoustically sensitive areas. Architectural drawings of the existing facilities were also reviewed to understand the construction of the building envelope and internal building structure. Baseline noise and vibration measurements were carried out from 13-25 August 2025 to establish ambient noise and vibration levels within the key spaces of the Foxtel/Sky News facility which included studios, smaller recording/editing suites, and office areas.</p> <p>An additional separate assessment was then prepared by ARUP in accordance with relevant NSW guidelines which found that potential noise impacts will vary across the facility, ranging from negligible to moderate risk of disruption, while vibration impacts are expected to be low and unlikely to cause discomfort. Further</p>

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			<p>consultation will be required to confirm the location and sensitivity of specific equipment.</p> <p>Additional mitigation measures include the use of low vibration construction methods such as bored piling and reduced rock breaker tonnage, along with the installation of temporary noise barriers. Mock-up testing of construction techniques is also recommended prior to construction to validate predicted impacts and refine mitigation strategies to ensure Foxtel/Sky News operations are appropriately managed.</p>
104	GLN Submission (Foxtel and Sky News)	The submission references the Stage 2 TOD rezoning and suggested the proposal was not the highest and best use for the site. Commercial or residential should be explored at the site as Data Centres will be a prohibited use on the site.	<p>The SSDA benefits from savings provisions under clause 1.8A(4) of <i>Ryde Local Environmental Plan 2014</i> (Ryde LEP).</p> <p>The application was lodged prior to the gazettal of <i>State Environmental Planning Policy Amendment (Macquarie Park Transport Oriented Development Precinct) 2024</i>.</p> <p>Accordingly, the SSDA must be determined as if the provisions of the Amending SEPP, including the associated changes to Ryde LEP, had not commenced. This means the former Ryde LEP dated 19 July 2024 applies to the proposal and 'data centres' remain a permitted use.</p>
105	GLN Submission (Foxtel and Sky News)	Council is concerned about water infrastructure and there is insufficient infrastructure currently. The development of multiple data centres in the area could delay the construction of other commercial and residential buildings.	Water supply requirements are currently being discussed between our Water Coordinator MGP and Sydney Water. The amended proposal also includes a recycled water facility on the premises for any potential shortfall in water supply.
106	GLN Submission (Foxtel and Sky News)	Data centres are non-intensive employment land uses. The site is identified as a key site and the data centre use is sub optimal. The proposal has the potential to undermine the NSW Government's vision for the Macquarie Park Innovation Precinct to support a vibrant commercial core that fosters job creation.	The proposed NEXTDC S5 Data Centre directly supports the strategic vision for Macquarie Park by enhancing its capacity as a leading technology hub. This project will contribute to local employment, offering numerous high-skilled positions that are essential for sustaining the commercial core and fostering economic growth.

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			Beyond direct employment, the data centre will stimulate substantial indirect economic benefits by attracting associated businesses and fostering a broader ecosystem of technology and service industries. These indirect effects include increased local spending, creation of ancillary jobs and promotion of Macquarie Park as a destination for technology investment.
107	GLN Submission (Foxtel and Sky News)	Given Foxtel's land use with broadcasting – concerns were raised regarding construction and operational noise impacts on their operations. As such Foxtel requested further acoustic testing be undertaken in accordance with the recommendations included within Peer Review to ascertain the impacts to and operations.	Refer to response provided to item 85.
108	GLN Submission (Foxtel and Sky News)	EIS does not provide length of construction programme and implication on their operations.	The RTS/Amendments Report provides a construction programme within Section 3.2.12.
109	Department of Climate Change, Energy, the Environment and Water	The site is not affected by flooding in the probable maximum flood and there are no evacuation constraints. BCS has no further comments to make on flood risk management.	Noted.
110	Department of Climate Change, Energy, the Environment and Water	The subject land is mapped to have 0.41ha of STIF, of which 0.35ha is proposed to be cleared, retaining 0.06ha. For greater avoidance, it is recommended that a change in the dimensions of Building B be considered to have less impact on the south-west section of the site where the STIF is located. If this is not feasible at this stage of the project, further justification / evidence is required to ensure the survival of the 0.06ha of STIF proposed to remain intact on the subject land.	<p>The amended proposal retains additional native vegetation. Measures to avoid and minimise impacts have been applied to the development footprint and 0.1ha of Plant Community Type (PCT) 3262 will be retained as part of the total 0.56ha of retained native vegetation, an improvement compared to the original proposal. Refer to revised BDAR at <b>Appendix II</b>.</p> <p>The amended proposal increases tree retention along Lane Cove Road and the southern boundary, significantly reducing the environmental footprint. The project now retains 90 trees, an increase of 20 trees from the original plan, and 139 new trees to further mitigate the impact of necessary tree removals.</p>

