URBIS

SUBMISSIONS AND AMENDMENT REPORT

NEXTDC S5 Data Centre and Innovation Hub

269 Land Cove Road, Macquarie Park (SSD-63168959)

Prepared for
NEXTDC LTD
21 November 2025

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

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Project Code	P0048038
Report Number	Lodgement

Acknowledgement of Country

Urbis acknowledges the Traditional Custodians of the lands we operate on.

We recognise that First Nations sovereignty was never ceded and respect First Nations peoples continuing connection to these lands, waterways and ecosystems for over 60,000 years.

We pay our respects to First Nations Elders, past and present.

The river is the symbol of the Dreaming and the journey of life. The circles and lines represent people meeting and connections across time and space. When we are working in different places, we can still be connected and work towards the same goal.

Title: Sacred River Dreaming
Artist Hayley Pigram
Darug Nation
Sydney, NSW

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GLOSSARY AND ABBREVIATIONS

Reference	Description
ACHAR	Aboriginal Cultural Heritage Assessment Report
ACM	Asbestos Containing Material
AEP	Annual Exceedance Probability
AHD	Australia Height Datum
AHIMS	Aboriginal Heritage Information Management System
AIA	Arboricultural Impact Assessment
ANEF	Australian Noise Exposure Forecast
AQIA	Air Quality Impact Assessment
ASS	Acid Sulphate Soils
BAM	Biodiversity Assessment Method
BC Act	*Biodiversity Conservation Act 2016*
BC Reg	*Biodiversity Conservation Regulation 2017*
BDAR	Biodiversity Development Assessment Report
CBD	Central Business District
CEEC	Critically Endangered Ecological Community
CDA	Concept Development Application
CEMP	Construction Environmental Management Plan
CMP	Construction Management Plan
COPC	Contaminants of Potential Concern
CTMP	Construction Traffic Management Plan
DCP	Development Control Plan
DP	Deposited Plan
DPHI	New South Wales Department of Planning, Housing and Infrastructure
DSI	Detailed Site Investigation
EDC	Estimated Development Cost
EIS	Environmental Impact Statement

Reference	Description
EP&A Act	*Environmental Planning and Assessment Act 1979*
EPA Regulation	*Environmental Planning and Assessment Regulation 2021*
EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999*
EIS	Environmental Impact Statement
EPA	New South Wales Environment Protection Authority
EPI	Environmental Planning Instrument
ESCP	Erosion and Sediment Control Plan
ESD	Ecologically Sustainable Development
GANSW	Government Architect New South Wales
GFA	Gross Floor Area
GTP	Green Travel Plan
HIPAP	Hazardous Industry Planning Advisory Paper
HIS	Heritage Impact Statement
ICT	Information and Communication Technology
Kv	Kilovolt
LEC	Land Environment Court New South Wales
LEP	Local Environmental Plan
LGA	Local Government Area
LSPS	Local Strategic Planning Statement
MW	Megawatts
MWe	Megawatts of Electricity
MNES	Matters of National Environmental Significance
MUSIC	Model for Urban Stormwater Improvement Conceptualisation
NML	Noise Management Level
NSW	New South Wales
NVIA	Noise and Vibration Impact Assessment
OEMP	Operational Environmental Management Plan
R&H SEPP	*State Environmental Planning Policy (Resilience and Hazards) 2021*

Reference	Description
PAD	Potential Archaeological Deposit
PBP	Planning for Bushfire Protection
PMF	Probable Maximum Flood
POM	Plan of Management
PSI	Preliminary Site Investigation
Planning Systems SEPP	*State Environmental Planning Policy (Planning Systems) 2021*
SAII	Serious and Irreversible Impacts
SARs	Commonwealth Supplementary Assessment Requirements
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
Site	Lot 3 in Deposited Plan 1129811
SSD	State Significant Development
SSDA	State Significant Development Application
T&I SEPP	*State Environmental Planning Policy (Transport and Infrastructure) 2021*
TfNSW	Transport for New South Wales
TIA	Traffic Impact Assessment
VIA	Visual Impact Assessment
WCM	Water Cycle Management
WMP	Waste Management Plan
WSUD	Water Sensitive Urban Design

EXECUTIVE SUMMARY

This Submissions and Amendment Report has been prepared on behalf of NEXTDC Limited in association with a State Significant Development Application (**SSDA**) for a proposed data centre development at 269 Lane Cove Road, Macquarie Park (the **site**).

The report responds to matters raised by the Department of Planning, Housing and Infrastructure (**DPHI**), other State government authorities/agencies, the City of Ryde Council, utility service providers and the community during public exhibition of the SSDA. It assesses the proposed amendments to the original proposal, including removal of Road 5, provision for the half-width of Road 6 and the pedestrian/cycle overbridge over Lane Cove Road and consolidation of the two buildings into a single building footprint.

The proposed changes seek to deliver improved public benefit outcomes, including an expanded public plaza and increased southern boundary setback to deliver improved connectivity and increased tree retention. The changes respond to feedback from key stakeholders, however, extend beyond minor refinements which can be accommodated via a Submissions Report. Accordingly, a joint Submissions and Amendment Report has been prepared and consent sought from DPHI to amend the SSDA as per section 37 of the Environmental Planning and Assessment Regulation 2021 (**the Regulation**).

It is understood the updated documentation package will be referred to authorities/agencies and other stakeholders for further review and comment. The amended application may also be publicly exhibited, enabling the community to make new or additional submission on the proposal. This report includes a detailed assessment of the economic, environmental and social impacts to provide a clear understanding of the amended project, including the merits of the proposed changes.

Original Proposal

The SSDA was formally lodged with DPHI on 11 June 2024 in accordance with section 24(2) of the Regulation. It sought consent for the following development under clause 25, Schedule 1 of the *State Environmental Planning Policy (Planning Systems) 2021*:

- Site preparation works including demolition and removal of existing structures, tree removal and bulk earthworks.
- Staged construction and operation of two data centre buildings (Building A and Building B), connected by a skybridge, each with a maximum height of 65 metres.
- Approximately 46,935m^2 of total gross floor area (**GFA**), comprising:
  - Technical data floor space: 33,643m^2
  - Ancillary office space: 9,765m^2
  - Two retail tenancies at ground level: 335m^2
  - Lobby and innovation hub including auditorium and training rooms: 3,192m^2
- Basement car park accommodating 105 spaces.
- Building and business identification signage.
- Landscaping across the site.
- Public domain works, including the construction of Road 13, Road 5 and delivery of an urban plaza between Building A and Waterloo Road.
- Site services and utilities.
- Operation: 24 hours per day seven days a week

The SSDA was placed on public exhibition between 1 August 2024 and 28 August 2024. It was also referred to other State government authorities/agencies, the City of Ryde and utility service providers for review and comment.

Analysis of Submissions

Detailed submissions were received from the following State government authorities/agencies and utility service providers in response to their review of the SSDA:

- Transport for NSW (**TfNSW**)
- Sydney Metro
- Fire and Rescue NSW (**FRNSW**)
- NSW Environmental Protection Authority (**EPA**)
- Biodiversity, Conservation and Science Group (**BCS**)
- Heritage NSW
- Sydney Water
- Ausgrid

The Heritage Council of NSW and Water NSW confirmed receipt of the SSDA referral, however, advised they did not have any further comments regarding the proposal.

The City of Ryde Council provided a comprehensive submission which objected to the development. Five public submissions were also received from adjoining property owners and tenants along Waterloo Road and Lane Cove Road.

DPHI issued a letter to the Applicant on 17 September 2024 requesting a response to the submissions (**RtS**) received during the public exhibition and referral of the application. The key issues raised in the submissions can be broadly grouped as follows:

- **The Project**
  - Confirmation of operational aspects and energy consumption to confirm sufficient infrastructure is available to support the data centre.
  - Preservation of additional trees and enhancement of tree canopy coverage on the site.
  - Demonstrating how the development has been designed to fit within the existing and future context, the bulk and scale has been reduced, and the Better Placed design objectives are achieved.
  - Clarification of the purpose and function of Roads 5 and 13, including need for Road 5 and whether the skybridge and the basement car park would impact on its dedication to Council, and inclusion of Road 6 on the land to the south of the site.
- **Procedural Matters**
  - Clarification of minor matters in the Environmental Impact Statement and technical reports.
  - Confirmation of savings provisions associated with the rezoning of Macquarie Park, including the prohibition of data centres in Macquarie Park.
  - Obtaining concurrence from TfNSW under section 138 of the *Roads Act 1993* for works which impact Lane Cove Road.
- **Environmental Impacts**
  - Further justification of visual effects and overall significance of impacts in the Visual Impact Assessment.
  - Additional transport and traffic analysis, including detailed operational plans for the new intersection on Waterloo Road and the accessibility/permeability of the new network for pedestrians, cyclists and vehicles.
  - Justification for the proposed number of car parking spaces.
  - Demonstrating how the proposed development would have no adverse impacts on Sydney Metro assets.

- Additional noise impact analysis, including updated modelling for future residential development, traffic noise during night-time period, cross-sectional noise maps and construction impacts on the adjacent Foxtel and Sky News facilities.
- Confirmation of additional mitigation measures to comply with project-specific amenity noise levels.
- Consideration of cumulative air quality impacts from the S1 and S2 data centres.
- Staging considerations and interim stormwater strategy for the delivery of Road 13.
- Hydraulic options assessment to identify requirements to service the development.
- Preparation of a Greenhouse Gas Mitigation Plan and Climate Change Adaptation Plan.

A response to submissions table has been provided at **Appendix A** which addresses each of the individual submission comments.

Actions Taken Since Exhibition

The original data centre proposal has been amended to respond to the submissions received in response to the public exhibition and referral of the original SSDA. Correspondence was issued to DPHI on 11 February 2024 requesting the application be amended in accordance with section 37 of the Regulation and section 8 of the State Significant Development Guidelines.

The Applicant has undertaken further consultation with DPHI, the City of Ryde Council, TfNSW and Ausgrid to discuss the issues raised within their submissions and the proposed amendments to the application. The Applicant has also met with adjoining landholders (Foxtel, Sky News and Goodman) to discuss the issues raised in their submissions and how these can be satisfactorily addressed.

The original plans have been updated, with additional assessments and modelling (where relevant) prepared to respond to the issues raised within the submissions, as well as the modified proposal. A full list of the updated assessment reports is provided in **Table 2.**

Response to Submissions and Proposed Amendments

The amended proposal seeks to respond to the submissions as well as ongoing consultation with DPHI, Council and TfNSW by removing Road 5 and providing for part of Road 6 to deliver access to the adjoining land to the south. The two data centre buildings are to be consolidated, facilitating improved public benefits, including an expanded public plaza, an increased southern boundary setback and increased tree retention along Lane Cove Road and the southern boundary. The proposed changes to the exhibited SSDA are described in further detail as follows:

- Deletion of Road 5 between Road 13 and Lane Cove Road which has resulted in the following siting changes:
  - Consolidation of the building footprint, including removal of the skybridge and a reduction in the height of Building B.
  - Increasing the depth of the public plaza by approximately 8 metres to create additional recreational and activation opportunities.
  - Providing an increased setback of 11.55 metres along the southern boundary to accommodate half of Road 6 within subject site and the future delivery of the pedestrian/cycle overbridge across Lane Cove Road.
- Improvements to the façade design, including simplifying the vertical panels and glazing across each of the elevations.
- Increased tree retention along Lane Cove Road and the southern boundary, with 90 trees to be retained and 139 new trees proposed to off-set removal of existing trees.
- Reduction in on-site car parking to 51 parking spaces to encourage use of alternative forms of transport, including use of the adjoining metro and bus services.
- Amendments to the on-site utilities to accommodate the consolidation of the two proposed buildings.

- Changes to the proposed earthworks to accommodate the changes to the built form, including an increase in the required cut to approximately 75,650m^3.

The changes extend beyond minor refinements and accordingly, this report is divided into two parts: Part 1 being the Submissions Report and Part 2 containing the Amendment Report. A detailed justification of the project is provided having regard to both the response to submissions and the amended proposal. The report has been prepared to include all relevant matters in *State Significant Development Guidelines – Preparing a Submissions Report* and *State Significant Development Guidelines – Preparing an Amendment Report*.

Justification of the Amended Proposal

This report assesses the amended development in accordance with relevant planning instruments and policies and outlines the mitigation measures to be implemented to avoid unreasonable or adverse environmental effects. The key environmental matters identified for the amended proposal include:

- Urban design and built form.
- Visual impacts.
- Traffic and access.
- Noise impacts.
- Air quality impacts.
- Infrastructure requirements.
- Landscaping and tree retention.
- Hazards and risks.

It has been demonstrated that for each of the likely impacts identified, the impact will either be positive or mitigation measures can be adopted to ensure the amended proposal is appropriate. The amended proposal represents a positive development outcome for the site and surrounding area for the following reasons:

- **The proposal is consistent with state and local strategic planning policies:**

  The amended proposal will improve connectivity and public amenity on the site and within the locality. The proposal will supply new employment opportunities in a highly accessible location that will help to achieve the 30-minute city. On this basis, the proposal is consistent with the strategic goals and priorities contained in:

  – *Greater Sydney Region Plan: A Metropolis of Three Cities*
  – *Our Greater Sydney 2056: North District Plan*
  – *Ryde Local Strategic Planning Statement 2020*
  – *Macquarie Park Innovation Precinct Place Strategy*
  – *GANSW Better Placed*
  – *Future Transport Strategy 2056*

- **The proposal satisfies the applicable local and state development controls:**

  The proposal meets the relevant statutory requirements of the relevant environmental planning instruments, including:

  – *State Environmental Planning Policy (Planning Systems) 2021*
  – *State Environmental Planning Policy (Resilience and Hazards) 2021*
  – *State Environmental Planning Policy (Industry and Employment) 2021*
  – *State Environmental Planning Policy (Transport and Infrastructure) 2021*
  – *State Environmental Planning Policy (Biodiversity and Conservation) 2021*
  – *State Environmental Planning Policy (Sustainable Buildings) 2022*

– *Ryde Local Environmental Plan 2014* (**RLEP 2014**)

It should be noted that the application was lodged prior to the amendment of the planning controls in association with the Macquarie Park Transit Oriented Development (**TOD**) Accelerated Precinct. Accordingly, the SSDA is required to be assessed in accordance with the relevant savings provisions in clause 1.8A(4) of RLEP 2014.

- **The proposal responds appropriately to the opportunities and constraints presented by the site:**
  - The proposed data centre use responds to the strategic location of the site being co-located close to other data centres and located in a high technology hub of Sydney.
  - The built form responds to both the functional and spatial requirements of the data centre and is compatible with the existing and future character of the locality, including surrounding commercial office and business park development and potential future high-density residential development.
  - The consolidation of the two buildings provides for retention of additional mature trees along the Lane Cove Road frontage, preserving tree canopy cover and enhancing the green aesthetic of the area.
  - The proposal seeks to make a positive contribution to the Waterloo Road streetscape and public domain by providing an urban plaza and active frontage which will be publicly accessible as an activated open space.
  - Unlike typical data centre developments, the proposal provides a variety of employment generating land uses including a significant component of ancillary office floor space and an innovation hub and ground floor retail uses to activate the surrounding public domain.
- **The proposal is highly suitable for the site:**

  Each of the planning and technical specialist assessments have considered the suitability of the site to accommodate the data centre, ancillary offices and retail tenancies. The site is considered highly suitable for the proposed development for the following reasons:
  - The proposal is consistent with the E2 Commercial Centre objectives, is permitted with consent and satisfactorily addresses the relevant provisions in the RLEP 2014 (based on the relevant savings provisions) and RDCP 2014.
  - The site will benefit from being co-located with other data centres to support business activity that occurs in Macquarie Park, the Eastern Economic Corridor and Greater Sydney.
  - The proposed development will optimise use of an underutilised site and deliver strategic objectives to revitalise Macquarie Park as an innovation precinct with high amenity and employment outcomes.
  - The character and scale of the development is compatible and consistent with its existing and likely future context. There are no significant environmental constraints that would limit the project from being developed at the site.
  - The site is highly accessible to both public transport and the regional road network. The site is adjacent to both the Macquarie Park Metro Station and high frequency bus stops operating along Waterloo Road and Lane Cove Road.
- **The proposal is in the public interest:**

  The amended proposal is considered to be in the public interest for the following reasons:
  - It is consistent with the objectives of the Environmental Planning and Assessment Act 1979 and broader State, regional and local planning frameworks.
  - The proposed development is permitted with consent and complies with relevant clauses in *Ryde Local Environmental Plan 2014* as per the savings provisions which apply to the SSDA.
  - The siting and layout of the proposed built form and public domain improvements is generally consistent and compatible with the future character and density envisaged in the Transit-Oriented Development (TOD) provisions in the current LEP and the Macquarie Park Design Guide.

- The proposed development will facilitate the delivery of major public-domain improvements, including a new urban plaza, internal road connections (Road 13 and part Road 6), and enhanced landscaping that improves connectivity and amenity within the precinct.
- Potential environmental amenity impacts have been appropriately assessed and mitigation measures incorporated within the proposal so that noise, air quality and traffic impacts comply with relevant criteria, including for adjoining and nearby residential and mixed-use sites.
- The proposal will have a positive economic and social impact, contributing to Macquarie Park's ongoing role as a critical digital-infrastructure and innovation hub within Greater Sydney.
- It represents the orderly and economic use and development of strategically located land adjoining high-capacity public transport.
- The proposal will generate approximately 940 construction jobs and 490 operational jobs, supporting local and regional employment growth.

In view of the above, it is considered that this SSDA has significant merit and should be approved subject to the implementation of the mitigation measures described in this EIS and supporting documents.

1. INTRODUCTION

This Submissions and Amendment Report has been prepared on behalf of NEXTDC Limited in association with a SSDA for a proposed data centre development at 269 Lane Cove Road, Macquarie Park (the **site**). The report responds to matters raised in the authority referral responses and public submissions during its preliminary assessment. It also assesses the proposed amendments to the original proposal, including removal of Road 5, provision for the half-width of Road 6 and the pedestrian/cycle overbridge over Lane Cove Road and consolidation of the two buildings into a single building footprint.

The SSDA was lodged with the Department of Planning, Housing and Industry (**DPHI**) on 11 June 2024 (**SSD-63168959**). The SSDA was placed on public exhibition for 28 days between 1 August 2024 and 28 August 2024. It was also referred to key stakeholders for comment, including other State government authorities/agencies, the City of Ryde Council and utility service providers. Each of the submissions received in response to the public exhibition and external referrals have been reviewed by the Applicant in detail.

The original proposal has been refined in response to the DPHI and stakeholder feedback. The proposed changes seek to deliver improved public benefit outcomes, including an expansion of the public plaza, an increased southern boundary setback to accommodate the half-width of Road 6 and the landing zone required for a future active transport link (to be delivered by others), as well as improved connectivity and increased tree retention and deep soil zones. The plan updates extend beyond minor refinements which can be described in a Submissions Report and accordingly, an Amendment Report is also required to facilitate assessment of the revised proposal.

This report is divided into two parts: Part 1 being the Submissions Report and Part 2 containing the Amendment Report. A detailed justification of the project is provided having regard to both the response to submissions and the amended proposal. The report addresses all relevant matters in *State Significant Development Guidelines – Preparing a Submissions Report* and *State Significant Development Guidelines – Preparing an Amendment Report*.

1.1. APPLICANT DETAILS

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

Table 1 Applicant Details

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

1.2. EXHIBITED PROPOSAL

The application relates to 269 Lane Cove Road, Macquarie Park, and is legally described at Lot 3 in Deposited Plan (**DP**) 1129811. An aerial photograph of the site is provided at **Figure 1**. The exhibited proposal sought consent for:

- Site preparation works including demolition and removal of existing structures, tree removal and bulk earthworks.
- Staged construction and operation of two data centre buildings (Building A and Building B), each with a maximum height of 65 metres and a combined total gross floor area (GFA) of 46,935m^2 comprising 33,643m^2 of technical data hall floor space and 13,292m^2 of office, retail and innovation hub floor space.
- Building A will be delivered in Stage 1, comprising:
  - Basement parking for 105 cars including four accessible spaces and 10 EV spaces.

  - Two retail tenancies at ground level: 335m^2
  - Lobby and innovation hub including auditorium and training rooms: 3,192m^2
  - NEXTDC and ancillary office floor space: 9,765m^2
  - Seven storeys of technical data floor space accommodating seven data houses: 17,258m^2
  - Utilities including diesel generators (2MWe), above-ground water tanks for industrial water (460kL each), above-ground diesel storage tanks (110kL each) and an above-ground water tank for fire water (350kL each).
  - Business identification signage facing Waterloo Road and Lane Cove Road.
- Building B will be delivered in Stage 2, comprising:
  - Seven storeys of technical data floor space accommodating seven data halls: 16,385m^2
  - Construction of a sky bridge which will connect with Building A, providing direct access between the data halls.
  - Utilities including diesel generators (2MWe), above-ground water tanks for industrial water (460kL each), above-ground diesel storage tanks (110kL each) and an above-ground water tank for fire water (350kL each).
  - Business identification signage on the western and southern building facades.
- Landscaping across the site in accordance with the Project staging, delivering a mix of native and endemic plant species, shrubs and grasses, including 93 additional trees within a total area of 4,825m^2 deep soil and a resultant tree canopy cover of 6,211m^2.
- Staged delivery of public domain works, including:
  - Stage 1: construction of the northern extent of Road 13 from Waterloo Road and urban plaza between Building A and Waterloo Road.
  - Stage 2: construction of the remaining southern extent of Road 13 and the full extent of Road 5.
- Delivery of 90 megawatts of power (via a separate application with Ausgrid) with a 33kV switching station to be accommodated on site, as well as other site services, including stormwater infrastructure.

The Amendment Report (Part 2) seeks changes to the exhibited development proposal. The proposed amendments include the following changes to the development, for which consent is sought:

- Deletion of Road 5 between Road 13 and Lane Cove Road which has resulted in the following siting changes:
  - Consolidation of the building footprint, including removal of the skybridge and a reduction in the height of the office and innovation hub in Building A.
  - Increasing the depth of the public plaza by 8 metres to create additional recreational and activation opportunities.
  - Providing an increased setback of 11.55 metres along the southern boundary to accommodate the future delivery of Road 6 and pedestrian/cycle overbridge across Lane Cove Road.
- Improvements to the façade design, including simplifying the vertical panels and glazing across each of the elevations.
- Increased tree retention along Lane Cove Road and the southern boundary, with 121 trees to be retained and 84 new trees proposed to off-set removal of existing trees.
- Reduction in on-site car parking to 87 parking spaces to encourage use of alternative forms of transport, including use of the adjoining metro and bus services.
- Amendments to the on-site utilities to accommodate the consolidation of the two proposed buildings.
- Changes to the proposed earthworks to accommodate the changes to the built form, including an increase in the required cut to approximately 85,000m^3.

The amended project description is described in **Section 3.1** as it relates to the proposed amendment.

Figure 1 Aerial of Site

Source: Urbis GIS, 2024

1.3. SUPPORTING DOCUMENTATION

This Submissions and Amendment Report is supported by the following technical reports and documentation which have been amended to reflect the amended application.

Table 2 Supporting Documentation

Appendix	Report	Prepared By
Appendix A	Response to Submissions Table	Urbis
Appendix B	Revised Statutory Compliance Table	Urbis
Appendix C	Revised Mitigation Measures	Urbis
Appendix D	Engagement Summary Table	Urbis
Appendix E	Revised Architectural Plans	HDR Architects
Appendix F	Revised Architectural Design Report	HDR Architects
Appendix G	Revised Estimated Development Cost	WT Partnership
Appendix H	Survey Plan	HDR Architects

Appendix	Report	Prepared By
Appendix I	Revised BCA Compliance Report	McKenzie Group
Appendix J	Revised Landscape Plans	Arcadia
Appendix K	Revised Landscape Design Report	Arcadia
Appendix L	Revised Visual Impact Assessment	Urbis
Appendix M	Revised Traffic Impact Assessment	TTPP
Appendix N	Revised ESD Report	ARUP
Appendix O	Revised Air Quality Report	ARUP
Appendix P	Revised Noise and Vibration Assessment	ARUP
Appendix Q	Revised Flood Risk Assessment Report	TTW
Appendix R	Revised Civil Engineering Report	TTW
Appendix S	Revised Hazards and Risk Report	ARUP
Appendix T	Revised Infrastructure Requirements Report	ARUP
Appendix U	Revised Civil Plans	TTW
Appendix V	Preliminary Site Investigation	JK Environments
Appendix W	Revised Aboriginal Cultural Impact Assessment Report	Urbis
Appendix X	Revised Heritage Impact Statement	Urbis
Appendix Y	Revised Social Impact Assessment	Urbis
Appendix Z	Revised Backup Generator Infrastructure Requirements Report	ARUP
Appendix AA	Revised Geotechnical Investigation	JK Geotechnics
Appendix BB	Revised Waste Management Plan	Encycle
Appendix CC	Revised Arboricultural Impact Assessment	CPS Planning
Appendix DD	Revised Access Review Report	MGAC
Appendix EE	Revised Green Travel Plan	TTPP
Appendix FF	Revised Construction Traffic Management Plan	TTPP
Appendix GG	Revised Emissions Embodiment Form	WT Partnership
Appendix HH	Community and Stakeholder Engagement Outcomes Report	Urbis

Appendix	Report	Prepared By
Appendix II	Revised Biodiversity Development Assessment Report	Eco Logical Australia Pty Ltd
Appendix JJ	Maps and Plans	Urbis
Appendix KK	Revised Greenhouse Gas Assessment	ARUP
Appendix LL	Qualitative Wind Assessment	CPP Wind Engineering Consultants
Appendix MM	Greenhouse Gas Mitigation Plan	ARUP
Appendix NN	Climate Change Adaptation Plan	ARUP
Appendix OO	Remediation Action Plan	JK Environments
Appendix PP	Metro Numerical Analysis	JK Geotechnics
Appendix QQ	Additional Contamination Investigation	JK Environments
Appendix RR	Structural Plans	TTW

2. PART 1: SUBMISSIONS REPORT

This part provides the information relevant to the Submissions Report, including responses to the agency advice/feedback and public submissions in response to the exhibition of the SSDA. It addresses all relevant matters in *State Significant Development Guidelines – Preparing a Submissions Report*.

2.1. ANALYSIS OF SUBMISSIONS

The SSDA was publicly exhibited between 1 August 2024 and 28 August 2024. It was also referred to other State government authorities/agencies, the City of Ryde Council and utility service providers for comment. A total of 16 submissions were received in response to the SSDA.

Detailed submissions were received from the following State government authorities/agencies and utility service providers:

- Transport for NSW (**TfNSW**)
- Sydney Metro
- Fire and Rescue NSW (**FRNSW**)
- NSW Environmental Protection Authority (**EPA**)
- Biodiversity, Conservation and Science Group (**BCS**)
- Heritage NSW
- Sydney Water
- Ausgrid

The above submissions identified matters which required further assessment and/or recommended imposition of consent conditions should the application be approved. The key issues raised included traffic, noise, visual impacts, greenhouse gas emissions and air quality impacts. The Heritage Council of NSW and Water NSW confirmed receipt of the SSDA referral, however, advised they did not have any further comments regarding the proposal.

The City of Ryde Council provided a comprehensive submission which objected to the proposal. Council's key concerns related to the strategic planning associated with the TOD Acceleration Precinct and the appropriateness of the proposed data centre use within Macquarie Park. Further detailed issues were raised regarding the proposed built form and the impacts of the development on the precinct.

Five public submissions were also received from adjoining property owners and tenants along Waterloo Road and Lane Cove Road. These submissions primarily related to the potential impacts of the proposed development, particularly during the construction phase but also related to the ongoing site operations. Concerns were also raised regarding the appropriateness of the data centre use within Macquarie Park, including issues related to the adequacy of infrastructure for existing and future development. Feedback was also provided regarding the height of the building, building setbacks and tree retention.

In accordance with the DPHI *State Significant Development Guidelines,* the key issues raised in the submissions have been categorised as outlined in **Table 3.** A Response to Submissions Summary Table is appended to this report at **Appendix A**

Table 3 Categorising of Issues Raised

Category of Issue	Summary of Matters Raised
The Project	▪ Confirmation of operational aspects and energy consumption to confirm sufficient infrastructure is available to support the data centre. ▪ Preservation of additional trees and enhancement of tree canopy coverage on the site.

	▪ Demonstrating how the development has been designed to fit within the existing and future context, the bulk and scale has been reduced and the Better Placed design objectives are achieved. ▪ Clarification of the purpose and function of Roads 5 and 13, including need for Road 5 and whether the skybridge and the basement car park would impact on its dedication to Council, and inclusion of Road 6 on the land to the south of the site.
Procedural Matters	▪ Clarification of minor matters in the Environmental Impact Statement and technical reports. ▪ Confirmation of savings provisions associated with the rezoning of Macquarie Park, including the prohibition of data centres in Macquarie Park. ▪ Obtaining concurrence from TfNSW under section 138 of the Roads Act 1993 for works which impact Lane Cove Road.
Environmental Impacts	▪ Further justification of visual effects and overall significance of impacts in the Visual Impact Assessment. ▪ Additional transport and traffic analysis, including detailed operational plans for the new intersection on Waterloo Road and the accessibility/permeability of the new network for pedestrians, cyclists and vehicles. ▪ Justification for the proposed number of car parking spaces. ▪ Demonstrating how the proposed development would have no adverse impacts on Sydney Metro assets. ▪ Additional noise impact analysis, including updated modelling for future residential development, traffic noise during night-time period, cross-sectional noise maps and construction impacts on the adjacent Foxtel and Sky News facilities. ▪ Confirmation of additional mitigation measures to comply with project-specific amenity noise levels. ▪ Consideration of cumulative air quality impacts from the S1 and S2 data centres. ▪ Staging considerations and interim stormwater strategy for the delivery of Road 13. ▪ Hydraulic options assessment to identify requirements to service the development. ▪ Preparation of a Greenhouse Gas Mitigation Plan and Climate Change Adaptation Plan.

2.2. ACTION TAKEN SINCE EXHIBITION

This section summarises the actions which have been taken by the Applicant to respond to the external agency comments and public submissions, including further engagement where required to better understand the issues raised.

2.2.1. Further Engagement

Since the SSDA was publicly exhibited, the Applicant has undertaken further consultation with DPHI, TfNSW, City of Ryde Council and Ausgrid to discuss the issues raised within their submissions.

The Applicant has also consulted with owners of neighbouring properties including Sky News, Foxtel and Goodman to discuss the issues raised in their submissions and preliminary responses.

Table 4 summarises the consultation undertaken since the public exhibition and the outcome of this engagement.

Table 4 Further Engagement Summary

Stakeholder	Consultation	Outcome of Consultation
Department of Planning, Housing and Infrastructure (**DPHI**)	A meeting was held with DPHI on 17 October 2024 to discuss the key issues raised in the Department's Request for Response to Submissions and the agency and public submissions received during the exhibition period. A follow-up meeting was held on 17 March 2025 to review additional feedback provided by TfNSW and the City of Ryde Council in relation to the removal of Road 5 and to confirm the design direction for the revised proposal.	DPHI expressed 'in-principle' support for the Applicant's proposal to simplify the internal road network through the removal of Road 5 and consolidation of the built form to achieve improved urban design, pedestrian connectivity, and public domain outcomes. DPHI advised the Applicant to consult with TfNSW to confirm road network functionality and with the City of Ryde Council to resolve detailed matters relating to the VPA, plaza design, and landscaping. The revised scheme now incorporates the removal of Road 5, construction of the half-width of Road 6, and enhancement of the central civic plaza consistent with DPHI's advice.
City of Ryde Council	An initial meeting was held with the City of Ryde Council on 18 December 2024 to discuss the matters raised in Council's submission and to outline the Applicant's proposed amendments to the exhibited design. Key issues discussed included the function of Road 5, the extent of tree removal, plaza configuration, public domain activation, and the interface with Road 13. Council subsequently issued a detailed written response on 30 January 2025 which formalised its objection to the proposal and identified matters requiring resolution prior to determination.	In response to Council's comments, the design was substantially updated to: ▪ Provide detailed justification for the removal of Road 5 based on traffic and safety analysis. ▪ Introduce the half-width construction of Road 6 and allow for a future pedestrian/cycle overbridge connection to the south. ▪ Reconfigure and enlarge the civic plaza to improve connections between Waterloo Road, Road 13 and the Metro Station, with opportunities for activation and seating. ▪ Increase tree retention, expand canopy cover and enhance deep-soil zones. ▪ Refine façade treatments, architectural articulation and materiality to achieve improved urban design outcomes. These amendments directly responded to the issues in Council's objection letter and are documented in the updated

		architectural and landscape drawings appended to this report.
City of Ryde Council	A further meeting was held on 18 September 2025, attended by representatives from DPHI, to present the outcomes of ongoing consultation with TfNSW and to seek Council's feedback on the revised proposal. The meeting focused on the removal of Road 5, inclusion of the half-width Road 6 , the future active transport bridge, and refinements to the civic plaza and landscape design. During the meeting, Council acknowledged that the updated scheme represents a significant improvement from the exhibited design, particularly in relation to urban design integration, landscaping, and active transport outcomes.	Following the meeting held on 18 September 2025 Council requested further clarification regarding and consideration of the following matters: ▪ Preparation of a Letter of Offer and cost assessment for the proposed dedication of Roads 6 and 13. ▪ Confirmation that the civic plaza remain in private ownership, supported by a perpetual public access easement. ▪ Application of the Incentive Scheme monetary contribution, with clear identification of floor space exceeding the base building height. ▪ Refinement of the pedestrian ramp and transition associated with the future active-transport bridge to ensure accessibility and integration with the plaza. ▪ Written confirmation from TfNSW regarding acceptance of the Lane Cove Road deceleration lane and verge adjustments. ▪ Additional detail regarding tree retention, verge dedication, pedestrian crossings, and plaza activation (e.g. café or kiosk). Since then, the Applicant has submitted a draft Letter of Offer to Council to commence VPA negotiations for the dedication of Roads 6 and 13 and associated public-domain improvements. However, it is acknowledged that a Planning Agreement is voluntary and is not the only potential pathway to facilitate delivery of the public domain improvements to realise the maximum incentive height of 65 metres and maximum incentive floor space ratio of 3:1 in accordance with clause 6.9 of RLEP 2014. A detailed response to all matters raised by Council in its latest correspondence is provided in **Appendix A** (Response to Submissions Table). The revised architectural and landscape design

		comprehensively responds to Council's feedback through enhanced permeability, improved planting and canopy cover, and refined public-domain treatments, delivering a cohesive and high-quality urban outcome.
Transport for NSW (**TfNSW**)	A series of detailed design and technical workshops were held between February and July 2025, including meetings on 21 February, 28 May, and 11 July 2025, to review road network options, access arrangements to Lane Cove Road, and integration with existing and planned public transport infrastructure. TfNSW also undertook internal AIMSUN traffic modelling to test the performance of each option and reviewed the project team's pedestrian movement analysis.	TfNSW acknowledged the construction and operation of Road 5 would interfere with existing bus infrastructure and future transport operations along Lane Cove Road, creating conflicts with the adjoining westbound bus stop and reducing safety and efficiency near the Waterloo Road intersection. TfNSW's AIMSUN traffic modelling, undertaken using the Macquarie Park Detailed Precinct Transport Study (2023) parameters, confirmed the removal of Road 5 would have negligible impact on the surrounding road network while improving road safety, constructability, and integration with public transport operations. At TfNSW's request, the project team also completed a pedestrian movement analysis to assess the impact of removing Road 5 on walkability and access to public transport. The analysis found that removal of Road 5 would have only minimal effect on pedestrian travel times and connectivity, while improving legibility, safety and overall pedestrian amenity between the development, the public plaza and the Macquarie Park Metro Station. On this basis, TfNSW indicated its support for the revised configuration, comprising the removal of Road 5 and construction of the half-width of Road 6, providing a left-only arrangement from Lane Cove Road, with provision for a future pedestrian and cycle bridge from Road 6 to the western side of Lane Cove Road. This configuration (referred to as Option 3) (was confirmed as TfNSW's preferred and supported design outcome, subject to ongoing collaboration through the detailed design and Works Authorisation Deed (**WAD**) process.

Ausgrid	Continued engagement occurred throughout 2024 and 2025, including the formal commissioning of Ausgrid to provide certified design services for the electrical connection associated with 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 (**STS**), 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 proceed independently, with standard connection requirements to be addressed through the certified design and approval process prior to construction.
Sydney Water	Consultation has been undertaken through MGP, the appointed Water Services Coordinator (**WSC**). Sydney Water issued its Notice of Requirements, and MGP is preparing detailed network modelling based on additional information requested by Sydney Water.	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 have been addressed through the inclusion of an on-site recycled (blackwater) treatment plant. The updated Infrastructure Requirements Report prepared by ARUP provides a comprehensive description of the proposed water services (refer **Appendix T**). 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). 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. 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.
Sydney Metro	The Applicant has maintained ongoing engagement with Sydney Metro throughout 2025, with the required documentation and technical information submitted on 11 March 2025 in response to Metro's submission.	Sydney Metro's review raised no in-principle objections to the proposal. A numerical structural and vibration analysis prepared by TTW confirmed that the proposed development will not adversely impact Sydney Metro assets. Consultation remains ongoing to finalise asset-protection certification and agreement of interface management protocols.
Foxtel and Sky News	Following receipt of submissions from the adjoining Foxtel/Sky News studio, consultation was undertaken through site inspections in November 2024 and August 2025 to identify acoustically sensitive spaces and assess the building fabric. A meeting was held on 31 January 2025 to discuss baseline findings. Baseline noise and vibration monitoring was conducted	In response to ongoing consultation, a supplementary noise and vibration impact assessment was prepared by ARUP which determined that predicted construction-phase noise impacts range from negligible to moderate. Vibration impacts are expected to be low and not perceptible within sensitive broadcast spaces. Based on the findings, additional mitigation measures are proposed

	between 13 and 25 August 2025 within key recording studios and technical areas.	including: the use of low-vibration construction techniques such as bored piling and controlled rock breaking; temporary acoustic barriers to shield the studio façades; and mock-up testing prior to commencement to validate modelling assumptions and refine controls. Ongoing engagement with Foxtel/Sky News will continue to confirm the specific locations and sensitivity of equipment and to finalise the construction mitigation strategy.

2.2.2. Refinements to the Project

The proposed changes respond to feedback received following the public exhibition and preliminary assessment of the SSDA, including further engagement with authorities/agencies and adjoining landowners and tenants.

It is proposed to amend the current proposal by removing Road 5 and facilitating the delivery of part of Road 6 and the landing zone for a future pedestrian and cycle connection within the development site. The amended proposal would facilitate expansion of the proposed public plaza to the north and delivery of a landscaped connection to the south, as well as the increased retention of existing trees along Lane Cove Road.

The proposed amendments to the application are discussed in more detail in **Part 2** of this report.

2.2.3. Additional Impact Assessment

Revised assessments have been prepared to respond to the issues raised within the submissions and to address the amended proposal. A full list of revised and updated reports and plans can be found at **Table 2**.

The findings and recommendations of the revised assessments are discussed in detail within **Section 3.8** of this report.

2.3. RESPONSE TO SUBMISSIONS

A total of 16 submissions were received in response to the public exhibition of the SSDA and its referral to key stakeholders, including other State government authorities/agencies, City of Ryde Council, utility services providers and the community.

A detailed response to each of the matters raised in the submissions accompanies this report at **Appendix A**. Further detailed discussion outlining the response to submissions is provided in the following part of the report, outlining the modified proposal, its compliance with strategic and statutory planning frameworks and the key issues for assessment.

Section 3.8 includes a comprehensive assessment of the amended proposal, including the updated impact assessment reports prepared by relevant specialist consultants to assess the proposed changes, as well as responding to the detailed issues raised within the submissions.

3. PART 2: AMENDMENT REPORT

This part of the report describes the proposed amendments, including an updated detailed description, and provides a comparative analysis of the original and amended proposals. It responds to all relevant matters in *State Significant Development Guidelines – Preparing an Amendment Report*.

3.1. DESCRIPTION OF PROPOSED AMENDMENTS

The project description is to be updated to reflect the proposed amendments to the scheme as originally lodged with DPHI for assessment. The amended description is provided as follows:

- Site preparation works including demolition and removal of existing structures, tree removal and bulk earthworks.
- Staged construction and operation of two connected data centre buildings (Building A and Building B), with a maximum height of 65 metres and a combined total gross floor area (**GFA**) of 47,285m^2 comprising 33,142m^2 of technical data hall floor space and 14,143m^2 of office, retail and innovation hub floor space.
  - Building A will be delivered in Stage 1 and comprise the following:
    - Basement parking for 51 car spaces including four accessible spaces and 10 EV spaces
    - Seven storeys of technical data floor space accommodating seven data houses: 16,571m^2
    - Utilities including diesel generators (3MWe), above-ground water tanks for industrial water (600kL each), above-ground diesel storage tanks (100kL each) and an aboveground water tank for fire water (400kL each).
    - On-site recycled (blackwater) treatment plant.
    - Business identification signage facing Waterloo Road and Land Cove Road.
    - Integrated 'Building O' component within Building A, comprising:
      - Two retail tenancies at ground level: 326m^2
      - Lobby and innovation hub including auditorium and training rooms: 3,186m^2
      - NEXTDC and ancillary office floor space on upper levels: 10,631m^2
  - Building B will be delivered in Stage 2 and will comprise the following:
    - Seven storeys of technical data floor space accommodating seven data halls: 16,571m2
    - Utilities including diesel generators (3MWe), above-ground water tanks for industrial water (600kL each), above-ground diesel storage tanks (100kL each) and an aboveground water tank for fire water (400kL each).
    - Business identification signage on the western and southern building facades.
- Landscaping across the site in accordance with the Project staging, delivering a mix of native and endemic plant species, shrubs and grasses, including 139 additional trees within 4,959m^2 deep soil and a resultant tree canopy cover of 5,707m^2.
- Staged delivery of public domain works including:
  - Stage 1: construction and dedication of Road 13 and urban plaza between Building A and Waterloo Road.
  - Stage 2: construction and dedication of Road 6 (half-width) and provision for a future pedestrian/cycle overbridge (to be delivered by others) and works along Lane Cove Road.
- Delivery of 90 megawatts of power with a 33kV switching station to be accommodated on site, as well as other site services, including stormwater infrastructure.

3.1.1. Overview and Comparative Analysis

The amended design seeks to remove Road 5 and consolidate the two buildings to deliver improved public benefit outcomes, including an expansion of the public plaza and an increased southern boundary setback to facilitate improved connectivity and increased tree retention.

The proposed changes are described in further detail as follows:

- Deletion of Road 5 between Road 13 and Lane Cove Road which has resulted in the following siting changes:
  - Consolidation of the building footprint, including removal of the skybridge and a reduction in the height of Building B.
  - Increasing the depth of the public plaza by 8 metres to create additional recreational and activation opportunities.
  - Providing an increased setback of 11.55 metres along the southern boundary to accommodate the half of Road 6 within the subject site and the future delivery of pedestrian/cycle overbridge across Lane Cove Road.
- Improvements to the façade design, including simplifying the vertical panels and glazing across each of the elevations.
- Inclusion of an on-site recycled (blackwater) treatment plant.
- Increased tree retention along Lane Cove Road and the southern boundary, with 90 trees to be retained and 139 new trees proposed to off-set removal of existing trees.
- Reduction in on-site car parking to 51 parking spaces to encourage use of alternative forms of transport, including use of the adjoining metro and bus services.
- Amendments to the on-site utilities to accommodate the consolidation of the two proposed buildings.
- Changes to the proposed earthworks to accommodate the changes to the built form, including an increase in the required cut to approximately 75,650m^3.

The following table provides a comparative analysis of the original and modified proposals based on the key development features.

Table 5 Comparative Analysis of Original SSDA and Amended Proposal

Element	Original Proposal	Amended Proposal	Change
Land Use Activity	Data centre with 14 data halls, ancillary office and innovation space plus two retail premises	Data centre with 14 data halls, ancillary office and innovation space plus two retail premises	Nil change
Total Site Area	22,381m^2	22,381m^2	Nil change
Total GFA	46,935m^2	47,285m^2	+350m^2
Data Hall	33,643m^2	33,142m^2	-501m^2
Lobby/Innovation Hub	3,192m^2	3,186m^2	-6m^2
Ancillary Office	9,765m^2	10,631m^2	+866m^2
Total Retail GFA	335m^2	326m^2	-9m^2
Floor Space Ratio	2.1:1	2.11:1	+0.01:1
Car Parking	105 spaces	51 spaces	-54 spaces

Element	Original Proposal	Amended Proposal	Change
Bicycle Parking	12 spaces	20 spaces	+8 spaces
Motorbike Parking	11 spaces	17 spaces	+6 spaces
Maximum Building Height	Building A: office and innovation hub – 49 metres over 10-storeys Building A: data centre – 65 metres over nine-storeys Building B: data centre – 65 metres over nine-storeys	Building O: office and innovation hub – 49 metres over 10-storeys Building A: data centre – 65 metres over nine-storeys Building B: data centre – 60 metres over nine-storeys	Nil change to Building O Nil change to Building A -5 metres for Building B
Deep Soil and Landscaped Area	Deep soil zone: 1,825m^2 (8.1% total site area, 13.1% future site area) Soft landscape: 5,251m^2 (23.5% site area)	Deep soil zone: 4,959m^2 (22.16% total site area, 35.6% future site area) Soft landscape: 6,570m^2 (29.4% site area)	+3,134m^2 deep soil (+14.06% site area, +22.5% future site area) +1,319m^2 soft landscape (+5.9% site area)
Tree Removal	Tree Removal = 146 Retained trees = 70 Proposed trees = 81 Total trees = 151	Tree Removal = 126 Retained trees = 90 Proposed trees = 139 Total trees = 229	-20 tree removed +20 trees retained +58 trees proposed +78 additional trees
Tree Canopy Cover	5,688m^2 (25.4%)	5,707m^2 (25.5%)	+19m^2 (+0.1%)
Cut and Fill Volume	Net cut 46,530m^3	Net cut of 75,650m^3	+29,120m^3
Power Consumption	90 megawatts	90 megawatts	Nil
Operating Hours	24-hours, 7 days a week	24-hours, 7 days a week	Nil
Jobs - full-time equivalent (FTE) employees	Construction: 942 Operation: 490	Construction: 942 Operation: 490	Nil
Utilities and services	60 x diesel generators (@2Mwe = 120Mwe) 12 x above-ground diesel storage tanks (@110kL = 1,320kL) 8 x above-ground water tanks for industrial water (@460kL= 3,680kL) 2 x above-ground water tanks for fire water (@350kL = 700kL) 1 x 33kV switching station	48 x diesel generators (@3Mwe = 144MWe) 16 x above ground diesel storage tanks (@100kL = 1600kL) 8 x above ground water tanks for industrial water (@600kL = 4,800kL) 1 x above-ground water tank for fire water (@400kL) total) 1 x 33kV switching station	-12 x diesel generators (+24MWe) +4 x above-ground diesel storage tanks (+280kL) Nil change to number of tanks (+1,120kL) -1 above-ground water tank (-300kL) Nil

Element	Original Proposal	Amended Proposal	Change
Public domain improvements	2 x roads (Road 5 and Road 13) and road widening: 4,945m^2 Public plaza: 3,522m^2	2 x roads (Road 13 and part Road 6) and road widening: 4,734m^2 Public plaza: 4,065m^2	-211m^2 roads (Road 5 deleted and half-width Road 6 introduced) +240m^2 public plaza

3.2. DETAILED DESCRIPTION

3.2.1. Project Area

The amended proposal applies to the same land, being the entire site area of 269 Lane Cove Road, Macquarie Park.