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111	Heritage NSW	The subject site is not listed on the State Heritage Register (SHR), nor is it in the immediate vicinity of any SHR items. Further, the site does not contain any known historical archaeological relics. Therefore, no heritage comments are required. The Department does not need to refer subsequent stages of this proposal to the Heritage Council of NSW.	Noted.
112	Transport for NSW	TfNSW notes the pedestrian connections to the existing Metro station and Road 13 which provides a connection through the site. It is unclear whether there is a pedestrian connection to Road 5 directly from Lane Cove Road.	The proposal has been amended to remove Road 5 and consolidate the building footprint. The amended proposal provides a larger setback to the southern boundary to accommodate the half-width construction of Road 6 and a pedestrian bridge over Lane Cove Road (to be delivered by others). Extensive consultation has been undertaken with TfNSW and others to demonstrate the appropriateness of the revised scheme, including preparing multiple alternative schemes to justify the amended proposal based on its superior outcomes having regard to the TfNSW design requirements.
113	Transport for NSW	<p>1. If construction works will impact pedestrian or vehicular access to the bus stop adjacent to the site on Lane Cove Road (Bus Stop ID 2113202) or Waterloo Road (Bus Stop ID 2113324) the bus stop shall be temporarily relocated to a suitable location to be determined in consultation with the bus stop operator and TfNSW. These works shall be at no cost to TfNSW.</p> <p>2. After the construction works affecting access to the bus stop(s) (Bus Stop ID 2113202) and/or Waterloo Road (Bus Stop ID 2113324) are complete, the bus stop(s) and associated infrastructure shall be returned. These works shall be at no cost to TfNSW.</p> <p>3. Prior to the issue of an Occupation Certificate for the development, the proposed new bus shelter at (Bus Stop ID 2113324) shall be constructed for the bus stop in</p>	Noted and accepted as conditions of consent.

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		consultation with the bus stop operator and TfNSW. These works shall be at no cost to TfNSW.	
114	Transport for NSW	Consideration should be given to the Macquarie Park Innovation Precinct Urban Design Framework which is understood to be currently under assessment by DPHI. Depending on the final approved road layout, building structures and setbacks should not preclude required roads, such as proposed Road 6, from being built by others in the future.	Provision has been made for the delivery of Road 6, including the dedication and delivery of an 8-metre-wide half-road.
115	Transport for NSW	No information has been provided on the operation of the intersection of Road 13 / Waterloo Road, including turn restrictions (if any). The swept path assessment undertaken for this intersection has been undertaken for left turn movements only. If vehicles are permitted to turn right at this intersection, the Department should consider requesting swept paths of the design vehicle undertaking right turn movements at this intersection and be satisfied that the intersection of Lane Cove Road/Waterloo Road will not be impacted.	A site inspection was conducted by TTPP on 23 January 2025 to assess the current conditions for road users and pedestrians/cyclists. The observations from this inspection have been recorded in the revised TIA, which is included in <b>Appendix M</b> .
116	Transport for NSW	The developer is to submit design drawings and documents relating to the excavation of the site and support structures to TfNSW for assessment, in accordance with Technical Direction GTD2020/001. The developer is to submit all documentation at least six (6) weeks prior to commencement of construction and is to meet the full cost of the assessment by TfNSW.	Noted and accepted as conditions of consent.
117	Transport for NSW	TfNSW would provide concurrence to the removal of the existing crossover and associated works on Lane Cove Road under section 138 of the Roads Act 1993 subject to the following conditions being included in any consent: The design and construction of any kerb and gutter works on Lane Cove Road shall be in accordance with TfNSW requirements.	Noted and accepted as conditions of consent.

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118	Transport for NSW	Any proposed public utility adjustment/relocation works on the state road network will require detailed civil design plans for road opening/underboring to be submitted to TfNSW for review and acceptance prior to the commencement of any works. The developer must also obtain any necessary approvals from the various public utility authorities and/or their agents.	Noted and accepted as conditions of consent.
119	Transport for NSW	The subject property is affected by a road proposal as shown by pink colour on the below Aerial "X". No permanent building structures or ancillary works (unlimited in height and depth) shall be located within the area affected by the road widening order as shown in Aerial "X".	No structures are proposed within the area affected by the road widening order as shown in Aerial "X".
120	Transport for NSW	A Construction Pedestrian Traffic Management Plan (CPTMP) detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to TfNSW for review and endorsement prior to the issue of a construction certificate.	Noted and accepted as a condition of consent.
121	Public Submission - Goodman	<p>Goodman owns the properties at 35 Waterloo Road and 67-75 Epping Road, Macquarie Park, located immediately to the northwest and south of the proposed NextDC data centre development, respectively.</p> <p>Goodman is concerned about potential noise impacts from the data centre on the proposed high-density residential (Build to Rent) development at 35 Waterloo Road (BTR Scheme), which is currently under assessment (SSD-52947710).</p> <p>The BTR Scheme proposes a development with an FSR of 3:1 and a height of 65m. However, the Macquarie Park Stage 1 rezoning proposed a future uplift to a 5:1 FSR and a height of 150m for the site. Goodman has been in discussions with DPHI and plans to submit an Amending DA scheme for the site to utilise these new controls once they</p>	<p>The revised NVIA provided at <b>Appendix P</b> demonstrates that any noise impacts from the data centre operations can be adequately mitigated, including the potential redevelopment of 35 Waterloo Road and noting the strategic importance for housing near the Metro Station</p> <p>The updated assessment incorporates the revised height projections for the site which can now accommodate BTR developments up to 150 meters. The revised assessment utilises the latest ISO 9613-2:2024 algorithm for more accurate noise prediction. Detailed noise levels for this specific receiver (R3) are thoroughly presented in Sections 6.5.3 and 6.5.4 of the NVIA. The assessment confirms the data centre will comply with relevant noise criteria. Additionally, facade noise maps, which illustrate the predicted noise levels across the building facades, are comprehensively detailed in Appendix L of the revised NVIA.</p>

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		are implemented.  The noise assessment for the data centre assesses the noise impact on 35 Waterloo Road based on a residential tower height of 65m for the BTR Scheme. This modelling needs to be updated to evaluate the potential noise impacts from the data centre's rooftop plant on the proposed 150m residential towers at 35 Waterloo Road in the future	
122	Public Submissions - Name withheld	Lack of adequate parking on this site for people working on this site means that overflow onto adjacent residential areas will occur despite 2P restrictions.	The site is adjacent to the metro station and a Green Travel Plan has been prepared to encourage alternative forms of travel to private vehicle to reduce traffic congestion. Adequate car parking has been provided based on the forecast demand for car parking from other similar facilities.
123	Public Submissions - Name withheld	Inadequate setbacks will mean loss of mature trees on the main road	Changes to the building siting has resulted in the retention of additional trees.
124	Public Submissions - Anthony Boddy	The building closest to Waterloo Road should be limited to 24 metres in height, to be consistent with other recently constructed buildings on Waterloo Road such as MP4 and Macquarie Square.	The proposed building height is compliant with the LEP provisions.
125	Public Submissions - Anthony Boddy	In all other respects, NextDC S5 ticks all the boxes for the Macquarie Park Innovation District (MPID): - 40m setback with outdoor facilities - no decrease in sunlight due to shading, with good sunlight to the plaza - fits into existing skyline profile - no increase in traffic congestion	Noted.