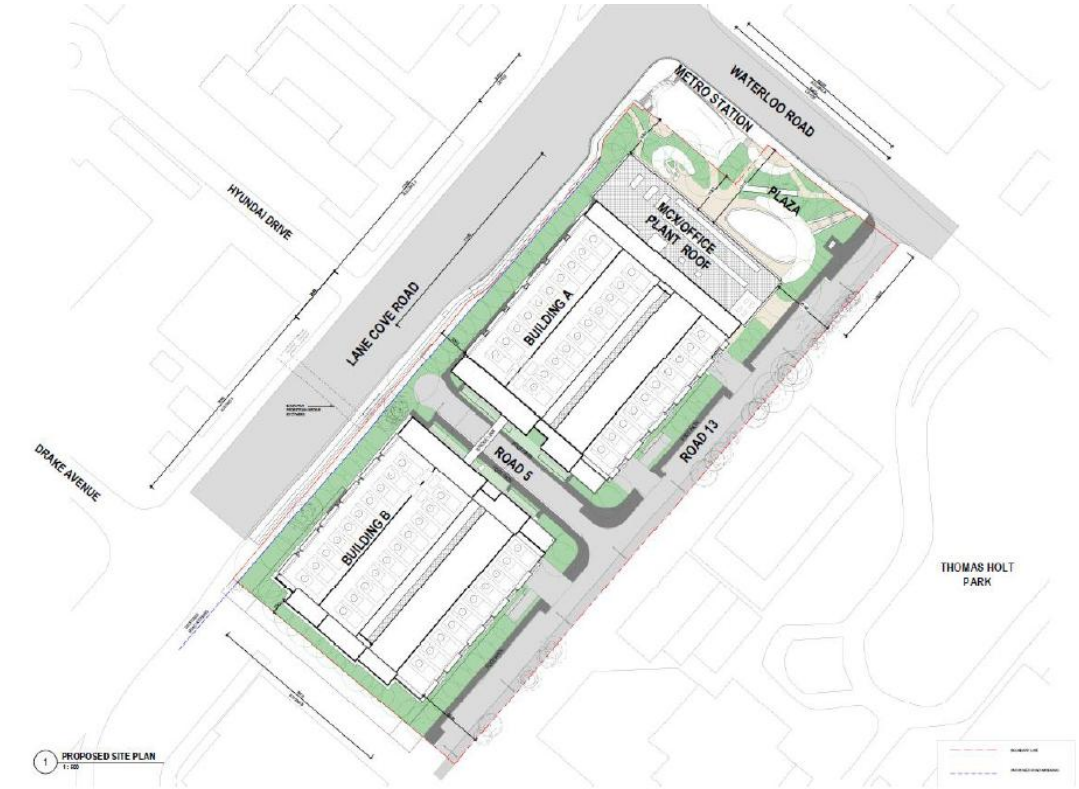
3.2.2. Physical Layout and Design

The removal of Road 5, provision for half-width of Road 6 and the pedestrian/cycle overbridge over Lane Cove Road and the consolidation of the two buildings into a single building footprint represents the most substantial design amendment to the proposal. The amended layout facilitates the delivery of increased public benefits, including recreation, connectivity and biodiversity/tree canopy cover.

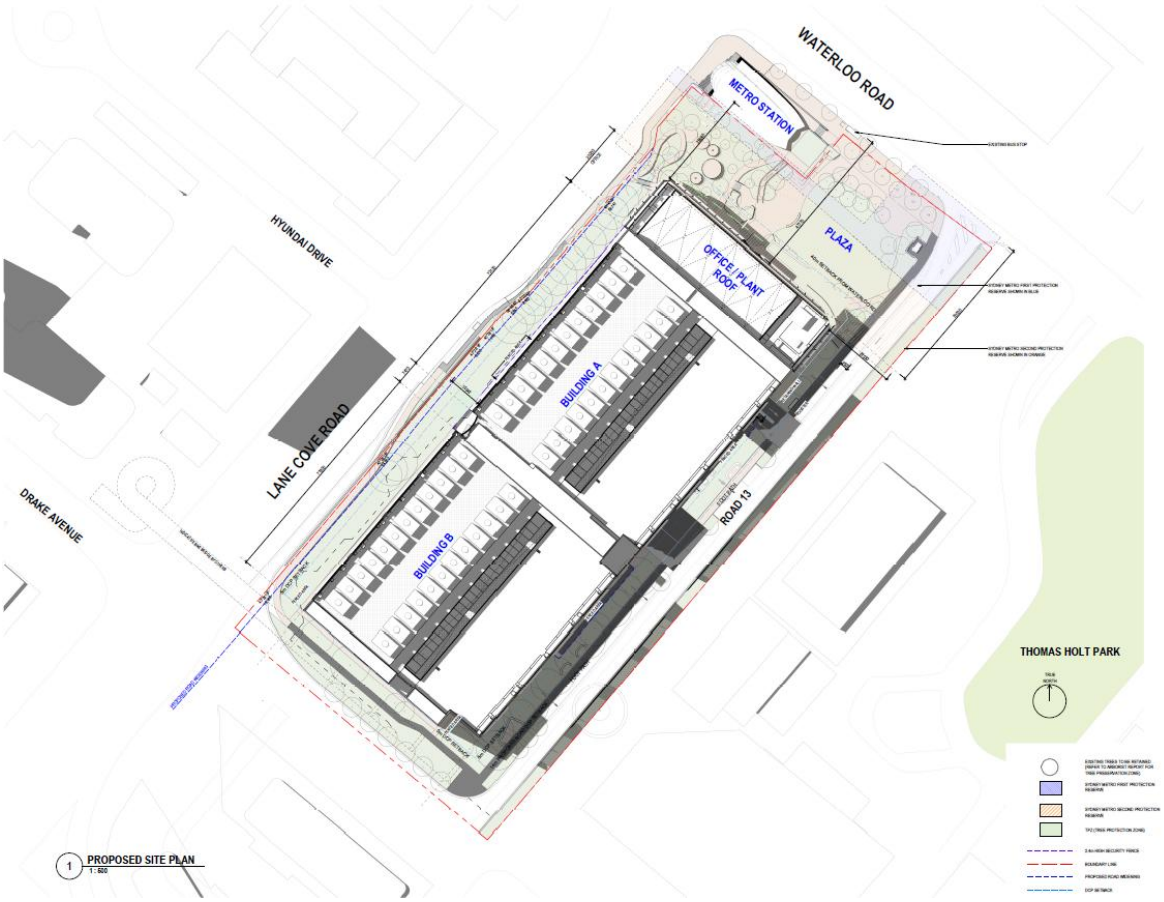
Consolidation of the building footprint removes the skybridge, facilitating a reduction in the height of Building B by 5 metres. The depth of the public plaza is increased by 8 metres to create additional recreational and activation opportunities. The southern boundary setback is increased by approximately 11.55 metres, providing for the delivery of part of Road 6 and landing zone for the future pedestrian/cycle connection over Lane Cove Road.

The amended layout also 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. A comparison between the original and proposed site layout is provided at **Figure 2**

Figure 2 Comparison Between Original and Amended Site Layout



Picture 1 Original Site Plan



Picture 2 Proposed Site Plan

Source: HDR Architects, 2025

3.2.2.1. Design and Built Form

The consolidation of the two buildings into a single footprint does not result in any changes to the proposed land use activities. The amended proposal seeks to deliver a data centre with 14 data halls, ancillary office and innovation space plus two retail premises as per the original SSDA.

As shown in **Figure 3** the combined building has been designed to maintain a visual separation between the Building A and Building B components and the overall appearance and visual impacts of the original proposal, particularly when viewed from the key sightlines, including the intersection of Lane Cove Road and Waterloo Road.

The amended proposal includes only minor changes to the total GFA (+0.75%) and individual building components - data hall (-1.49%), lobby/innovation hub (-0.19%), ancillary office (+8.87%) and retail (-2.69%). The activation of the ground plane, including the adjoining public plaza, is maintained by the two retail premises and front-of-house activities within the innovation hub, supplemented by inclusion of a kiosk within the public plaza as well as and refinements to the landscaped areas.

The amendment includes an expanded public plaza to accommodate through-site movements between the proposed development and the station. The increased landscaped setback to the south provides for the delivery of part of Road 6 within the subject site, as well as improved pedestrian connectivity to Lane Cove Road, including the landing zone for the future overbridge to improve links within Macquarie Park.

The proposed changes to the earthworks have enabled a 5-metre reduction in the maximum height of the Building B component and the overall building mass as shown in **Figure 5**. The amended design includes an additional setback and reduction in the height of the roof-plant screening and accommodates a blackwater treatment system in the basement.

Figure 3 Photomontages - Original and Amended Proposals

Picture 3 Lane Cove Road Elevation –Original Proposal

Picture 4 Lane Cove Road Elevation –Amended Proposal

Picture 5 Ground Floor Activation – Original Proposal

Picture 6 Ground Floor Activation – Amended Proposal

Picture 7 Waterloo Road and Public Plaza – Original Proposal

Picture 8 Waterloo Road and Public Plaza – Amended Proposal

Source: HDR Architects, 2025

Figure 4 Photomontage – Inclusion of Road 6

Source: HDR Architects, 2025

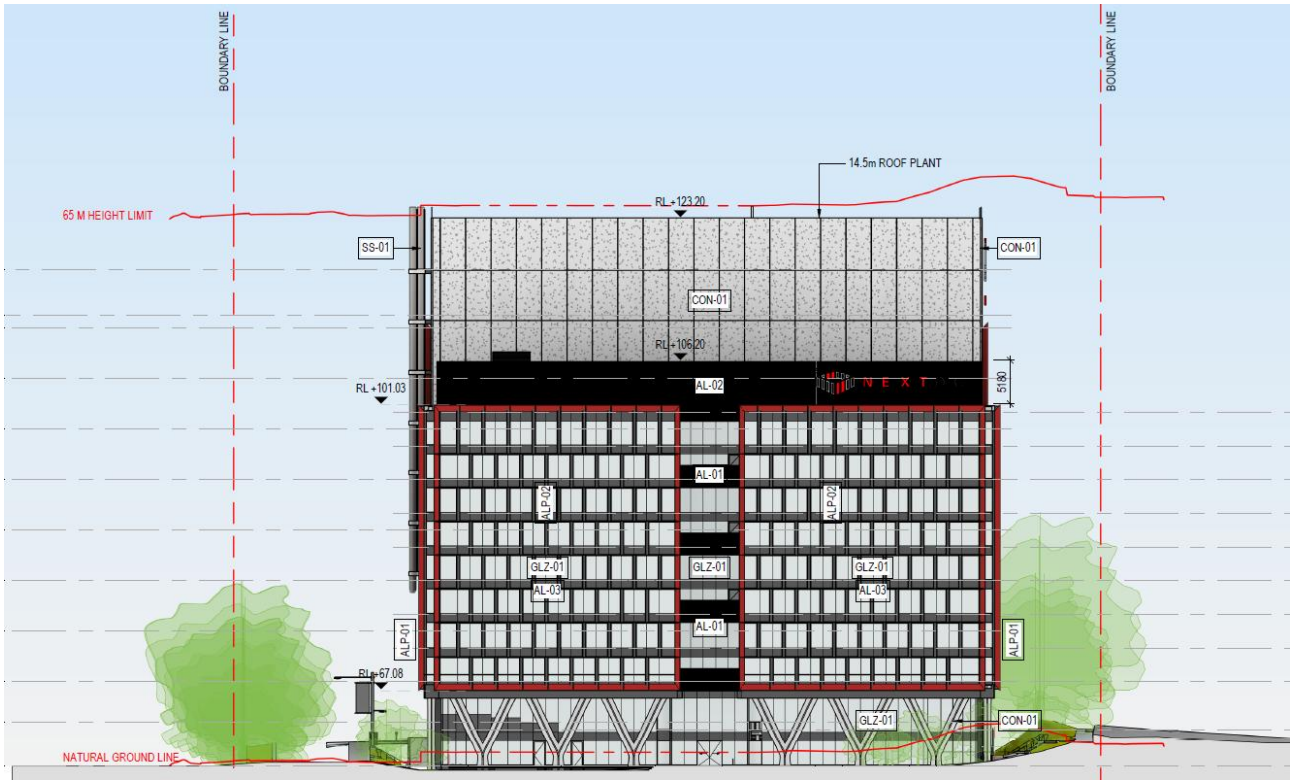
Figure 5 Section Drawing – Reduced Building Height/Mass

Source: HDR Architects, 2025

Figure 6 Amended North Elevation

Source: HDR Architects, 2025

Figure 7 Amended East Elevation



Source: HDR Architects, 2025

3.2.2.2. Materials and Finishes

Further refinements to the data centre facades have been made following additional design development. These changes adhere to the original design principles set by HDR Architects, including the use of a variety of concrete finishes, metal cladding, extensive glazed sections, and metal louvres.

The amended proposal retains a predominately glazed façade to both Waterloo Road and Land Cove Road. The distinctive red accents are consistent with NEXTDC data centres. This design aims to give the building a contemporary office appearance, particularly facing the plaza. The colours and materials will enhance the visual interest of the façade and provide views internally to the building which is not indicative of a typical data centre.

The revised proposal includes enhancements to the facade design, such as simplifying the vertical panels and glazing across each elevation. This includes the use of larger framing bays (four instead of five) to emphasise the vertical expression, rationalising the red shroud, reducing the bulk of shrouds at the roof plan to create a more subdued crown, and concealing expressed piping inside the building.

A detailed materials and finishes schedule are included in the Architectural Plans, with extracts of the amended facade design illustrated in **Figure 8** and **Figure 9.**

Figure 8 Office Building Façade – View from Waterloo Road

Source: HDR Architects, 2025

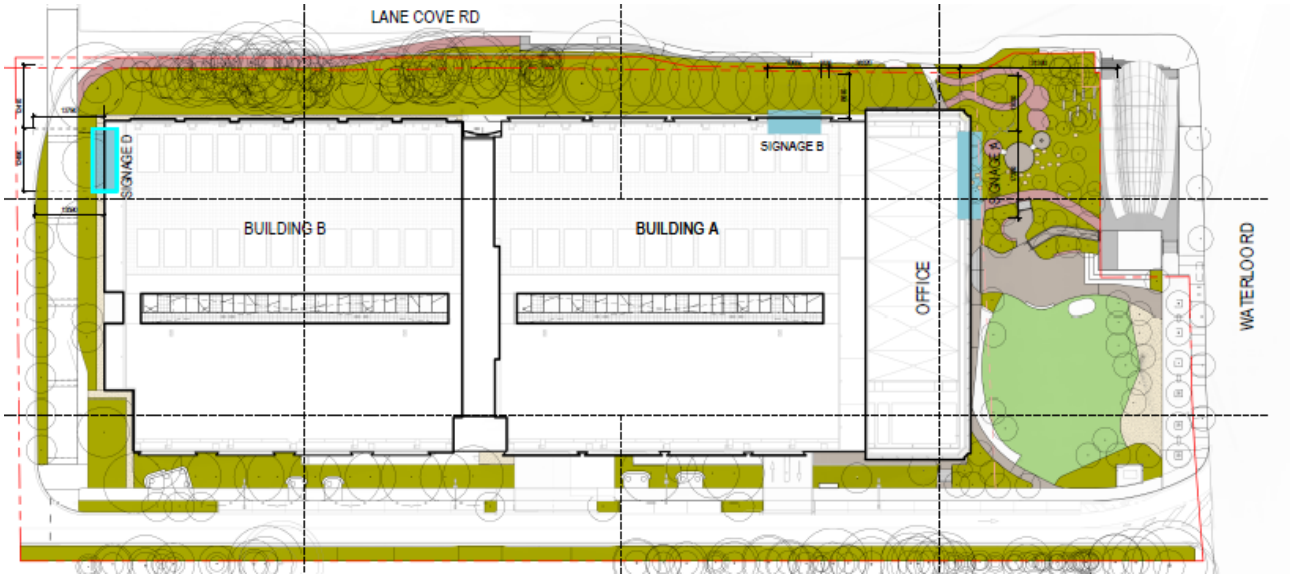
Figure 9 Data Hall Building Façade – View from Land Cove Road

Source: HDR Architects, 2025

3.2.2.3. Signage

The signage locations have been adjusted to align with the single building footprint. The signage will be positioned similarly to the original design, with three signs distributed across three facades. The scale and content of the signage generally remain unchanged, however, Sign C has been removed. A summary of the amended signage is outlined in **Table 6.**

Figure 10 Signage Zones



Source: HDR Architects, 2025

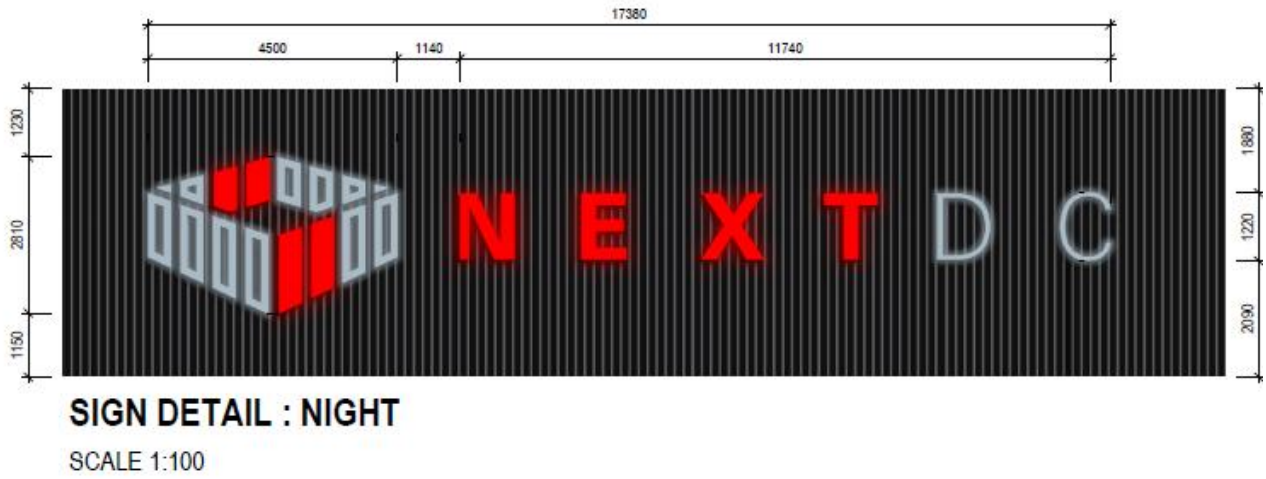
Table 6 Summary of Amended Signage

Sign Identification	Dimensions	Location	Contents
Sign A	17.38m x 2.81m	North Façade	Fabricated aluminium logo/letters fixed directly to building facade. Logo/letters internally illuminated through faces Hours of illumination: 6pm - 6am
Sign B	10.65m x 7.99m	West Façade	Fabricated aluminium logo/letters fixed directly to building facade. Logo/letters internally illuminated through faces Hours of illumination: 6pm - 6am
Sign D	7.01m x 7.2m	South Façade	Fabricated aluminium logo/letters fixed directly to building facade. Logo/letters internally illuminated through faces Hours of illumination: 6pm - 6am

The signage will incorporate high-quality materials and finishes and provide a coherent and integrated colour scheme based on the branding, logo and colours of NEXTDC as per the original application. The signage will be affixed directly to the building facades and comprise a fabricated aluminium finish. The signage is to be internally illuminated between 6pm and 6am daily.

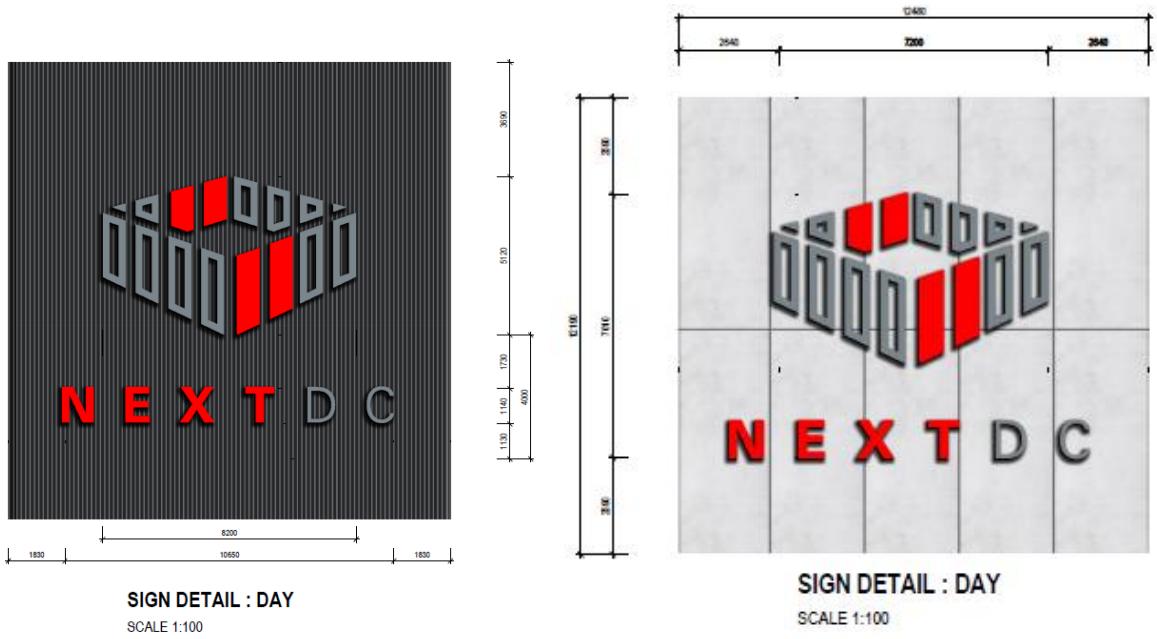
Extracts of the amended signage plans is provided at **Figure 11** and **Figure 12.** The illuminated signage is not anticipated to have any negative impacts in terms of glare. The intensity of the illumination will be able to be adjusted, if necessary.

Figure 11 Amended Business Identification Signage (Sign A)



Source: HDR Architects, 2025

Figure 12 Amended Business Identification Signage (Sign B and Sign D)



Source: HDR Architects 2025

3.2.2.4. Landscaping

The revised landscape plans aim to create a vibrant local plaza that offers a welcoming civic space for urban dwellers, designed to meet local needs while celebrating culture and inclusivity. Significant changes include the expansion of the plaza (refer **Figure 13**), additional tree retention along the Lane Cove Road frontage, and a significant increase to deep soil zones to allow for additional tree plantings. A coffee kiosk is also proposed to further activate the plaza.

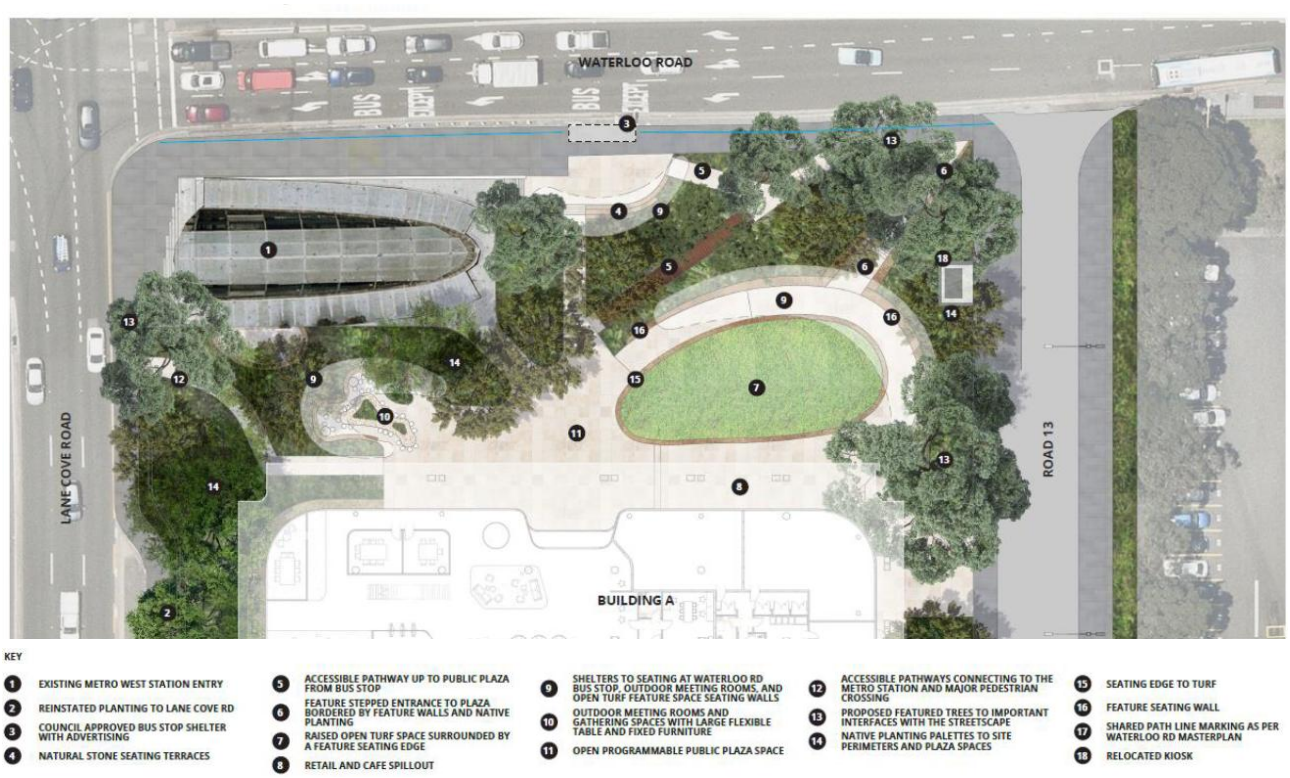
The strategy prioritises the retention of existing trees, with any necessary removals compensated by replacement plantings. Key enhancements include:

- Maintaining existing levels and trees at the corner of Lane Cove Road and Waterloo Road.
- Integrating existing swales into the site design.
- Creating a direct link across the plaza from the station to the proposed development and Road 13.
- Extending the lower plaza along Waterloo Road.
- Increased visible landscaping to wrap up the façade fronting the plaza.

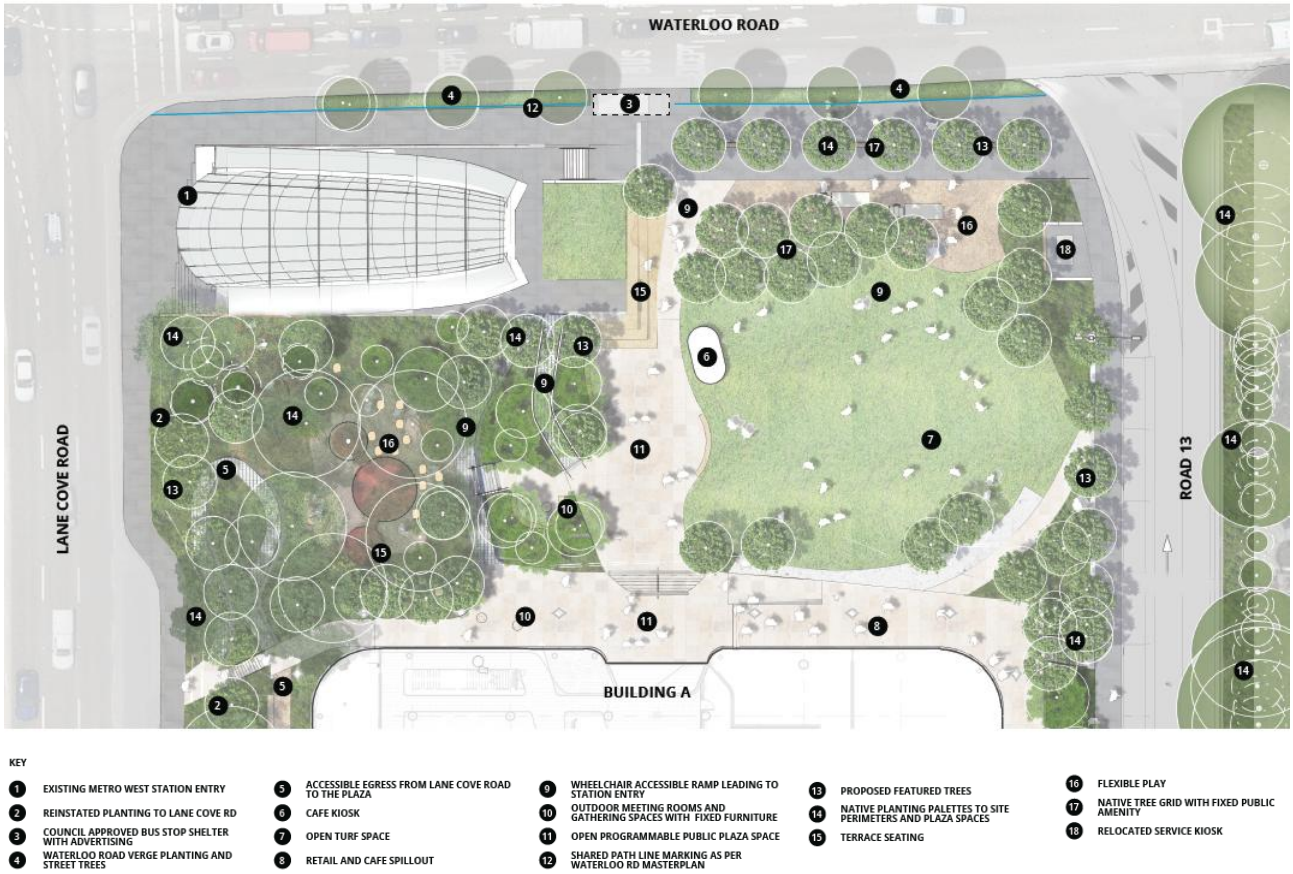
The amended proposal results in increased tree retention along Lane Cove Road and the southern boundary, with 90 trees to be retained and 139 new trees proposed to off-set removal. The enlarged plaza area allows for an expanded deep soil zone, providing uninterrupted deep soil zoning toward Lane Cove Road and enabling significant tree retention. The increased landscaped setback to the south aims to improve connectivity, incorporating a part-road connection to Lane Cove Road and future pedestrian/cycle overbridge to enhance links within Macquarie Park.

The landscape plantings will continue to feature a mix of native and endemic species, including shrubs, trees, and grasses, to enhance on-site amenities and contribute to an attractive streetscape.

Figure 13 Landscape Plaza Plan - Original and Amended Proposals



Picture 9 Plaza Design – Original Proposal



Picture 10 Plaza Design – Amended Proposal

Source: Arcadia, 2025

3.2.3. Uses and Activities

3.2.3.1. Hours of Operations

The amended proposal will operate for 24-hours a day, seven days a week as per the original proposal. This allows for the critical nature of their operations and includes loading and unloading, data centre and office operations. The retail uses will be determined by the future operator but are expected to be during standard business hours.

3.2.3.2. Employment

The data centre will continue to generate approximately 490 full time employees once fully operational, having regard to 24- hour operations and three 8-hour typical shifts. A further 942 construction jobs will be generated during the construction phase of the project.

3.2.3.3. Land Use

The proposed amendments do not result in any changes to the proposed land use activities. However, there have been minor refinements to the proposed floorspace of individual components as outlined below.

Data Centre

The amended proposal includes 33,142m^{2}of technical data hall floor space, representing a minor reduction of 501m^2 of GFA when compared to the original proposal. The data hall floor space will accommodate 14 data houses spread across seven levels of Building A and Building B. The data halls will be strategically segmented to have the retail enterprise data halls on the lower floors and hyperscale data halls on the upper floors.

Innovation Hub

The amended proposal retains the innovation hub at the lower levels of Building A fronting the plaza. It will include a variety of spaces containing an auditorium and training rooms.

Ancillary Office

The amended proposal includes 10,631m^{2}of ancillary office floor space within the front portion Building A overlooking the plaza. This represents a minor increase of 866m^2 compared to the original proposal. These offices will house NEXTDC employees and may also be used to provide ancillary office space for NEXTDC clients.

Retail Tenancies

The amended proposal retains two retail tenancies at the ground level of Building A and interfacing with the urban plaza. These retail tenancies have been integrated into the ground floor and will provide workers and the public an opportunity to relax in the outdoor colonnade seating or spill out on the lawn or various seating options throughout the urban plaza. The specific fit out and use of these retail tenancies will be subject to a separate approval via a local DA or complying development certificate, as appropriate. The amended proposal also incorporates a café kiosk within the plaza.

3.2.4. Utilities

The amended data centre will include the provision of the following utilities:

- 48 x diesel generators (3Mwe) in total
- 16 x above ground diesel storage tanks (100kL each)
- Eight above ground water tanks for industrial water (600kL each)
- One above ground water tank for fire water (400kL)
- 33kV switching station

The amended proposal requires 12 fewer diesel generators.

3.2.5. Backup Power System

The amended backup power system is similar to the original proposed system but incorporates minor changes to the size and capacity. The system is designed to ensure standby rated continuous power to enable critical data services to operate. It will comprise of 48 low-voltage 3MW generators rated to supply the data centre in the event of mains power failure.

Table 7 Backup Generator Details

Location	Data Hall	Generator	Quantity
Data Centre Building A	Hyperscale and Enterprise Data Hall and Admin and Life Safety	3Mwe Generators	Total of 24 Generators
Data Centre Building B	Hyperscale and Enterprise Data Hall and Admin and Life Safety	3Mwe Generators	Total of 24 Generators

The amended backup power system will utilise the same testing regime as the original design. This is outlined below.

Table 8 Generator Testing Regime

Parameter	Value
Number of generators	48
Test frequency per generator	Quarterly
Run time per test	Quarter 1 – 40 mins per generator Quarter 2 – 40 mins per generator Quarter 3 – 40 mins per generator Quarter 4 – 90 mins per generator
Number of generators per test	1
Total testing time for all generators	168hrs

3.2.6. Stormwater Management

The amended scheme will continue to provide an all-new gravity conveyed discharge system. Revised Civil Plans have been prepared which document the changes associated with the amended proposal.

Roof catchments will be collected in roof gutters and conveyed by downpipes to an in-ground pipe system. Surface stormwater flows will be conveyed by site grading and collected by surface inlet pits. Inground stormwater will be conveyed to on-site stormwater detention (**OSD**) and water quality treatment devices.

The stormwater management system will be delivered in stages, with the Stage 1 works including a temporary sedimentation basin on the Stage 2 land. The remaining stormwater infrastructure will be completed as part of the Stage 2 after which the temporary sedimentation basin will be removed.

3.2.7. Parking and Access

Access to the site will be via Road 13 via Waterloo Road. The existing vehicle access driveway from Lane Cove Road (which is currently barricaded) is to be removed. Provision has been made for the future delivery of part of Road 6, however, Road 5 has been removed from the design.

The basement car park has been revised and will accommodate a total of 51 parking spaces, a reduction of 54 spaces compared to the original proposal. The basement will have two access points, one entrance for car park and one service vehicle entrance. The amended proposal provides a total of 17 motorbike spaces and 20 bicycle spaces within the basement level.

Figure 14 Amended Access Arrangements

Source: HDR Architect, 2025s

3.2.8. Public Domain Works

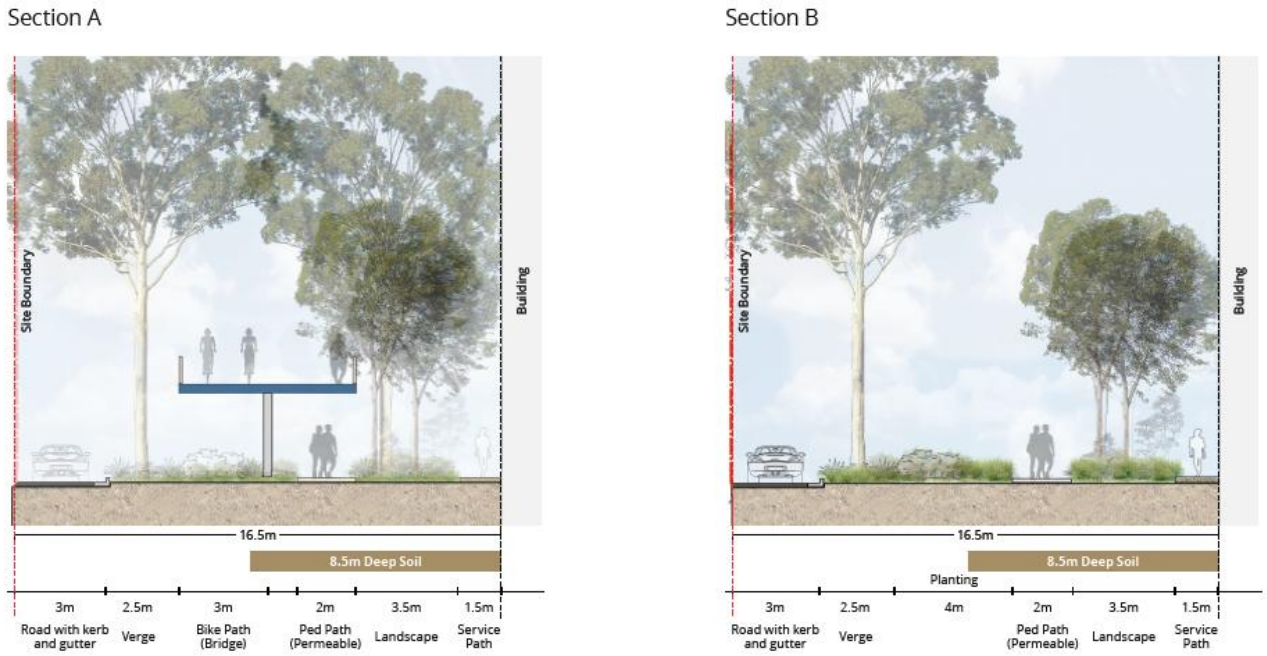
The revised proposal seeks to deliver public domain in stages via a Planning Agreement, including the urban plaza, the construction and dedication of Road 13 and half-width of Road 6 and future active and public transport upgrades.

The proposed public plaza is described previously in **Section 3.2.2.4**. Road 13 will be 14.5 metres wide as outlined within the revised Civil Engineering Report. Pedestrian footpaths, parallel parking bays and stormwater pits and pipes will be delivered with the new road. The construction of a retaining wall along Road 13 will manage level differences along the site boundary.

An integrated bus shelter will be provided to a new bus stop on Waterloo Road. Provision is also made for a cycleway along Waterloo Road frontage and the widening of Lane Cove Road by TfNSW.

As shown in **Figure 15**, the increased setback of 11.55 metres along the southern boundary incorporates a single 3-metre-wide one-way lane (half-width of Road 6) within the subject site. It also provides the required verge and area to accommodate a future bicycle bridge connection to improve connectivity with development to the western side of Lane Cove Road.

Figure 15 Landscape Sections – Road 6



Source: Arcadia, 2025

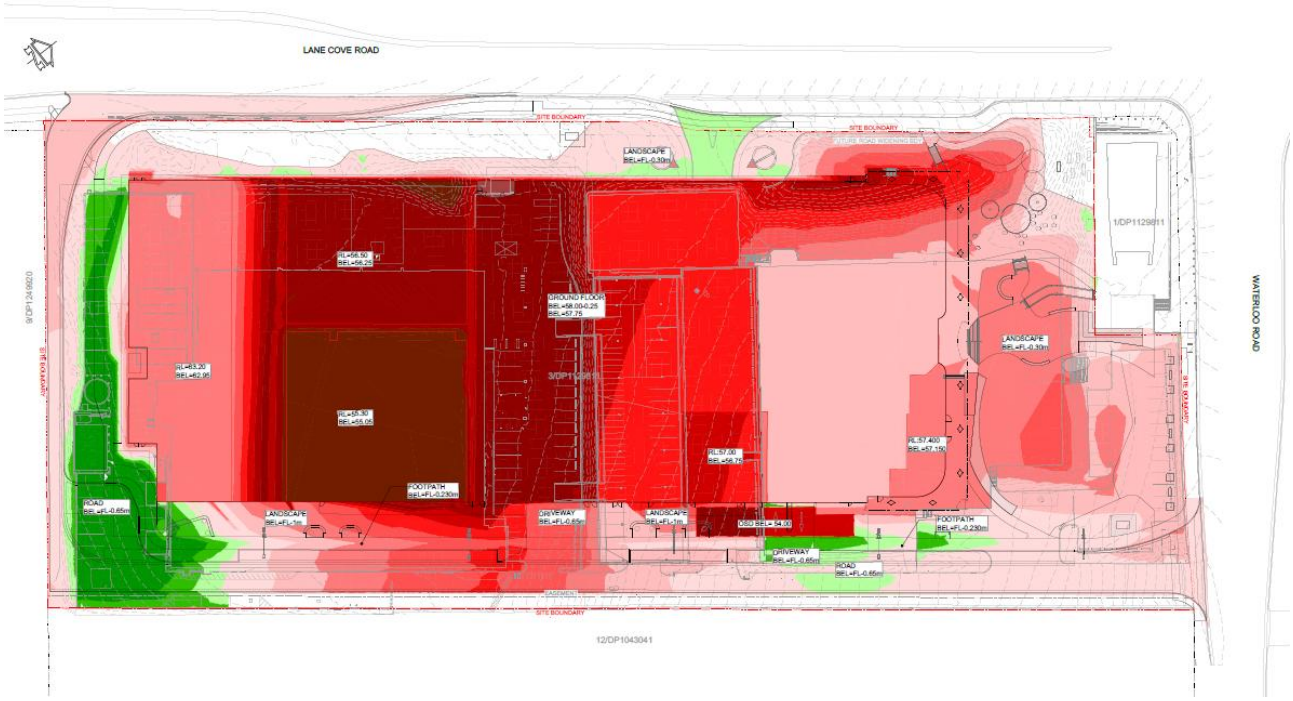
3.2.9. Demolition and Bulk Earthworks

Demolition and site preparation works will be in accordance with the demolition plan as per the original proposal.

The amended proposal seeks to reduce the maximum height of Building B by 5 metres, reducing the overall bulk and scale of the proposed development. This will require additional excavation of approximately 75,650m^3 to deliver the reduced height, as well as the consolidated building footprint.

A revised cut and fill plan is provided at **Figure 16** below.

Figure 16 Revised Cut and Fill Plan



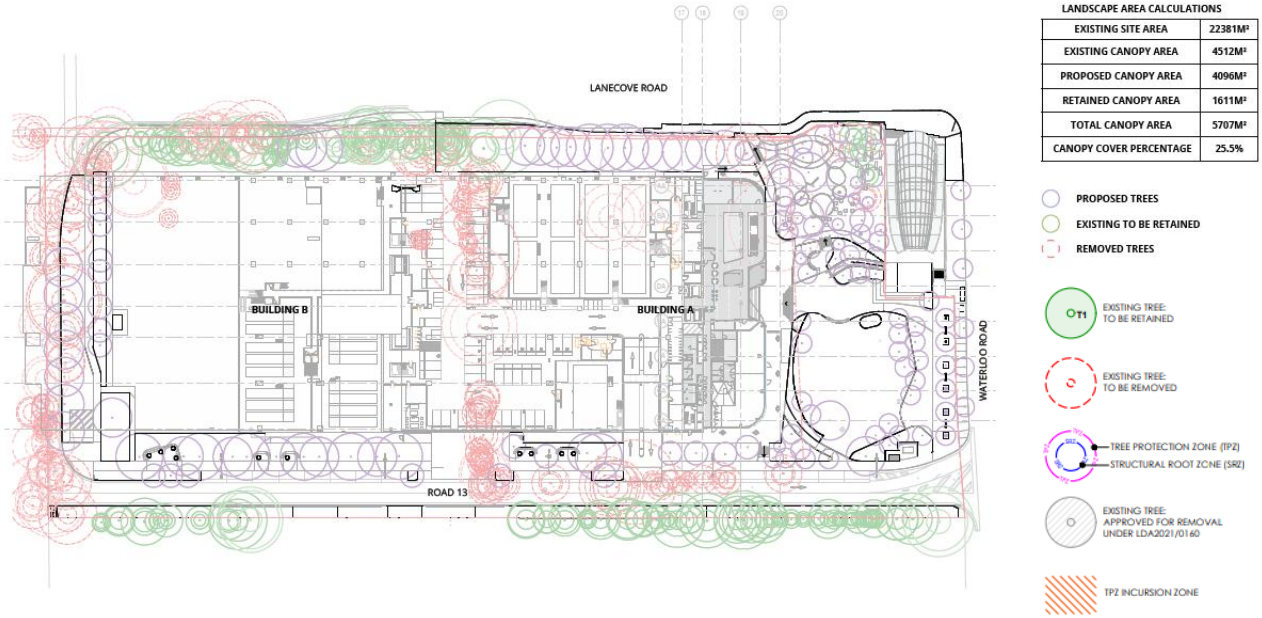
Source: TTW, 2025

3.2.10. Tree Removal and Retention

The Arboricultural Impact Assessment surveyed 216 trees within the development site and adjacent to the site. The revised proposal will retain 90 trees, a substantial increase from the original proposal which sought to retain 70 trees. An extract of the proposed tree removal plan is illustrated in **Figure 17**.

The revised proposal also proposes a total of139 trees to off-set the tree removal and increase the existing tree canopy area from 5,688m^2 to 5,707m^2.

Figure 17 Revised Tree Removal Plan



Source: Arcadia, 2025

3.2.11. Development Staging

The project will be constructed in two stages as shown in **Figure 18.** Stage 1 will include the early works, construction of Building A, the urban plaza and Road 13, while Stage 2 will include construction of Building B, Road 6 (half width) within the subject site, including the provision for a future pedestrian/cycle overbridge (to be delivered by others) and works along Lane Cove Road.

3.2.12. Construction Activities

The revised indicative construction staging and estimated duration of construction is summarised in **Table 9**.

Table 9 Indicative Construction Program

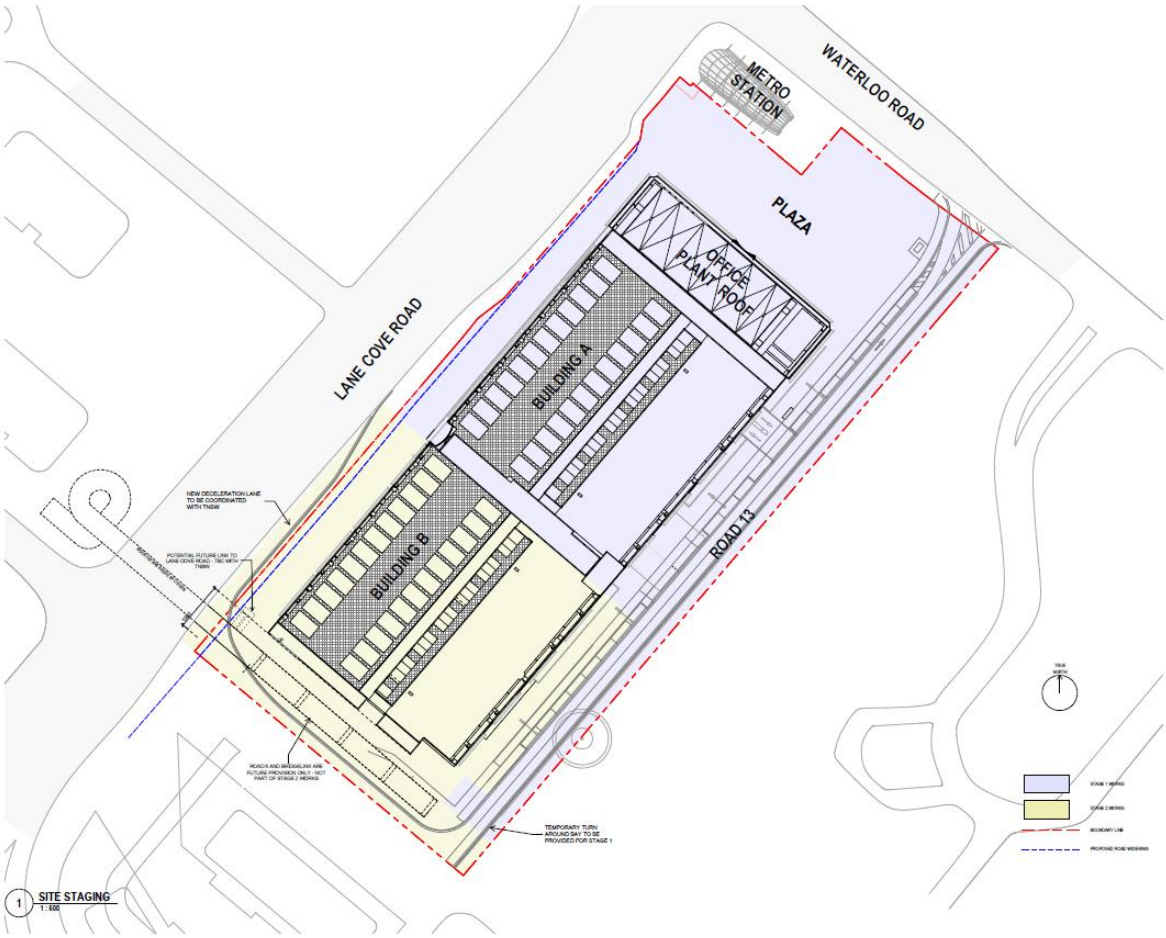
Construction Activity	Duration
Demolition (and remediation if required)	3 months
Excavation and Site Preparation	7 months
Construction and Building Works (Stage 1 - Building A and Plaza)	28 months
Construction and Building Works (Stage 2 - Building B)	27 months
Public Domain Works	7 months
Total	Building A: 34 months; Building B: 27 months

It is expected the standard construction work hours will apply as follows:

- Monday to Friday: 7am – 5pm
- Saturday: 8am – 1pm
- Sunday and Public Holidays: No works

All construction works are proposed to be in accordance with the original scheme and EIS.

Figure 18 Staging Plan



Source: HDR Architects ,2025

3.2.13. Public Benefit Offer

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 which seeks to make provision for the following public benefits:

- Construction and dedication of a publicly accessible urban plaza between Building A and Waterloo Road.
- Construction and dedication of Road 13 (14.5m wide) located along the eastern boundary of the site.
- Construction and dedication of part of Road 6 (8-metre-wide half-road) along the southern boundary of the site plus a landing zone for a future pedestrian/cycle bridge (to be delivered by others).
- Construction and dedication of a deceleration lane on Lane Cove Road providing access to Road 6.
- Monetary contribution of the required incentive and section 7.11 contributions (off set by the cost of contribution works).

However, it is acknowledged that a Planning Agreement is voluntary and is not the only potential pathway to facilitate delivery of the public domain improvements to realise the maximum incentive height of 65 metres and maximum incentive floor space ratio (**FSR**) of 3:1 in accordance with clause 6.9 of RLEP 2014. The relevant provisions in clause 6.9(3) have been satisfied as:

- The urban plaza, Road 13, part Road 6, and future pedestrian/cycle bridge landing zone provide adequate recreation areas and an access network, consistent with the intent of the clause.
- The configuration and location of the plaza have responded to feedback from Council, including provision for recreation and public activation, as well as pedestrian movements to/from the Metro Station entrance and planned public spaces across Macquarie Park.

- The configuration and location of the access network (Road 13, part Road 6, and future pedestrian bridge link) have been designed in consultation with DPHI, TfNSW, and Council, ensuring appropriate connectivity across the precinct and alignment with the Macquarie Park Design Guide.

The dedication of the land associated with the access network can be facilitated via the exempt development provisions in Part 2, Division 1, Subdivision 38 of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* (**Codes SEPP**). Clause 2.75(f) enables the subdivision of land to be undertaken as exempt development where it involves the excising of land from a lot that is intended to be used for public purposes. The relevant land associated with the access network would then be dedicated to the relevant roads authorities in accordance with section 9 of the *Roads Act 1993*.

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.

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.

3.3. STRATEGIC CONTEXT

This section describes the way in which the amended proposal addresses the strategic planning policies relevant to the site. It identifies the key strategic issues relevant to the assessment and evaluation of the project. The development as proposed to be amended remains aligned with the State, district and local strategic plans and policies applying to the site, as summarised below:

- **Greater Sydney Region Plan: A Metropolis of Three Cities:** The amended proposal remains consistent with the strategic directions and objectives identified in the Greater Sydney Region Plan. The project aligns with the vision of the Eastern Economic Corridor in that the development will facilitate the provision of jobs and economic activity which is well connected to transport links. The amended proposal will support the growth of Macquarie Park as a competitive innovation precinct and high-tech industry employment hub by providing additional data storage space close to areas that require this critical infrastructure. The proposal will serve the needs of existing commercial businesses in the area, facilitating jobs and economic activity for the growth of the digital economy within NSW. The site is well connected to transport links and the amended proposal will provide high-quality public domain improvements within Macquarie Park.
- **Our Greater Sydney 2056: North District Plan:** The amended proposal remains consistent with the objectives and outcomes identified in the District Plan and will address the plan's priorities. The proposal will improve accessibility and supply of new digital storage infrastructure to Macquarie Park. The site will benefit from being co-located near other data centres and within the vicinity of key customers which will support business activity that occurs in Macquarie Park. Macquarie Park is identified as a strategic centre. The project will provide significant investment in the area by providing key technology infrastructure that supports business activity within Macquarie Park. The amended proposal will contribute up to 942 full-time equivalent (**FTE**) jobs during construction and 490 FTE jobs once operational.
- **NSW Future Transport Strategy 2056:** The amended proposal remains consistent with the strategic outcomes identified in Future Transport Strategy 2056. It capitalises on the opportunity to deliver a data centre within a key transport corridor. The strategic siting of the proposal adjacent to the Macquarie Park Metro Station, will enable the data centre to be accessed via sustainable and active modes of travel. The project will continue to deliver significant public domain improvements to the area immediately adjacent to the Metro Station entrance in the form of a highly activated new urban plaza. The design of the urban plaza will further promote public transport usage by incorporating a new bus shelter to service high frequency bus routes operating along Waterloo Road. The amended proposal will also provide new footpaths and roads improving trafficability for anyone accessing the site by walking or cycling.
- **Ryde Local Strategic Planning Statement 2020**: The amended proposal will contribute to the identified strategic directions identified in the plan. The site is located adjacent to the Macquarie Park Metro station and the project will provide additional data storage space close to vital health and education institutions. The proposal will include an innovation hub which will include an auditorium capable of hosting a variety of events associated with the high-tech industry. Two ground floor retail tenancies will front onto a highly

activated urban plaza, addressing the interface with Waterloo Road, acknowledging its role as the 'main street'. The urban plaza will promote a pedestrian focus and provide a civic focal point at a key intersection within Macquarie Park. The design provides opportunities for the community to meet and rest. Retail uses at ground level will encourage greater activation.

- **Macquarie Park Innovation Precinct Place Strategy**: The amended proposal remains consistent with the Place Strategy as it:
  - Provides an employment-generating development with public domain spaces which will help realise the vision for Macquarie Park.
  - Generates significant employment opportunities through technical data floor space, as well as a significant component of ancillary office floor space and ground floor retail tenancies. The proposed data centre will also support significant indirect job growth across the Precinct.
  - Delivers a planned internal road (Road 13) in accordance with the RDCP 2014 and the Place Strategy. Road 13 is designed to connect with the half-width of Road 6 and the future pedestrian/cycle bridge over Lane Cove Road. The southern setback has been increased to enable Road 6 to be delivered partly on the development site, noting the development consent on the southern site which included the full-width construction did not proceed and is no longer valid.
  - Delivers an urban plaza at the northern end of the site adjacent to the Macquarie Park Metro Station entrance.
  - Provides an active frontage to Waterloo Road with a lobby, innovation hub and ground floor retail tenancies proposed at the interface with the new urban plaza.
  - Seeks to locate taller buildings around the Metro Station and activity hub.
- **Better Placed:** HDR Architects have provided a detailed response to the Better Placed framework which is summarised below:
  - **Better Fit**: The S5 Data Centre project integrates seamlessly into the Macquarie Park commercial zone. It is designed to align with the urban fabric while addressing the needs of its diverse community, fostering a transition into an innovation district, grounded in businesses, research, and development.
  - **Better Performance**: The S5 Data Centre project prioritises sustainability, adaptability and durability in its design and operation. These principles ensure long-term functionality, environmental responsibility, and resilience in a rapidly evolving technological landscape.
  - **Better for Community**: The S5 Data Centre goes beyond addressing technological needs by fostering community integration and diversity. It aligns with the Better Placed policy's objectives for good design, emphasising inclusivity, connectivity and the creation of shared spaces that enhance social and cultural interaction.
  - **Better for People**: The S5 Data Centre prioritises the well-being of all individuals who interact with its spaces, ensuring a design that is safe, comfortable, and liveable. By integrating thoughtful urban design principles with community-oriented features, the project aligns with the Better Placed policy's objectives to create environments that enhance quality of life.
  - **Better Look and Feel**: The S5 Data Centre invites interaction with the public and supplying a soft and vibrant plaza at a fast and transient high traffic intersection. The scale and language of the building holds the corner but also allows for community centric pockets and opportunities that shelter from noise and visual impact of the major intersection.
  - **Better Working**: The S5 Data Centre creates a highly functional, efficient and fit-for-purpose facility that prioritises modern workplace needs. Through thoughtful design and alignment with the Better Placed policy, the project delivers an environment that supports productivity, collaboration, and well-being for all users.
  - **Better Value**: The S5 Data Centre goes beyond its core function of housing cutting-edge technological infrastructure by delivering tangible benefits to the local community and Council. Through thoughtful integration, strategic design, and alignment with the Better Placed guidelines, the project creates enduring value for all stakeholders.

A detailed assessment of the scheme against the Better Placed Framework can be found within the revised Design Report prepared by HDR at **Appendix F**.

3.4. STATUTORY CONTEXT

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

- *Commonwealth Environment Protection and Biodiversity Conservation Act 1999* (**EPBC Act**)
- *NSW Biodiversity Conservation Act 2016* (**BC Act**)
- *Protection of the Environment Operations Act 1997* (**POEO Act**)
- *Roads Act 1993* (**Roads Act**)
- *Environmental Planning and Assessment Act 1979* (**EP&A Act**)
- *Environmental Planning Assessment Regulation 2021* (**EPA Regulation**)
- *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (**B&C SEPP**)
- *State Environmental Planning Policy (Planning Systems) 2021* (**Planning Systems SEPP**)
- *State Environmental Planning Policy (Resilience and Hazards)* (**R&H SEPP**)
- *State Environmental Planning Policy (Transport and Infrastructure) 2021* (**T&I SEPP**)
- *State Environmental Planning Policy (Sustainable Buildings) 2022* (**Sustainable Buildings SEPP**)
- *State Environmental Planning Policy (Industry and Employment) 2021* (**I&E SEPP**)
- *Ryde Local Environmental Plan 2014* (**RLEP 2014**)

3.5. STATUTORY REQUIREMENTS

Table 11 categorises and summarises the relevant requirements in accordance with the *State Significant Development Guidelines*. The amended proposal does not change the previous consideration of key statutory matters, including the power to grant consent, permissibility, other approvals, pre-conditions and mandatory considerations. A revised statutory compliance table to reflect the amended proposal is provided at **Appendix B**.

Table 10 Statutory Requirements

Statutory Relevance	Action
Power to grant approval	In accordance with Schedule 1, development for the purpose of a data centre that has a total power consumption greater than 15 megawatts is classified as SSD: ***25. Data Centres*** (*1) Development for the purpose of storage premises used for the storage of data and related information technology hardware that has a total power consumption of more than the relevant amount.* *(2) In this clause—relevant amount means—* (*a) for development in relation to which the relevant environmental assessment requirements are notified under the Act on or before 31 May 2023—10 megawatts, or* *(b) for any other development—15 megawatts."* The proposed data centre as amended has a megawatt capacity of 90 megawatts and accordingly, the proposal is classified as SSD.
Permissibility	The site is zoned E2 Commercial Centre in accordance with the RLEP 2014. The proposed development is defined as a 'data centre', ie:

Statutory Relevance	Action
	data centre means a building or place the principal purpose of which is to collect, distribute, process or store electronic data using information technology. A 'data centre' is permitted with consent in accordance with the E2 zone provisions which applied at the time of lodging the SSDA, noting the savings provisions under clause 1.8A(4) of RLEP 2014. (*4) A development application made, but not finally determined, before the commencement of State Environmental Planning Policy Amendment (Macquarie Park Transport Oriented Development Precinct) 2024 must be determined as if the policy had not commenced* Accordingly, the statutory assessment has been undertaken against Ryde LEP 2014 as it was in force at the time of lodgement, as detailed in the Statutory Compliance Table provided at **Appendix B**. The Transit-Oriented Development (**TOD**) provisions which form part of the amended Ryde LEP 2014 have been addressed as a relevant strategic consideration and having regard to the public interest of the proposal. However, it is acknowledged these provisions were introduced via a subsequent amendment and as such, do not apply to the SSD under the savings provisions of Clause 1.8A.
Other approvals	***Roads Act 1993*** The amended project connects proposed Road 13 to the existing road network via Waterloo Road, as well as roadworks within Lane Cove Road to deliver the half-width of proposed Road 6. Approval under section 138 of the *Roads Act 1993* will be required.
	Protection of the Environment Operations Act 1997 The *Protection of the Environment Operations Act 1997* (**POEO Act**) sets out the scheduled activities for which a licence is required. Relevant to this project is clause 9 under Schedule 1 of the POEO Act, which relates to 'chemical storage'. The amended project includes 1,648 tonnes of diesel fuel storage and 518.4 tonnes for the storage of Li-ion batteries, each of which are below the 2,000-tonne trigger for which an EPL would be required. The project also includes storage of 10.2 tonnes of non-toxic and non-flammable pressurised gas across the site, which is below the 20 tonne criteria for pressurised gas general chemicals storage. As such, an Environmental Protection License (**EPL**) is not required as per the requirements of schedule 1 clause 9 of the POEO Act.
EPBC Act	As outlined in the revised BDAR, three Matters of National Environmental Significance (**MNES**) were assessed as part of the BDAR investigations, including: ▪ *Callocephalon fimbriatum* (Gang-gang Cockatoo), ▪ *Lathamus discolor* (Swift Parrot), ▪ *Pteropus poliocephalus* (Grey-headed Flying-fox). The assessment confirmed that the amended development will not result in a significant impact to any of the three species.

Statutory Relevance	Action
	In addition, Turpentine-Ironbark Forest of the Sydney Basin Bioregion was identified within the subject site, which is listed as critically endangered ecological community (**CEEC**) under the EPBC Act. Within the site, no patches of PCT 3262 vegetation met the condition thresholds outlined in the approved listing due to patch sizes being less than 1ha in size and adjacent vegetation lacking a native mid-storey/understorey. Accordingly, a test of significance under the EPBC Act was not required for this vegetation present within the site. Based on the above, a referral to the Commonwealth Department of Climate Change, Energy, the Environment and Water is not required for the proposed development.

3.6. PRE-CONDITIONS

Table 12 outlines the pre-conditions to exercising the power to grant approval which are relevant to the amended project and the section where these matters are addressed.

Table 11 Pre-Conditions

Statutory Reference	Pre-condition	Relevance	Section in Amendment Report
R&H SEPP - section 4.6(1)	A consent authority must be satisfied that the land is suitable in its contaminated state - or will be suitable, after remediation - for the purpose for which the development is proposed to be carried out.	A Preliminary Site Investigation (**PSI**) was undertaken by JK Environments and submitted with the original EIS which confirms the site can be made suitable for the proposed development via remediation. Since exhibition, a Remediation Action Plan (**RAP**) has been prepared which includes mitigation measures which will need to be implemented following the demolition of the existing development. Refer to **Appendix OO.**	**Section 3.8.2.2**
B&C SEPP section 8.8(1)	A consent authority must not grant consent to the carrying out of development under Part 4 of the Act on land in the Sydney drinking water catchment unless it is satisfied that the carrying out of the proposed development would have a neutral or beneficial effect on water quality	The project is located on land within the Sydney Drinking Water Catchment. The nature of this project and the location of the site are such that there are no specific controls which directly apply, except for the objective of improved water quality. The amended proposal has been designed in accordance with the stormwater management scheme for Council as outlined in the revised Civil Engineering Report and Civil Plans.	**Section 3.8.2.6**

Statutory Reference	Pre-condition	Relevance	Section in Amendment Report
		Based on the above, the proposal is unlikely to result in any significant environmental impacts.	

3.7. MANDATORY CONSIDERATIONS

Table 12 outlines the relevant mandatory considerations to exercising the power to grant approval and the section where these matters are addressed within the EIS.

Table 12 Mandatory Considerations

Statutory Reference	Mandatory Consideration	Section in Amendment Report
Consideration under the EPA Regulation		
Section 35	Additional requirements for development applications in certain areas of Sydney Section 35(2)(h) of the EPA Regulation requires that: *(2) A person must not apply to a consent authority for development consent to carry out development on the following land unless the application is accompanied by an assessment of the consistency of the development with the relevant plan –* *(h) land in the Macquarie Park Corridor under the Ryde Local Environmental Plan 2014.*	N/A
Section 193	Consideration of the principles of ecologically sustainable development	**Section 3.8.2.3** and **Appendix N**
Consideration under the EP&A Act		
Section 1.3	Relevant environmental planning instruments	**Section 3.5**
Section 4.15	Planning Systems SEPP	**Section 3.5** and **Appendix B**
	I&E SEPP	**Section 3.5** and **Appendix B**
	R&H SEPP	**Section 3.5** and **Appendix B**
	T&I SEPP	**Section 3.5** and **Appendix B**
	B&C SEPP	**Section 3.5** and **Appendix B**
	Sustainable Buildings SEPP	**Section 3.5** and **Appendix B**
	RLEP 2014	**Section 3.5** and **Appendix B**
	Relevant draft environmental planning instruments There are no draft EPIs relevant to the proposed development.	N/A
	Relevant planning agreement or draft planning agreement A Planning Agreement for the site is proposed to be entered into between the Applicant and the City of Ryde Council	**Section 3.2.13**

Statutory Reference	Mandatory Consideration	Section in Amendment Report
	Development control plans Ryde Development Control Plan 2014	**Appendix B**
	The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality	**Section 4.5**
	The suitability of the site for the development	**Section 4.6**
	The public interest	**Section 4.7**
Mandatory relevant considerations under EPIs		
R&H SEPP - section 3.7	Departmental guidelines: ▪ Applying SEPP 33 (identify relevant requirements) ▪ HIPAP No.3 – Risk Assessment (identify relevant requirements) ▪ HIPAP No.12 – Hazards – related Conditions of Consent	**Section 0**
R&H SEPP - section 4.6	A consent authority must not consent to the carrying out of any development on land unless— (a) it has considered whether the land is contaminated, and (b) if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and (c) if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.	**Section 3.8.2.2**
B&C SEPP – sections 8.7 and 8.8	Development consent cannot be granted unless neutral or beneficial effect on water quality.	**Section 3.8.2.6**
T&I SEPP – sections 2.122 and 2.119	Section 2.122 and Schedule 3 of the T&I SEPP identifies 'traffic generating development' which must be referred to the RMS for concurrence. This includes development for the purposes of 'industry' with a site greater than 20,000m^2 or equivalent gross floor area (GFA). Section 2.119 pertains to development with a frontage to a classified road.	**Section 3.8.1.8**
Sustainable Buildings SEPP – Chapter 3 – Standards for non-residential development	<u>Section 3.2 - Development consent for non-residential development</u> The consent authority must consider whether the development has been designed to enable:	**Section 3.8.2.3**

Statutory Reference	Mandatory Consideration	Section in Amendment Report
	▪ Minimisation of waste from demolition and construction, including by the choice and reuse of building materials ▪ Reduction in peak demand for electricity, including through the use of energy efficient technology ▪ Reduction in reliance of artificial lighting and mechanical heating and cooling through passive design ▪ Generation and storage of renewable energy ▪ Metering and monitoring of energy consumption ▪ Minimisation of consumption of potable water <u>Section 3.3 - Other considerations for large commercial development</u> The consent authority must consider whether the development minimises the use of on-site fossil fuels, as part of the goal of achieving net zero emissions in New South Wales by 2050. Development consent must not be granted to large commercial development unless the consent authority is satisfied the development is capable of achieving the standards for energy and water use specified in Schedule 3. Development is capable of achieving a standard specified in Schedule 3 if there is a NABERS commitment agreement in place to achieve the standard.	
I&E SEPP – Chapter 3 and Schedule 5	A consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that the signage is consistent with the objectives of this Chapter as set out in section 3.1(1)(a), and that the signage the subject of the application satisfies the assessment criteria specified in Schedule 5.	**Section 3.2.2.3** and **Appendix B**
RLEP 2014	Objectives and land uses for E2 Zone: Part 4 – Principal development standards Part 5 – Miscellaneous provisions Part 6 – Additional local provisions	**Appendix B**
Considerations under other legislation		
BC Act – section 7.14	The BC Act protects native vegetation, species of threatened flora and fauna, endangered populations and endangered ecological communities and their habitats in NSW. Section 7.9 requires a development application for SSD to be accompanied by a Biodiversity Development Assessment Report (**BDAR**), unless the Planning Agency Head and the Environment Agency Head determines that the proposed development is not likely to have any significant impact on biodiversity values.	**Section 3.8.1.12**

Statutory Reference	Mandatory Consideration	Section in Amendment Report
	A revised BDAR has been prepared and is submitted with this Amendment Report. Mitigation measures recommended in the BDAR have been included in the EIS to ensure the potential for biodiversity impacts are limited and there are no Serious and Irreversible Impacts (**SAII**) on biodiversity significance and values.	
Development Control Plans		
RDCP 2014	Section 2.10 of the Planning Systems SEPP states that development control plans (whether made before or after the commencement of this Policy) do not apply to SSD. As such, there is no requirement for assessment of the proposal against the RDCP 2014 for this SSDA. Notwithstanding this, consideration has been given to the following provisions: Part 4.5 Macquarie Park Corridor Part 7.2 Waste Minimisation and Management Part 8 Stormwater and Floodplain Management Part 9.3 Parking Controls	**Appendix B**
Development Contributions Plan		
City of Ryde Section 7.11 Development Contributions Plan 2020	A draft Letter of Offer has been prepared and submitted to Council to outline the proposed public benefit offer. The proposed development will be subject to s7.11 contributions (minus any offsets based on the incentive height/FSR monetary contribution). Given the SSDA is not submitted prior to 1 October 2023, the proposed development will be subject to the Housing and Productivity Contribution of $15 per square metre of new GFA.	**Section 3.2.13**

3.8. ASSESSMENT OF IMPACTS

The following subsections provide a comprehensive description of the updated specialist technical studies undertaken to assess the potential impacts of the amended proposal. Where relevant, this includes the updated mitigation, minimisation and management measures recommended to avoid unacceptable impacts.

It is noted the amended data centre is contained within the original building envelope and accordingly, most impacts are generally consistent with the original EIS assessment. However, further detailed assessment is provided regarding the changes to the ground plane, as well as detailed responses to issues raised in the authority/agency and public submissions, where relevant to the proposed amendments.

The detailed technical reports and plans appended to this report are individually referenced within the following sections. A summary of the updated mitigation measures is provided at **Appendix C.**

3.8.1. Detailed Assessment

3.8.1.1. Built Form and Urban Design

Design and Layout

The amended proposal will deliver a state-of-the-art data storage facility with a consolidated building footprint and an active ground floor plane to Waterloo Road. The key design principles have been carefully developed to manage potential built form impacts and deliver Road 13as well as the urban plaza, with an increased southern setback accommodating the half-width of Road 6 and a future pedestrian/cycle infrastructure if/when required.

The consolidated building has been designed to maintain a visual separation between the Building A and Building B components and the overall appearance and visual impacts of the original proposal, particularly when viewed from the key sightlines, including the intersection of Lane Cove Road and Waterloo Road (refer **Figure 19**).

Figure 19 Photomontage – View from intersection of Lane Cove Road and Waterloo Road

Source: HDR Architects, 2025

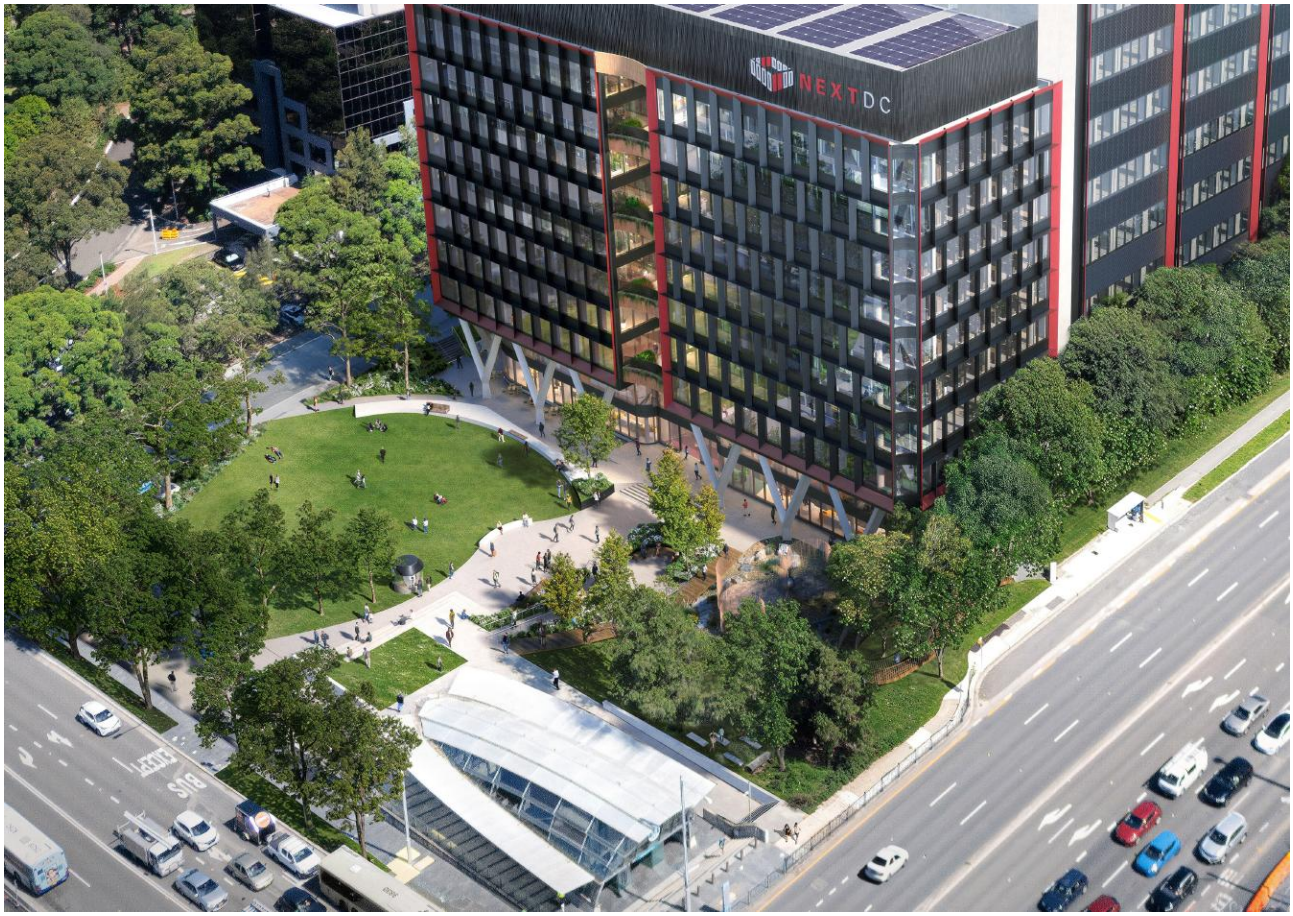
The amendments include an expanded public plaza (refer **Figure 20**) to accommodate through-site movements between the proposed development and the station. The plaza is strategically positioned between the data centre development and the Waterloo Road frontage, providing a highly activated frontage at this key intersection in Macquarie Park. The plaza will be integrated with the existing entrance to the Macquarie Park Metro Station and will provide functional spaces for the public to enjoy.

The revised design seeks to respond to the character of the area and enhance it by generating green connections from surrounding roads to the urban plaza creating a pedestrian network for the community. The revised plaza will include various seating areas which will act both as outdoor meeting rooms and places for the public to utilise. This will improve public amenity and add to the sense of community. Accessible pathways framed by native tree plantings connect the development to the surrounding public domain and provide a leafy environment for visitors and workers.

The siting of the consolidated building allows for a significant increase to the size of the urban plaza as the building setback from Waterloo Road has been increased. The plaza shares a direct interface with Macquarie Park Metro Station entrance and will provide amenity for commuters, workers and residents. The increased landscaped setback to the south will accommodate the delivery of the half-width of Road 6 and facilitate improved connectivity via the potential future overbridge, improving links within Macquarie Park.

The built form maintains the office component and ground-floor retail along the Waterloo frontage, preserving the fine-grained urban scale and vibrant street-level activity. To mitigate the visual impact of the large building footprint, small terraces have been added to the western elevation on the data hall levels facing Lane Cove Road. These terraces offer visual relief to the public domain and provide outdoor breakout spaces for employees. Additionally, corridors along the external facade of the data halls animate the facade at night, reduce the perceived building mass, and create a more transparent facade.

Figure 20 Photomontage – Birdseye view of expanded public plaza



Source: HDR Architects, 2025

The overall bulk of the data centre development has been further diminished by incorporating a finer-grained, recessed vertical expression that aligns with the building's structural grid on the primary side elevations. Further, planter boxes have been incorporated to the terraces on the northern façade fronting the plaza to break up the building mass and add softer more human centric expression to the building.

The proposed changes to the earthworks have enabled a 5-metre reduction in the maximum height of the Building B component and the overall building mass as shown in **Figure 5**. The amended design also includes an additional setback and reduction in the height of the roof-plant screening.

The amended proposal retains a predominately glazed façade to both Waterloo Road and Land Cove Road. The distinctive red accents are consistent with NEXTDC's other data centres. This design aims to give the building a contemporary office appearance, particularly facing the plaza. The colours and materials will enhance the visual interest of the façade and provide views internally to the building which is not indicative of a typical data centre.

The revised proposal includes enhancements to the facade design, such as simplifying the vertical panels and glazing across each elevation. This includes the use of larger framing bays (four instead of five) to emphasize the vertical expression, rationalising the red shroud, reducing the bulk of shrouds at the roof plan to create a more subdued crown, and concealing expressed piping inside the building.

Bulk and Scale

The site is located within the Macquarie Park Corridor which has been undergoing significant change from predominantly low-rise commercial and business park developments to large-scale mixed-use building.

The amended proposal combines the two buildings; however, the massing is divided into two distinct building blocks, expressing the central core while reducing perceived bulk. Along Lane Cove Road, the clear setback with vertical balconies, and landscaped elements create articulation and activation. The building footprint is consolidated to maximise public plaza space and enhance landscaping opportunities along Road 6.

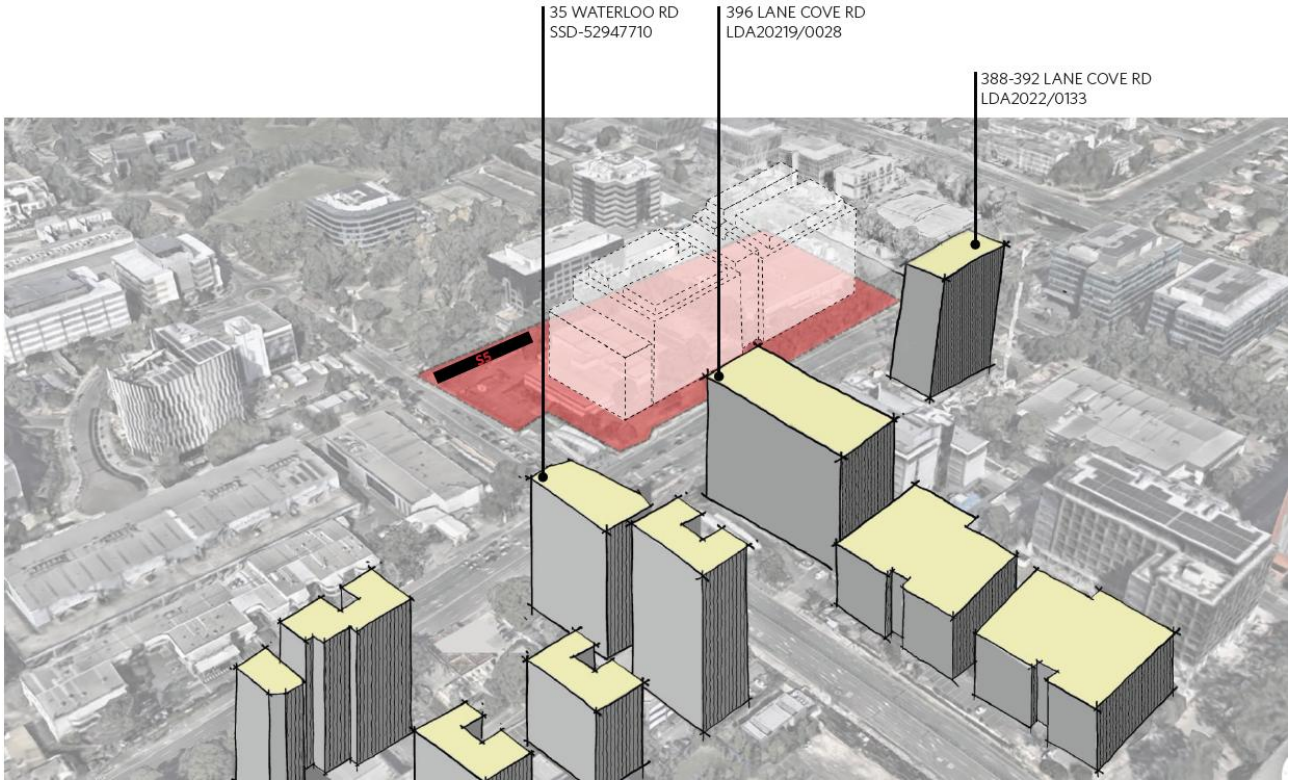
Key drivers include the establishment of a 2-storey base (reflecting the articulation of adjoining developments), a finer grained vertical expression to the primary side elevations, a recessive roof plant enclosure top to the internal elevations and a cladding material change to the primary side elevations addressing Lane Cove Road and Road 13, that reduces the perceived height and scale of the proposal.

The amended design provides generous setbacks and landscaped areas, while appropriately managing the bulk and scale. Visually, the office component, as the main civic presence of the proposal, will be interpreted as a floating box on a series of expressed "Y" columns, with articulated ends to address the street corners. The two leading corners of the building fronting the urban plaza will be articulated with a recessive slot, adding visual interest which allows the building to better engage outwards with the adjoining public realm and street in all directions.

The massing of the office component has been further broken down through a series of double height and centrally located stacked atriums. These garden terraces soften the presentation of the building. For building users, they allow zones of amenity, respite, outlook, and social connection. The extensive landscaping and well-articulated facades, facilitate a reduction in the perceived scale of the development.

As shown in **Figure 21**, the bulk and scale of the amended proposal will be generally consistent and compatible with the existing and future character of the locality.

Figure 21 Future Built Form Context



Source: HDR Architects, 2025

Overshadowing

The amended proposal will be a maximum of 65 metres in height which is consistent with the RLEP 2014. An overshadowing analysis has been undertaken by HDR which demonstrates that overshadowing will occur predominantly to the south and east of the site during the winter solstice.

Consistent with the original design, the overshadowing is deemed acceptable as it will not result in significant impacts between 10am and 2pm during the winter solstice and will only begin impacting the site to the east after 2pm.

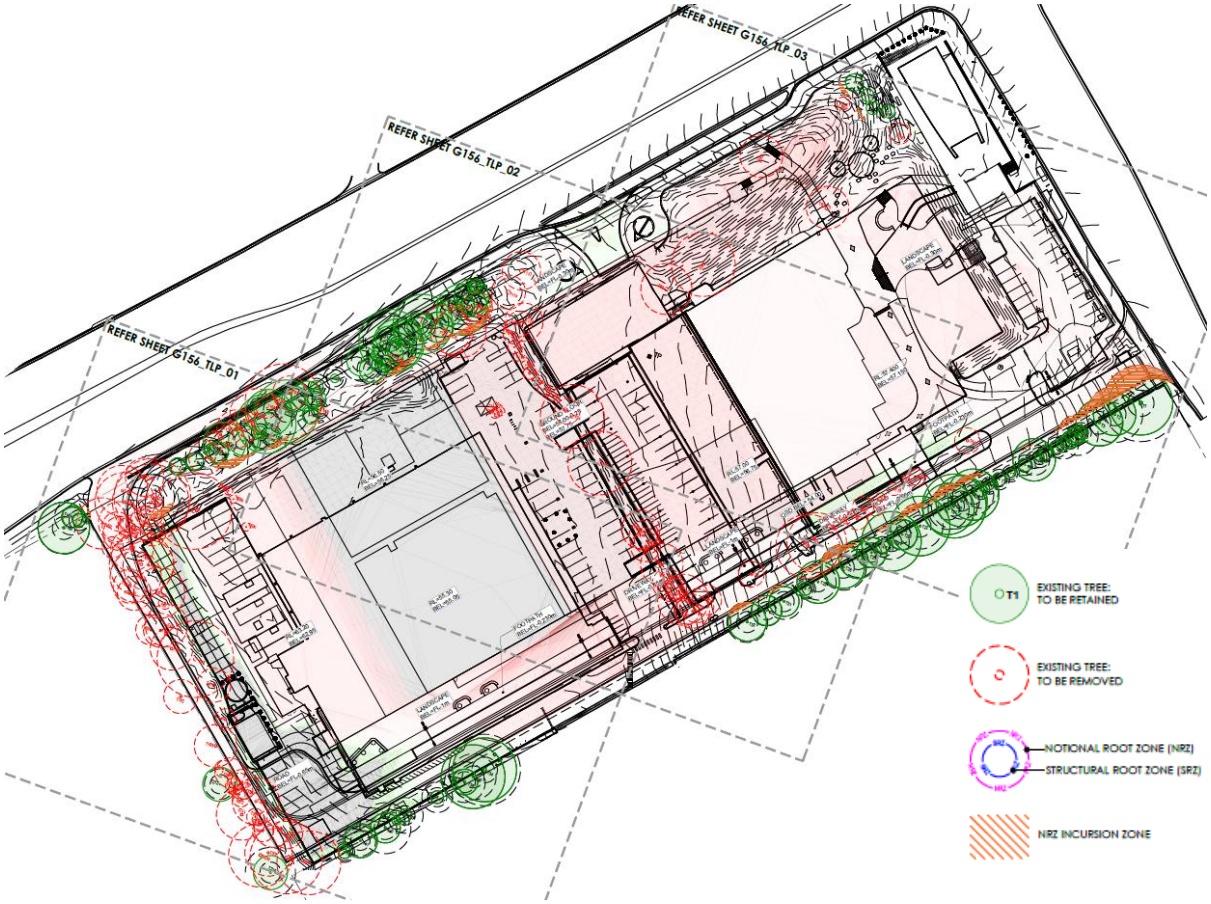
3.8.1.2. Tree Removal and Retention

A revised Arboricultural Impact Assessment (**AIA**) has been prepared by CPS Planning and is provided at **Appendix CC**. The AIA assesses the impact of the amended proposal having regard to the condition and significance of the existing trees within an adjacent to the site.

A total of 216 trees were inspected and assessed. The amended proposal has resulted in changes to tree removal in response to the refinements of the design and siting of the development. The original proposal sought removal of 146 trees. The amended proposal seeks the removal of 126 trees of which 25 have a high retention value. 90 trees will be retained, a significant increase from the original scheme. An extract of the tree retention and removal plan is at **Figure 22**.

The revised AIA did not identify any additional mitigation measures beyond those previously outlined in the EIS. A Tree Protection and Management Plan will be prepared prior to any construction works occur at the site.

Figure 22 Tree Retention and Removal Plan



Source: CPS Planning, 2025

3.8.1.3. Landscape Design

Revised Landscape Plans have been prepared by Arcadia and are provided at **Appendix J**. The deletion of Road 5 and the consolidation of the building footprint has improved the landscaping outcomes for the site. This includes:

- Increasing the depth of the public plaza by 8 metres to create additional recreational and activation opportunities.
- Providing additional landscaping along the southern boundary to improve the pedestrian connection to the future overbridge across Lane Cove Road.
- Increased tree retention along Lane Cove Road, with 90 trees to be retained and 139 new trees to off-set removal of existing trees.

The revised siting of the development has resulted in an increase in the overall landscaped area, tree canopy coverage, and deep soil zones. The below table provides a comparison of the original development against the amened proposal.

Table 13 Comparison of Original and Proposed Landscape Areas

Element	Original Proposal	Amended Proposal	Change
Landscaped Area	5,251m^2	6,570m^2	+1,319m^2 soft landscape (+5.9% site area)
Deep soil Area	1,825m^2 (8.1% total site area, 13.1% future site area)	4,959m^2 (22.16% total site area, 35.6% future site area)	+3,134m^2 deep soil (+14.06% site area, +22.5% future site area)

Element	Original Proposal	Amended Proposal	Change
Urban tree canopy cover	5,688m^2 (25.4%)	5,707m^2 (25.5%)	+19m^2 (+0.1%)

Key features of the proposed landscape concept have been maintained as follows:

- The landscaping strategy will comprise a mix of native and endemic plant species, shrubs, trees and grasses to provide on-site amenity and an attractive streetscape.
- The landscape strategy will provide a functional and inviting urban plaza and softening the built form through increased planting within the setbacks.
- An urban plaza adjacent to the metro station that will enhance and active the public domain along the frontage of the site.
- Integrated landscape and WSUD principles have been incorporated into the design to enhance amenity and landscape performance.

The revised landscaping strategy has sought to prioritise inclusivity and accessibility. The lowered park features naturally covered walkways connecting to the plaza and public transport stops for commuters' convenience. Various gathering spaces are provided including an active play zone, pockets of seating, shaded areas, and verdant landscaping.

As shown in **Figure 23**, the plaza fronting the data centre creates a welcoming softscape and amenity for a variety of groups and individuals who not only engage with the office spaces but who may be passing through, in need of a place of respite, or wanting a space for their family to come together that's conveniently placed by the Metro Station.

Figure 23 Photomontage – View from Waterloo Road across the plaza

Source: HDR Architects, 2025

The revised plaza design has been integrated with public transport bus stops and the Metro Station entrance to enhance accessibility and provide convenience for the public, employees, and commuters. Retail spaces are retained in the amended design which includes spill out zones that blend into the plaza further establish the plaza as an active, economic and social hub, catering to diverse community needs. The updated plaza design also incorporates a café kiosk and vehicle access for food trucks, enhancing activation and vibrancy.

3.8.1.4. Visual Impact

A revised Visual Impact Assessment (**VIA**) has been prepared by Urbis to assess the amended proposal and is provided at **Appendix L**. The amended VIA analyses the visual effects of the amended built form on nearby sensitive visual receivers and public domain views from key locations surrounding the site.

The consolidated building has been designed to maintain a visual separation between the Building A and Building B components and the overall appearance and visual impacts of the original proposal, particularly when viewed from the key sightlines, including the intersection of Lane Cove Road and Waterloo Road. Small terraces have been added to the western elevation on the data hall levels facing Lane Cove Road. These terraces offer visual relief and break up the building mass along this elevation.

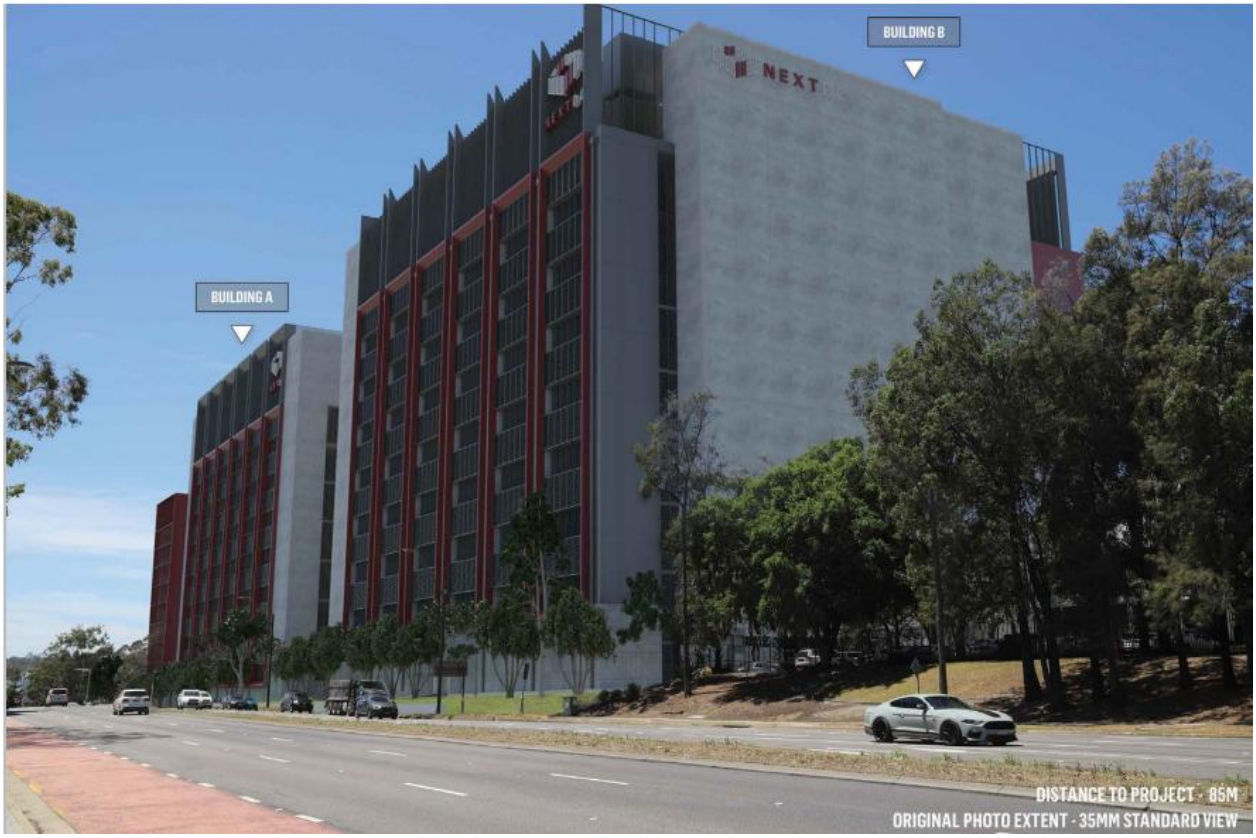
As demonstrated within the revised VIA, the combining of the two buildings do not have a significant impact on views in comparison to the original proposal. This is demonstrated from **Figure 24** to **Figure 31**. The amended scheme results in a better outcome in terms of bulk and scale with building setback further from the road frontages.

The revised VIA makes the following conclusions regarding the potential visual impacts:

- The revised proposal is located on E2 zoned land which includes data centres as a permissible land use (under the savings provisions) and as such the visual character and scale of the proposal has been anticipated.
- The revised proposal is visually compatible with the desired future character and land uses within Macquarie Park Innovation Precinct Strategic Master Plan.
- Views from the public domain are predominantly limited to transport corridors and as such, visibility is typically from moving situations.
- Views from the most heavily trafficked locations (Lane Cove Road and Waterloo Road) are typically oblique views.
- Potential views from significant public recreation space are limited by distance, intervening elements and topography, but would be possible from open sections of Lachlan's Line Park to the south-east due to underlying topography.
- Visual effects with regard to viewing periods from the public domain are low, typically from moving viewing situations (both pedestrian and vehicle) and experienced for short periods.
- Analysis of seven public domain photomontages found that:
  - The visual impact for the assessed viewpoints ranges from nil to medium-low.
  - The proposal does not block views to any heritage items or areas of unique scenic quality.
- Views to the site and proposal from private domain dwellings in the wider visual catchment are limited due to intervening built form and vegetation.
- Views from private dwellings are likely to be limited to dwellings with elevated positions, such as Macquarie Gardens or from the second storey of dwellings south of the site.
- Views from private domain dwellings are unlikely to include the proposal and scenic or highly valued features in the same composition.
- The proposal can be supported on visual impact grounds.

The revised VIA did not identify any additional mitigation measures beyond those previously outlined in the EIS.

Figure 24 Original Proposal (Viewpoint 1)



Source: Urbis, 2025

Figure 25 Amended Proposal (Viewpoint 1)

Source: Urbis, 2025

Figure 26 Original Proposal (Viewpoint 02)

Source: Urbis, 2025

Figure 27 Amended Proposal (Viewpoint 02)

Source: Urbis, 2025

Figure 28 Original Proposal (Viewpoint 04)

Source: Urbis, 2025

Figure 29 Amended Proposal (Viewpoint 04)

Source: Urbis, 2025

Figure 30 Original Proposal (Viewpoint 06)

Source: Urbis, 2025

Figure 31 Amended Proposal (Viewpoint 06)

Source: Urbis, 2025

3.8.1.5. Noise and Vibration

A revised Noise and Vibration Impact Assessment (**NVIA**) has been prepared by ARUP (refer **Appendix P**) to respond to the submissions received and to assess the amended proposal.

Construction Noise and Vibration

Table 14 outlines the revised predicted construction noise levels at residential and non-residential receivers. The results show that construction noise levels are predicted to exceed the NMLs at the nearest receivers.

The NVIA concludes the following in relation to potential construction noise and vibration impacts:

- Noise levels during the construction phase of the development are likely to exceed the Noise Management Levels (**NMLs**) at the sensitive receivers without the adoption of mitigation measures. However, the predicted construction noise levels do not represent a constant noise emission that would be experienced by the community on a daily basis throughout the construction period. Noise levels will vary in intensity and would only be experienced for limited periods of time when works are occurring.
- The highest exceedances will be during the site preparation and foundation laying phases of the Project. This is due to the nosiest equipment being utilised during this time such as jackhammers and pneumatic hand tools.
- Based on the site location adjacent to two busy roads (Lane Cove Road and Waterloo Road), the increase in traffic noise is likely to be negligible.
- The nearest sensitive receivers are likely to be within the human comfort minimum working distance for some plant items. These receivers may be able to perceive vibrations at times when vibratory rollers and hydraulic hammers are in use. Where impacts are perceptible, they would likely only be for short periods when intensive equipment is in use.
- Sites may be within cosmetic damage minimum working distances for vibration intensive equipment. Offset distances from specific vibration intensive plant to the nearest receivers should be confirmed before commencing vibration intensive works during construction.

In response to the submissions received, 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.

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.

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.

Additional noise and vibration impact mitigation measures to be implemented during the construction phase are outlined in **Appendix C**.

Table 14 Predicted construction noise levels at residential and non-residential receivers

Receiver	NML, dBLAeq 15min		Predicted noise level, dBLAeq(15min).			
	Standard hours	Highly Noise Affected	Activity 1: Site establishment and excavation	Activity 2: Foundations	Activity 3: Pavement and road works	Activity 4: Building construction
R1	68	75	64-69	65-69	60-65	59-65
R2a	68	75	69-73	67-72	62-68	61-68
R2b	56	75	66-71	62-68	57-64	56-64
R3	67	75	76-83	76-85	71-81	70-81
R4	56	75	60-64	58-65	53-61	52-61
R5	56	75	57-61	57-61	52-57	51-57
R6a	56	75	61-68	62-68	56-64	55-64
R6b	68	75	64-71	65-71	59-67	58-67
R7	56	75	43-47	43-47	38-43	37-43
R8	56	75	53-63	54-63	48-59	47-59
R9a	62	75	55-61	56-61	50-57	49-57
R9b	62	75	48-60	49-60	43-56	42-56
R10	56	75	59-66	60-66	54-62	53-62
R11	68	75	57-67	58-67	53-63	51-63
R12	56	75	50-56	51-56	45-52	44-52
C1	70	-	76-84	77-84	71-80	70-80

Receiver	NML, dBLAeq 15min		Predicted noise level, dBLAeq(15min).			
	Standard hours	Highly Noise Affected	Activity 1: Site establishment and excavation	Activity 2: Foundations	Activity 3: Pavement and road works	Activity 4: Building construction
C2	70	-	76-83	77-83	71-79	70-79
C3	70	-	77-84	77-84	72-80	71-80
C4	70	-	66-71	67-71	61-67	60-67
C5	70	-	81-87	81-87	76-83	75-83
C6	70		82-92	82-92	77-88	76-88
C7	70		75-83	76-83	70-79	69-79
C8	70	-	84-98	85-98	79-94	78-94
C9	70	-	79-89	79-89	74-85	73-85
CC10	70	-	75-83	75-83	70-79	69-79
CC11	70	-	80-89	81-89	75-85	74-85
CC12	70	-	68-75	69-75	63-71	62-71
CC1	65	-	66-74	67-74	61-70	60-70
CC2	55	-	52-64	52-64	47-60	46-60
AR1	65	-	57-66	58-66	52-62	51-62
H1	70	-	78-86	78-86	73-82	72-82
H2	70	-	79-83	80-83	75-79	73-79

Operational Noise and Vibration

Potential noise impacts during operation of the amended proposal were assessed based on the following three scenarios:

- Standard operation (24-hours): assumes all non-emergency equipment operating (excludes standby plant). All units are operating at their optimum settings for energy efficiency with the fresh air damper open. This scenario is expected to occur 24-hours a day.
- Generator testing operation (daytime only): assumes all non-emergency equipment operating (excludes standby plant), one emergency generator and one load bank (across the whole site) operating for routine generator testing. All units are operating at their optimum settings for energy efficiency. This scenario is only expected to occur during the day (7am – 6pm).
- Emergency operation (in event of power failure): assumes all non-emergency equipment operating and all emergency generators across the site (48 generators) operating simultaneously. The load banks are assumed to not be operating.

As demonstrated in **Table 15**, predicted results indicate that project criteria will be met at all receivers during the daytime standard and nighttime generator testing operation with the implementation of the indicative noise mitigation measures presented in the NVIA.

Noise levels are predicted to comply with the evening and night-time standard operation criteria at all receivers (with mitigation measures). Accordingly, the standard operation and generator testing scenarios do not exceed the relevant noise criteria and will not result in any potential noise impact on the community.

Revised Mitigation Measures

The revised NVIA did not identify any additional mitigation measures for operational noise beyond those previously outlined in the EIS (and included as **Appendix C** to this report).

Table 15 Predicted noise levels – Generator testing operation (daytime) and Standard operation (nighttime)

Receiver	**Generator testing operation - Daytime**				**Standard operation - Night -**			
	Overall site criteria, Day	Predicted level dBL^{Aeq},15min	Predicted exceedance	Meets Project criteria?	Overall site criteria, Night	Predicted level dBL^{Aeq},15min	Predicted exceedance	Meets Project criteria?
	dBL^{Aeq}, 15min				dBL^{Aeq},15min			
R1	53	31	-	Yes	38	28	-	Yes
R2a	53	39	-	Yes	38	34	-	Yes
R2b	51	35	-	Yes	38	31	-	Yes
R3	58	46	-	Yes	43	41	-	Yes
R4	51	31	-	Yes	38	27	-	Yes
R5	51	29	-	Yes	38	25	-	Yes
R6a	51	35	-	Yes	38	30	-	Yes
R6b	53	40	-	Yes	38	33	-	Yes
R7	51	27	-	Yes	38	21	-	Yes
R8	51	33	-	Yes	38	21	-	Yes
R9a	57	35	-	Yes	43	31	-	Yes
R9b	517	35	-	Yes	43	30	-	Yes
R10	51	28	-	Yes	38	25	-	Yes
R11	53	38	-	Yes	38	31	-	Yes
R12	51	35	-	Yes	38	27	-	Yes

Receiver	Generator testing operation - Daytime				Standard operation - Night -			
	Overall site criteria, Day	Predicted level dBL^{Aeq},15min	Predicted exceedance	Meets Project criteria?	Overall site criteria, Night	Predicted level dBL^{Aeq},15min	Predicted exceedance	Meets Project criteria?
	dBL^{Aeq}, 15min				dBL^{Aeq},15min			
C1	63	43	-	Yes	63	38	-	Yes
C2	63	42	-	Yes	63	42	-	Yes
C3	63	43	-	Yes	63	43	-	Yes
C4	63	32	-	Yes	63	30	-	Yes
C5	63	44	-	Yes	63	44	-	Yes
C6	63	44	-	Yes	63	38	-	Yes
C7	63	47	-	Yes	63	41	-	Yes
C8	63	58	-	Yes	63	52	-	Yes
C9	63	42	-	Yes	63	40	-	Yes
C10	63	46	-	Yes	63	41	-	Yes
C11	63	51	-	Yes	63	46	-	Yes
C12	63	45	-	Yes	63	38	-	Yes
CC1	53	41	-	Yes	53	34	-	Yes
CC2	43	36	-	Yes	43	28	-	Yes
AR1	53	38	-	Yes	53	30	-	Yes
H1	63	46	-	Yes	48	40	-	Yes

Receiver	Generator testing operation - Daytime				Standard operation - Night -			
	Overall site criteria, Day	Predicted level dBL^{Aeq},15min	Predicted exceedance	Meets Project criteria?	Overall site criteria, Night	Predicted level dBL^{Aeq},15min	Predicted exceedance	Meets Project criteria?
	dBL^{Aeq}, 15min				$dBL^{Aeq,}$15min			
H2	63	45	-	Yes	48	43	-	Yes

3.8.1.6. Air Quality

A revised Air Quality Impact Assessment (**AQIA**) has been prepared by ARUP and is included at **Appendix O**. The assessment provides an analysis of the air quality impact of the amended proposal on surrounding sensitive receivers during the construction and operation of the proposed development.

Construction Air Quality

A quantitative construction dust impact assessment was undertaken by ARUP using the atmospheric dispersion modelling system (**AERMOD**) based on the worst-case construction activity for dust-related impact during the construction phase, which involves bulk excavation and piling activities.

As demonstrated in **Table 16**, the results show that the cumulative PM10 concentrations are predicted to meet the daily impact assessment criterion of 50 µg/m3 at all assessed sensitive receivers at ground as well as at elevated levels. This predicted concentration represents the highest possible concentrations during construction, with all dust-generated construction equipment operating concurrently, and coinciding with worst-case meteorological conditions.

As the impact assessment criteria are met at the nearby receivers under worst-case conditions, the dust impact risk during construction is considered low with appropriate mitigation measures in place.

Table 16 Predicted highest 100th percentile 24-hour PM_{10} GLCs (Construction Scenario)

Receiver ID	**24-Hour PM_{10} Concentration (µg/m3)**			**Comply**
	Incremental	**Cumulative**	**Criteria**	
R1	3.6	25.9	50	Yes
R2	4.5	25.9		Yes
R3	4.1	28.1		Yes
R4	1.4	25.9		Yes
H2	12.5	28.3		Yes
H1	14.4	26.3		Yes
C1	10.1	26.8		Yes
C2	13.1	27.0		Yes
C3	13.3	27.4		Yes
C4	4.2	25.9		Yes
C5	13.2	29.8		Yes
C6	35.7	49.4		Yes
C7	8.7	25.9		Yes
C8	25.3	37.2		Yes
C9	35.7	49.4		Yes
C10	4.6	25.9		Yes
C11	10.9	25.9		Yes

Receiver ID	24-Hour PM_{10} Concentration (µg/m3)			Comply
	Incremental	Cumulative	Criteria	
CC1	3.3	25.9		Yes
CC2	1.0	25.9		Yes

Operational Air Quality

The primary source of air emissions during the operational phase are the standby generators required to guarantee ongoing operations if there is a failure of both the primary and secondary power supply. This is considered highly unlikely, meaning back-up power generation using the standby generators is unlikely to be required. A dispersion modelling assessment of the 48 standby generators was undertaken to ascertain air quality impacts at nearby receivers to comply with requirements of the SEARs.

Scenario 1: Highly unlikely worst-case scenario (peak emissions)

A dispersion modelling assessment was undertaken to determine the likely pollutant concentrations if all on-duty standby generators were needed to operate during the highly unlikely power outage event. The modelling results indicated the predicted pollutants' impact concentrations generally meet the impact assessment criteria outlined in the Approved Methods at identified nearby sensitive receivers.

Emissions of 1-hour average oxides of NO_x, which convert to NO_2 in the atmosphere, and 24-hour average particulate matter ($PM_{2.5}$) from the generators exceed the impact assessment criteria at nearby sensitive receivers. The predicted exceedances assumes that a power outage occurs continuously for 24 hours, which is highly unlikely in an event of loss of mains power scenario and considered to be very conservative.

Predicted exceedances of impact assessment criteria for NO_2 and $PM_{2.5}$ are not uncommon for facilities including standby diesel generators, where all generators would be required to operate where a loss of mains power occurs. However, it is highly unlikely that the standby generators would be used in their capacity to provide back-up power generation, with a likelihood far lower than 0.01% of the year.

Based on the above, (and consistent with the original SSDA), ARUP concluded that the air quality impact risk from the highly unlikely worst-case scenario (power outage) activity would be very low.

Scenario 2: Realistic operations during routine maintenance

The on-duty standby generators will undergo routine maintenance and testing to confirm they would be operational during a power outage. Routine maintenance follows a prescribed testing regime that sets the frequency and duration of testing to minimise emissions to air while undertaking all required maintenance. For the proposal, it is proposed that up to one generator would be tested at any one time during the daytime, with a total cumulative testing duration of not more than 200-hours in a year.

Dispersion modelling was undertaken to determine potential air quality impacts at nearby identified sensitive receivers. Predicted pollutant concentrations at nearby identified sensitive receivers during all maintenance or testing periods are below the impact assessment criteria for all assessed pollutants, due to less generators being operational, compared with the highly unlikely worst-case scenario. Therefore, the air quality impact risk from the routine maintenance activity would be negligible.

POEO (Clean Air) Regulation – Standard of Concentrations

Clause 73 of the *Protection of the Environment Operations (Clean Air) Regulation 2022* exempts emergency electricity generation comprising a stationary reciprocal internal combustion engine from the air impurities standard of nitrogen dioxide and nitric oxide concentrations if the plant is used for a total of less than 200 hours per year and is considered a non-scheduled premises.

The proposal would not be a scheduled premises as testing of generators would not be for more than a total of 200 hours per year, however, the proposal still needs to comply with Schedule 2 Part 3 of the POEO and its solid particles Standard of Concentration limit for non-scheduled premises. The proposed indicative generator selection has particulate emissions below the Standard of Concentration of 100 mg/m^3, when operating at all loads as provided in the generator specification and accordingly, meets the relevant Standard of Concentration requirement.

Cumulative impact from nearby data centres

Existing data centres are approximately 200 metres to the north-east and north-west of the proposal site which haven standby generators that could contribute to cumulative impacts on local air quality. The back up emergency generators can accommodate power generation during emergency loss of mains power. Each facility is connected to diverse and redundant power feeds to provide the highest level of resilience from mains power and ensure generators are a final resort for business continuity.

Ausgrid analysed the outage scenarios of other sub-transmission substation (**STS**) in their network such as Homebush, Willoughby, Port Hacking and Alexandria. There were no 33kV busbar outages in these STS in the last 10 years. There were a few 33kV feeder outages at the commissioning stage with no outages to customers due to N-1 supply. While the infrastructure surrounding the project site is relatively new to the above STS network, the analysed Ausgrid the surrounding.

A qualitative cumulative impact review has been conducted, based on the following factors to evaluate the potential risk of cumulative impacts.

- The probability of potential simultaneous failure of multiple feeders.
- The probability of potential simultaneous maintenance testing at multiple facilities.
- The frequency of wind vectors giving rise to cumulative impacts from the contributing sources towards common receiver(s).

The review outcomes indicate that the probability of cumulative air quality impacts during emergency and routine maintenance testing scenarios are extremely low; 0.0012%-0.0017% and 0.019%-0.026% respectively, indicating that they are highly unlikely to occur in a typical year.

Revised Mitigation Measures

The revised AQIA did not identify any additional mitigation measures beyond those previously outlined in the EIS.

3.8.1.7. Greenhouse Gas Emissions

A revised Greenhouse Gas Assessment has been prepared by ARUP and is included at **Appendix KK**. The revised report addresses the submissions and assesses the amended proposal.

GHG emissions were calculated using information and data specific to the amended proposal, supplemented by benchmark data. Over the 50-year project life, the amended proposal will result in 0.97 metric tonnes (mT) $CO_{2\text{-}e}$ of GHG emissions which is a reduction compared to the original proposal. A summary of GHG emissions for the amended proposal during both the construction and operational phases is outlined below.

Table 17 Summary of emissions for the amended proposal – construction phase

Emissions Category	Construction emissions (t $CO_{2\text{-}e}$)	Construction emissions as % of all GHG emissions
Construction fuel use - stationary equipment	1,350	0.14%
Construction fuel use - mobile equipment	70	0.0072%
Construction electricity use	20	0.0021%
Commissioning electricity use	1,350	0.14%
Materials	177,680	18%
Construction material transport	8,840	0.92%
Landfilling construction waste	90	0.21%
Transport of construction employees to site	2,040	0.21%

Emissions Category	Construction emissions (t CO_{2-e})	Construction emissions as % of all GHG emissions
TOTAL (construction)	**191,440**	**20%**

Table 18 Summary of emissions for the amended proposal – operational phase

Emissions Category	Operation emissions (t CO_{2-e})	Operation emissions as % of all GHG emissions
Diesel generator – testing	13,500	1.4%
Refrigerant leakage	79,840	8.3%
Operation electricity use (accounting for reduction in GHG emissions from the grid based on projections, and excludes hyperscale electricity use (~60% of total electricity use)	498,590	52%
Water use	165,030	17%
Transport of employees to work	17,700	1.8%
Fuel use for waste collection and deliveries	460	0.048%
TOTAL (operation)	**775,120**	**80%**

Operational emissions over a 50-year design life account for 80% of total GHG emissions for the amended proposal, primarily due to the high electrical loads. The proposal's total GHG emissions of 0.97 Mt CO_{2-e} is less than 1.5% of national and State GHG emissions.

A separate Greenhouse Gas Mitigation Plan has been prepared by ARUP and is included at **Appendix MM**. This report outlines additional greenhouse gas mitigation measures proposed for the proposal including:

Scope 1 (Direct Emissions):

- Utilising low Global Warming Potential refrigerants and leak detection systems to minimise emissions from cooling systems.
- Exploring Hydrated Vegetable Oil compatible generators as an alternative to diesel for backup power.
- Optimising Uninterruptible Power Supply systems to reduce energy wastage and potential emissions during power conversion.

Scope 2 (Indirect Emissions from Purchased Energy):

- Implementing Power Purchase Agreements for renewable energy to reduce dependence on non-renewable power sources.
- Installing on-site solar photovoltaic panels to generate renewable energy.
- Enhancing energy efficiency through improved design and equipment, such as efficient lighting and potential future adoption of liquid cooling technologies.

Scope 3 (Other Indirect Emissions):

- Using low-carbon materials like concrete and steel and evaluating the use of copper busbars.
- Reducing water consumption through technologies like sewer mining.
- Promoting local procurement to minimise emissions related to material transport.

- The plan also includes a performance monitoring strategy and an offset scheme, to manage residual emissions through initiatives such as tree planting and renewable energy projects.

3.8.1.8. Access Traffic and Parking

An amended Traffic Impact Assessment (**TIA**) has been prepared by TTPP as is provided at **Appendix M**. The TIA assesses the amended proposal and the anticipated transport implications of the project during operation.

Car Parking

The proposed site is close to public transport including the Macquarie Park Metro Station and major bus stops along Waterloo Road and Lane Cove Road. The amended proposal seeks to reduce the number of on-site parking spaces from 105 spaces to 51 spaces. 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.

During operation, the facility is expected to accommodate approximately 490 specialist and related full-time roles distributed across three eight-hour shifts per day, equating to 235 staff being on-site at any one time. 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:

- A controlled booking system for all staff, visitors and contractors to ensure efficient use of available spaces.
- 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).
- Use of public transport for attendance at events having regard to the excellent accessibility of the site.

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.

These initiatives are outlined in greater detail in the revised Green Travel Plan which is provided at **Appendix EE**.

Accessible Parking

Based on the revised parking provision of 51 spaces, the amended proposal is required to provide two accessible car parking spaces. The proposal provides two accessible spaces which complies DCP requirements.

Bicycle Parking and Facilities

As the amended proposal provides 51 car spaces, a total of 5 bicycle spaces is required. The amended proposal provides 20 bicycle spaces which complies with DCP requirements. This represents an increase of 8 bicycle spaces in comparison to the existing proposal and will encourage active transport to and from the site.

Appropriate end of trip facilities are provided to encourage cycling to work by staff. Additional bicycle parking spaces will be provided in the urban plaza adjacent to the metro station for visitors.

Motorcycle Parking

No motorcycle parking rates are currently provided within the RDCP 2014. However, it is proposed to provide 17 motorcycle spaces within the development, an increase of 6 spaces compared to the original proposal. The proposed motorcycle parking provision is considered satisfactory.

Access and Servicing

The amended proposal refines the access arrangements to align with the strategic intent of the Macquarie Park Place Strategy and TfNSW requirements. The revised design retains Road 13 and introduces the half-width of Road 6 to provide improved connectivity across the precinct, while also facilitating access to the

subject site. Road 5 which was originally proposed in the SSDA has been removed from the design following detailed consultation with TfNSW and Council.

Vehicle access to the site will occur via Road 13, which connects to Waterloo Road with left-in and left-out movements. This access will accommodate staff, service and visitor vehicles and will operate efficiently within the existing local network. Additional access will be provided via the half-width Road 6 as part of Stage 2, connecting to Lane Cove Road as a left-in only intersection. A dedicated deceleration lane along Lane Cove Road will be constructed to enable safe and efficient access to Road 6 in accordance with TfNSW requirements, while maintaining the operation of the existing bus zone and general traffic flows. Vehicles will continue to exit the site via Road 13 to Waterloo Road.

A temporary turning facility will be constructed at the end of Road 13 to allow vehicles travelling southbound along Road 13 to turn and depart via Waterloo Road until such time Road 6 is extended, providing an alternate egress route and allowing the creation of a formal T-intersection.

The removal of Road 5 was informed by detailed traffic and design analysis undertaken by the project team in coordination with TfNSW. The proposed alignment of Road 5 directly conflicted with the existing bus stop and deceleration lane on Lane Cove Road, forming critical elements of the public transport network. Retaining Road 5 in this location would have required relocation of the bus stop further south, reducing accessibility to the Macquarie Park Metro Station and increasing walking distances for passengers. Alternatively, shifting the Road 5 alignment to avoid the bus stop would have reduced the separation between Roads 5 and 6 to approximately 45 metres, resulting in unsafe road geometry and poor intersection spacing.

TfNSW undertook internal AIMSUN modelling to test a range of network scenarios, including options with and without Road 5. The modelling demonstrated that removing Road 5 would have negligible impact on overall network performance, with only minor additional delay along Waterloo Road during the weekday PM peak period. When considered alongside safety, constructability and public transport interface constraints, TfNSW identified and endorsed the preferred arrangement comprising removal of Road 5, retention of the existing bus stop on Lane Cove Road, and inclusion of the half-width Road 6 as a left-in only intersection with a compliant deceleration lane.

Pedestrian analysis confirmed that the removal of Road 5 and expansion of the civic 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.

Overall, the amended access arrangement provides a coordinated, safe and efficient configuration that resolves existing conflicts with public transport infrastructure, maintains integration with the broader precinct road network, and supports long-term multimodal connectivity within the Macquarie Park precinct.

Road design details can be found in the amended Civil Plans prepared by TTW at **Appendix U**. All vehicle access to the site will be provided in accordance with the relevant Australian Standards, with truck and car access being clearly delineated to minimise conflict between different vehicle classes and pedestrians.

The amended proposal will include two loading docks, with each dock capable of accommodating up to two 19m long articulated vehicle (**AV**) or two 12.5m heavy rigid vehicles (**HRV**). Refuelling of the diesel tank will be adjacent to Road 13 between the loading dock and car park access with fuel trucks stopping in the service driveway. This will allow the fuel trucks to enter and exit the site in a forward direction, using the available loading dock area to complete a three-point turn. Refuelling activities are expected to be infrequent and outside of standard operating hours to minimise its impact on surrounding road users.

Traffic Generation

There are no traffic generation rates specified for data centres in TfNSW's *Guide to Traffic Generating Developments 2002*. Accordingly, site-specific surveys were undertaken by TTPP at the comparable NEXTDC Artarmon facility between 4-10 February 2024. The Artarmon data centre is similar in scale and operational profile to the proposed development and currently accommodates approximately 285 staff per eight-hour shift with 100 on-site parking spaces.

Survey results indicated a maximum of 22 vehicle trips per hour, equivalent to a generation rate of 0.22 trips per car space. Applying this rate to the proposed 51 on-site spaces suggests the development would generate approximately 11 vehicle trips per hour. For comparison, higher generation rates were identified at the existing data centre at 8 Khartoum Road, Macquarie Park (Ason Group, 2018), where rates of 0.45 trips

per space during the AM peak and 0.36 trips per space during the PM peak were recorded. Applying the higher AM rate would equate to approximately 23 vehicle trips per hour, or around one vehicle every two minutes.

In both scenarios, the level of traffic generated by the proposed development is considered low and negligible in the context of the surrounding road network capacity.

Traffic Impact

The proposed development will generate a low level of traffic, estimated at approximately 23 vehicle trips per hour during peak periods. This traffic would be dispersed across a number of access points and intersections, resulting in no measurable impact on intersection performance or the surrounding road network.

Traffic surveys undertaken along Lane Cove Road and Waterloo Road indicate that existing peak-hour volumes range from 2,300 to 2,600 vehicles per hour and 374 to 1,050 vehicles per hour, respectively. Against these background conditions, an additional 23 vehicle trips per hour would represent a negligible increase, well within typical daily traffic fluctuations.

By comparison, the existing site, which currently accommodates approximately 225 parking spaces, could generate in the order of 100 vehicle trips per hour based on standard office land use rates. The revised proposal provides 51 parking spaces, which represents a net reduction of around 77 vehicle trips per hour during the busiest periods.

TfNSW's AIMSUN modelling of the preferred access arrangement (removal of Road 5, inclusion of Road 6 as a left-in only access from Lane Cove Road with a deceleration lane, and Road 13 operating left-in/left-out to Waterloo Road) confirmed the broader network would continue to operate acceptably, with only minor localised congestion expected on Waterloo Road during the weekday PM peak.

Given the substantial reduction in parking supply and associated vehicle movements, and the access configuration endorsed by TfNSW, the proposed development will not result in any adverse traffic impacts on the surrounding road network.

Active Transport

The amended proposal delivers significant improvements to active transport connectivity through a coordinated network of pedestrian and cyclist facilities integrated with the broader Macquarie Park precinct.

The plaza fronting Waterloo Road will enhance permeability and pedestrian safety and provide a direct and generous connection between Road 13, the development, and Macquarie Park Metro Station. The removal of Road 5 has allowed the plaza to be widened, further reducing potential conflicts between pedestrians, cyclists, and vehicles.

Along Road 13, kerb ramps will be provided at Waterloo Road to facilitate pedestrian and cyclist movement. The intersection design will accommodate large service vehicles while ensuring safe delineation for other users. Opportunities for continuous footpath treatments along Roads 13 and 6 will be further explored during detailed design in consultation with Council, subject to safety and operational constraints.

Road 6 has been designed to accommodate a future shared pedestrian and cyclist bridge across Lane Cove Road, forming part of the planned north–south active transport corridor for Macquarie Park. The bridge, to be delivered by others, will connect to a widened verge and at-grade footpath along Road 6, providing a continuous link between Road 13 and Lane Cove Road.

In addition, the existing footpath along Lane Cove Road will be reconstructed and elevated to improve pedestrian safety, accessibility, and separation from high traffic volumes. The design, endorsed by TfNSW, includes fencing for safety and allows for increased tree retention along the site frontage.

Collectively, these works will enhance pedestrian comfort, connectivity, and safety while supporting the broader active transport objectives for the Macquarie Park precinct.

Construction Traffic

TTPP have prepared a revised Construction Traffic Management Plan (**CTMP**) which can be found at **Appendix FF**. The CTMP assesses and provide management for the anticipated traffic impacts during construction.

No changes to the proposed changes to the potential impacts from construction traffic are anticipated beyond what has been assessed in the EIS. Different vehicles are expected to be entering and exiting the site during demolition and construction at various rates:

- Semi-trailer and truck-and-dog trailer trucks for use during demolition and excavation works,
- 12.5m heavy rigid vehicles and concrete truck mixers for structural and finishing works, and
- Small rigid vehicles, vans and couriers for smaller deliveries as required.

Construction Activities	Duration	Daily Tow-Way Movements	Hourly Two-Way Movement
Demolition	3 months	20 trips	Up to 2
Excavation and Site Preparation	7 months	15 trips	Up to 1
Construction and Building Works (Stage 1 -Building A)	28 Months	40 Trips	Up to 4
Construction and Building Works (Stage 2-Building B)	27 Months	40 Trips	Up to 4
Public Domain Works (This is concurrent with the Building A construction and building works)	7 months	20 Trips	Up to 2
Total	Building A: 34 Months Building B: 27 Months		

Up to 80% of all construction vehicles are likely to be heavy and medium rigid vehicles with the rest being small rigid vehicles. The exact number of trips generated from construction vehicles is not known at this stage. However, given the location to major roads and low traffic conditions, the proposed construction phase is not likely to have any negative impacts on the surrounding road network.

The CTMP noted that the proposed and amended is considered to generate a modest level of vehicular traffic with up to 8 truck movements (two-way) per hour expected during peak construction activities. The CTMP states that the proposed construction will not be expected to result in adverse impacts on the surrounding road network.

Mitigation Measures

The revised TIA and CTMP did not identify any additional mitigation measures beyond those previously outlined in the EIS apart from the implementation of a controlled parking management plan to minimise parking demand during operation.

3.8.1.9. Hazards and Risks

A revised Hazards and Risk Report has been prepared by ARUP and can be found at **Appendix S**. The revised report addresses the submissions and assesses the amended proposal.

Potential Impacts

The report has reviewed the quantity of dangerous goods stored on site associated with the amended proposal under the threshold criteria outlined in the R&H SEPP, including:

- 48 x diesel generators.
- 576 x lithium-ion (li-ion) batteries.
- 16 x diesel storage tanks.

- Fire suppression system containing IG-541 gas.
- Pre-action sprinkler system containing nitrogen gas.

A comparison with the original proposal is provided in **Table 19.**

Table 19 Comparison of Original and Proposed Hazardous Materials

Hazardous material	Original proposal	Amended proposal	Change
Diesel generators	60	48	-12 generators
Lithium-ion (li-ion) batteries	120	576	+456 batteries
Diesel storage tanks	12	16	+4 tanks

To support site operations and uninterrupted and consistent power supply, both lithium-ion batteries and diesel generators will be on site as per the original proposal. While diesel is not classified as a dangerous good by the Australian Dangerous Goods Codes (**ADGC**), it is a Class C1 combustible liquid. Li-ion batteries have the potential for thermal runaway and are identified as Class 9 dangerous goods. The classes and qualities of dangerous good to be stored on the site is summarised in **Table 20**.

Table 20 Quantities of dangerous good stored within the site

Substance	UN Number	DG Class	Quantity
Li-ion batteries	3480/3481	9	518,400kg
Diesel	1202	N/A	1,648kL

Resilience and Hazards SEPP Screening Results

A screening assessment was undertaken for the amended proposal in accordance with the provisions of the R&H SEPP. As Class 9 dangerous goods, Class 2.2 non-flammable, non-toxic gases and C1 & C2 combustible liquids are excluded, no storage screening is required.

The SEPP screening for transportation only applies to the movement of Lithium-ion batteries. The movement of Li-ion batteries is only expected during the commissioning stage with no movement of Li-ion batteries expected during operation. During the commission stage, the peak movement of Li-ion batteries is expected to be 5 times per week. The movement threshold for Li-ion batteries is outlined in **Table 21**.

Table 21 SEPP transport screening threshold

Substance	DG Class	Peak weekly movements expected	Weekly Movements Threshold	Threshold exceeded
Li-ion batteries	9	5	>60	No

As shown in the above table, the transportation thresholds are not exceeded. Accordingly, the screening assessment confirms that neither the storage quantities or transportation thresholds are exceeded for dangerous goods on-site and the facility is not deemed “potentially hazardous” as per the R&H SEPP.

Storage of Hazardous Materials

The hazards associated with the storage of diesel storage and lithium-ion batteries must still be managed appropriately. The potential risks that may arise can be mitigated by achieving compliance with/ taking into account guidance from relevant international guidelines and Australian Standards. The proposal was assessed in accordance with the relevant Australian Standards. Diesel storage is subject to AS1940:2017 and lithium-ion batteries are subject to AS/NZS 4681:2000.

The storage quantity of Li-ion batteries for the site is below the 2000t allowance for chemicals in any other form. The diesel storage quantity is below the 2000t allowance for petroleum products storage. The pressurised gas storage totals 10.2t across the site, which falls below the 20t criteria for pressurised gas general chemicals storage.

As such, an environmental protection license will no longer be required as per the requirements of section 48 and Schedule 1 Part 9 of the POEO Act.

Revised Mitigation Measures

The revised Hazards and Risk Report did not identify any additional mitigation measures beyond those previously outlined in the EIS.

3.8.1.10. Infrastructure Requirements and Utilities

A revised Infrastructure Requirements Report has been prepared by ARUP and can be found at **Appendix T**. The report assessed the existing and required infrastructure needed to service the site and future data centre.

The potential impacts associated with the amended data centre are consistent with the existing proposal. A summary of the potential impacts associated with the demand for utilities is provided below.

Electricity

The data centre will be serviced by the local high-voltage (HV) distribution network. Ausgrid has confirmed that sufficient capacity will be available to meet the needs of the proposed data centre following completion of augmentation works at the Macquarie Sub-Transmission Station (STS), scheduled for completion in late 2025. These works form part of Ausgrid's broader network upgrade program and are not solely required in response to this SSDA. The proposed development does not dictate the form, timing, or location of the augmentation works, and can proceed independently subject to standard certified design processes to secure a timely connection prior to construction.

The potential impacts for electricity demand are consistent with those previously assessed and include:

- High electrical demand impacting the surrounding HV distribution network.
- High noise levels when testing or operating back-up generators.
- Fuel spills when filling generators.
- Fire and explosion risks associated with the generators.
- Fire and explosion risks associated with the switching station.
- Air pollution when generators are operational.

Each of these matters has been assessed in the supporting Noise and Air Quality Reports. The detailed assessment confirm all relevant matters can be satisfied, with recommended mitigation measures incorporated within the proposed development to ensure compliance with relevant standards.

Water and Sewerage

The site will require connection to both potable and industrial water networks via existing 150mm and 200mm mains in Waterloo Road. Flow and pressure testing confirmed that on-site hydrant protection systems, storage tanks and pressure-boosting pumps will be required to meet operational demands. Estimated peak day water usage at full operation across both buildings is approximately 4,541 kL/day.

To minimise demand on the potable water network and address potential capacity constraints identified by Sydney Water within the locality, the proposal incorporates a privately owned and operated blackwater treatment plant within the S5 facility. This system will utilise sewer mining from the Sydney Water network, together with on-site wastewater and stormwater capture, to offset potable water use for cooling and irrigation purposes. The integrated water management system will:

- Substantially reduce reliance on Sydney Water's potable mains, ensuring more sustainable long-term operation.
- Alleviate pressure on the precinct's existing water and sewer infrastructure.

- Enable compliance with Section 73 feasibility requirements and maintain ongoing consultation with Sydney Water, Veolia, and the Water Services Coordinator.

A dedicated sewer connection will accommodate wastewater discharge from the blackwater treatment plant.

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.

Telecommunications

The key operational issue for NEXTDC is that the facility can operate in the event one telecommunications route is offline. The facility will be serviced by separate telecom supply routes to ensure path diversity.

Gas

No gas supply is proposed to serve the data centre facility. All power supplies will be from electrical sources with auxiliary supply from diesel generators.

Revised Mitigation Measures

ARUP have not recommended and additional mitigation measure beyond what was provided in the EIS.

3.8.1.11. Aboriginal Cultural Heritage

A revised Aboriginal Cultural Heritage Assessment Report (**ACHAR**) was prepared by Urbis and can be found at **Appendix W**. The report addresses the submission received from Heritage NSW and assesses the amended proposal.

Consistent with the original proposal, the following conclusions were drawn from the assessment:

- There are no Aboriginal objects or Places registered within the subject area.
- The nearest registered site was an Isolated Find and PAD approximately 800m north-east of the subject area which consisted of an Aboriginal object located in a disturbed context.
- The majority of recorded Aboriginal sites in the area were in relatively undeveloped land in proximity to Lane Cove River. The paucity of registered sites in proximity to the subject area, however, is likely a reflection of a lack of archaeological investigation and/or historical disturbance.
- The subject area is not within 200m of any water way. The hydrology of the subject area is therefore considered to indicate archaeologically sensitivity.
- Previous archaeological assessments in the area highlight that modern disturbance, and in particular cut and fill activities for construction significantly reduce archaeological potential.
- The subject area is located within the Glenorie Soil Landscape, characterised by shallow to moderately deep soils which are susceptible to erosion and disturbance during phases of historical land use.
- Historical land use for agriculture, and subsequent industrial development will have caused high levels of disturbance. The shallow to moderately deep soil profile in the subject area indicates that this disturbance will have been significant across the majority of the subject area.
- A visual inspection of the subject area revealed that historical disturbance is high, with a series of level surfaces having been cut into the naturally sloped terrain which ascends from Waterloo Road.
- Preliminary geotechnical investigations indicate that the site has been subject to extensive cut and fill activities.
- Predictive modelling for archaeological site types suggests there is nil potential for Art, Bora / Ceremonial sites, Grinding Grooves, Middens, Modified Trees and Shelters within the subject area and low potential for Artefact Scatters / Campsites, Burial, Contact Site, Isolated Finds and PAD.

- No comments relevant to the specific social or cultural values of the subject area were received from RAPs during Stage 2-3 of the consultation process.

The ACHAR has not provided any additional mitigation measures beyond what was provided in the EIS. The unexpected finds protocol has been updated in the revised ACHAR to include recommendations for RAP involvement.

3.8.1.12. Biodiversity

A revised Biodiversity Development Assessment Report (**BDAR**) has been prepared by Eco Logical Australia to address the amended proposal and is provided at **Appendix II**.

The existing buildings were assessed for their potential to contain habitat for threatened fauna species. Microbats were considered as potentially having habitat within the buildings. One small hollow was also present within the site and assessed for its potential to provide roosting habitat for microbat species. A nocturnal microbat survey was conducted utilising an Anabat acoustic device, however, no microbat activity was recorded. An additional external survey of the existing structures found no evidence of microbat activity. Following assessment of the buildings and the hollow-bearing tree, it was concluded that neither were likely to be currently used as roosting habitat for threatened microbat species.

The amended design allows for additional native vegetation to be retained. Measures to avoid and minimise impacts have been applied to the development footprint. 0.1ha of Plant Community Type (**PCT**) 3262 will be retained within the site, compared to 0.06ha of the same PCT in the original proposal, reducing impacts on native vegetation. The residual impacts of the development footprint which are not avoided require credits for biodiversity values. A summary of credit requirements to offset impacts to PCT 3262 is shown in the table below. The amended proposal improves the biodiversity outcomes, with biodiversity credits reduced from 13 to 11.

Table 22 Summary of Credits Required to offset residual impacts

Vegetation zone	PCT ID	PCT Scientific Name	Condition	Direct Impact area (ha)	Credits
1	3262	Sydney Turentine Ironbark Forest	Good	0.31	5

As per the original assessment, the vegetation did not meet any of the condition classes to be considered a Threatened ecological community under the *Biodiversity Conservation Act 2016*. Additionally, no candidate Serious and Irreversible Impact species were identified on the site. An assessment of significance for EPBC Act list species including the Gang-gang Cockatoo, Swift Parrot and Grey-headed Flying-fox concluded that the proposed development is unlikely to cause a significant impact to foraging habitats for these species.

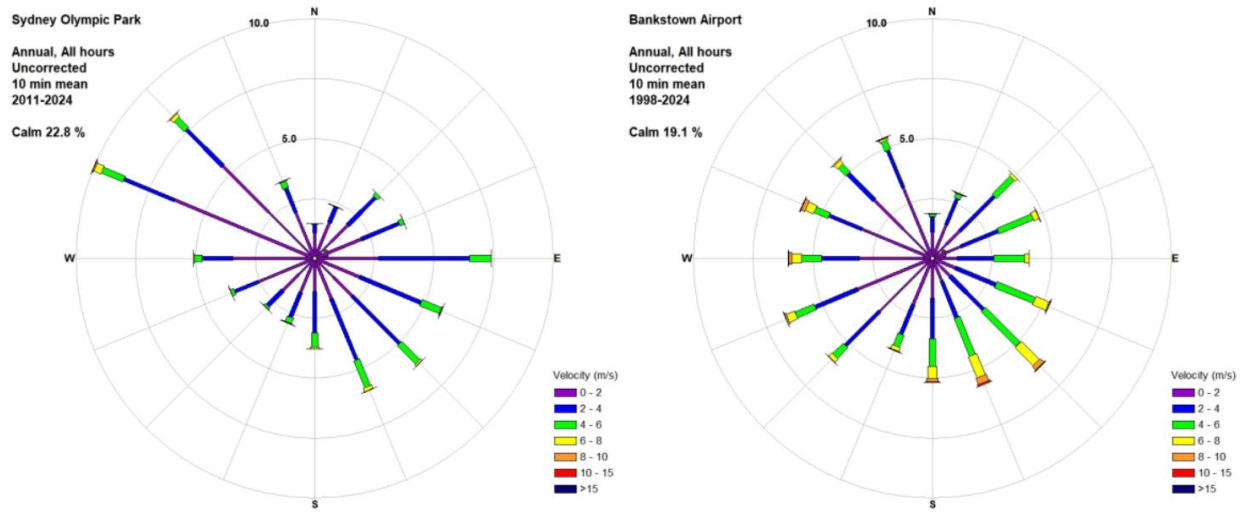
A referral to the Commonwealth Department of Climate Change, Energy, the Environment and Water was not recommended. A preclearance survey of vegetation to be removed and buildings inspected by a qualified ecologist is recommended to ensure that there is no evidence of fauna prior to removal. No additional mitigation measures were proposed beyond what was provided in the EIS.

3.8.1.13. Wind

Council requested a pedestrian wind impact assessment be undertaken. Accordingly, a Qualitative Wind Assessment has been prepared by CPP and can be found at **Appendix LL**. The report assesses the proposed development and its impacts on the pedestrian wind environment and amenity.

The site is 7km northeast and 13km north of Sydney Olympic Park and Bankstown Airport anemometers. The prevailing winds are predominantly from the northeast and southwest as shown in **Figure 32** below.

Figure 32 Prevailing winds (Sydney Olympic Park and Bankstown Airport Anemometer)



Source: CPP Wind Engineering Consultants, 2025

The assessment determined the proposed development would have minimal impacts on surrounding areas. CCP concluded that some areas would have slightly windier condition and others would be calmer.

Although the site is relatively exposed to the winds from the southeast, the building aspect ratio would direct wind over the roof and around the southeast corners. This may result in greater wind impacts in the corners of the building. However, the footpath 10 metres to the eastern side is sufficiently separated and the maturing landscape treatment would further reduce the pedestrian wind impacts.

Wind from the east or south would impinge on the corner of the building rather than orthogonal to the face. This would induce more horizontal flow, with similar or better wind conditions around these corners. Winds from the northwest would primarily impact the urban plaza, resulting in stronger wind conditions along the footpath closer to the corner of the building. As vegetation matures, these impacts would be reduced. For surrounding sites, the assessment concluded that the proposal would result in some windier and some calmer conditions, depending on the incident wind direction.

Wind conditions would be generally classified as suitable for ‘Main retail centres’, increasing to ‘Footpaths and other pedestrian accessways’ around the exposed corners of the development. These pedestrian areas are considered acceptable from a wind perspective for their intended use. Additionally, the terraces will have a favourable wind outcome and would be considered acceptable for their intended use. Accordingly, no mitigation measures have been provided as part of the Qualitative Wind Assessment.

3.8.2. Standard Assessment Impacts

3.8.2.1. Non-Aboriginal Cultural Heritage

The original Heritage Impact Statement (**HIS)** concluded that due to the considerable separation between the site and heritage items, there is no risk that the proposed development will physically or visually impact any heritage item.

The amended building envelope and overall design is considered appropriate based on the surrounding industrial and commercial context, with no changes required to the original HIS.

3.8.2.2. Contamination and Remediation

The amended scheme does not impact on the documents lodged with the SSDA. However, an additional Contamination Investigation was undertaken by JK Environments to better understand the contamination risks based on the Preliminary Site Investigation (**PSI**).

Based on the additional investigation the following was recommended:

- Interim management of the site is to occur under an Asbestos Management Plan (**AMP**), until remediation occurs. The AMP is to be prepared by a SafeWork NSW Licensed Asbestos Assessor (**LAA**). We note that this was also a recommendation of the PSI.

- A Remediation Action Plan (**RAP**) is to be prepared to address the identified contamination issues. The RAP is to include a framework for the additional investigation (once access is available) to address the data gaps outlined in the PSI and the Additional Contamination Investigation.
- The site is to be managed, remediated and validated in accordance with the RAP and AMP.

These recommended actions are consistent with the PSI undertaken as part of the original scheme. Additional contamination testing confirms the site can be made suitable for the proposed used provided the RAP is implemented and the site is verified after remediation.

The RAP outlines the following additional requirements:

- A site validation report is to be prepared on completion of remediation activities and submitted to the consent authority to demonstrate that the site (or a particular development stage) is suitable for the proposed development.
- A long-term EMP will also be required as part of the validation documentation process to outline the long-term management approach and requirements, in the event that contaminated material remains on-site.

All remediation on the site will be in accordance with the RAP (**Appendix OO**).

3.8.2.3. Ecologically Sustainable Development (ESD)

A revised ESD report has been prepared by ARUP and is available at **Appendix N**. The report outlines the energy efficiency measures which can be adopted for the project to minimise greenhouse gas and carbon emissions.

The ESD report has undertaken a detailed analysis of the potential impacts, including the following:

- Energy and greenhouse gas emissions
- Water usage
- Materials and waste

The revised report includes additional ESD initiatives as outlined in the table below.

Table 23 Summary of ESD Initiatives

Category	Imitative
Energy and Greenhouse Gas Emissions	▪ Minimum 5-star NABERS Energy rating, with a 5.5-6-star stretch target. ▪ Water-side free cooling via heat exchangers and cooling towers reduces the runtime of the chillers. ▪ Envelope design using insulation, high performance selective glazing and external shading on appropriate elevations to achieve Section J envelope minimum compliance, balanced with allowing daylight into office spaces to reduce the reliance on artificial lighting. ▪ Efficient LED lighting throughout. ▪ Solar photovoltaic generation across rooftop areas where area is available. ▪ Provision of EV charging stations. ▪ Metering and monitoring of energy consumption. Potential strategies to be explored in the design of NEXTDC S5 include: ▪ Mixed mode ventilation to office spaces to reduce the reliance on mechanical heating and cooling. ▪ High albedo materials to reduce Heat Island Effect, including high ‘Solar Reflectance Index’ ‘cool roof’ cladding materials and paving.
Water	▪ Recirculation and capture of fire testing water. ▪ Rainwater collection, for irrigation, toilet flushing and miscellaneous non-potable cold water requirements. ▪ Cooling tower capture for re-use. (optional) ▪ Water treatment measures to improve the number of cycles, thereby reducing cooling tower discharge.

Category	Imitative
	▪ Efficient fixtures and fittings with high WELS ratings. Potential strategies in the design of NEXTDC S5 to satisfy the requirements outlined above include: ▪ Use of native low water need species in landscaping. ▪ Prioritise permeable finishes and paving. ▪ Consideration of connection to recycled water facilities.
Material Resources and Waste	▪ Structure developed around enabling low carbon materials. ▪ Structural optimisation considering dematerialisation against material carbon impacts and local availability, aiming to develop a Design for Disassembly strategy. ▪ Consideration of low carbon, high Portland cement replacement concrete and/or potentially carbon neutral certified concrete for concrete elements, arc furnace produced steel, high recycled content lower embodied carbon aluminium for glazing systems. ▪ Independently reviewed whole-building Life Cycle Assessment of embodied carbon and other materials impacts. ▪ Provision of on-site separation of waste streams to maximise diversion from landfill. ▪ Development of a construction and demolition waste management plan, detailing all major waste streams generated, including disposal and diversion rates.

The above measures will reduce the impacts of the proposal, particularly with regards to energy and water consumption as summarised below:

- Energy use – Designing to a PUE of 1.29 rather than an industry standard of 1.59 has resulted in a 19% saving in energy use. The Building A/B component is targeting a 5-star NABERS Energy rating while the Building O component is targeting a 5.5-Star rating.
- Water use - Designing to a WUE of 2.6 has resulted in a 17% saving in water use. The Building O development is targeting a 3-Star NABERS Water rating.

3.8.2.4. Flooding

The Flood Risk Assessment Report prepared by TTW and available at **Appendix Q** has been updated to include the updated project description**.** However, the proposed amendments made do not alter the previous assessment of impacts and mitigation measures outlined in the EIS.

3.8.2.5. Ground and Water Conditions

A revised Geotechnical Investigation has been prepared by JK Geotechnics having regard to the amended proposal and is provided at **Appendix AA**.

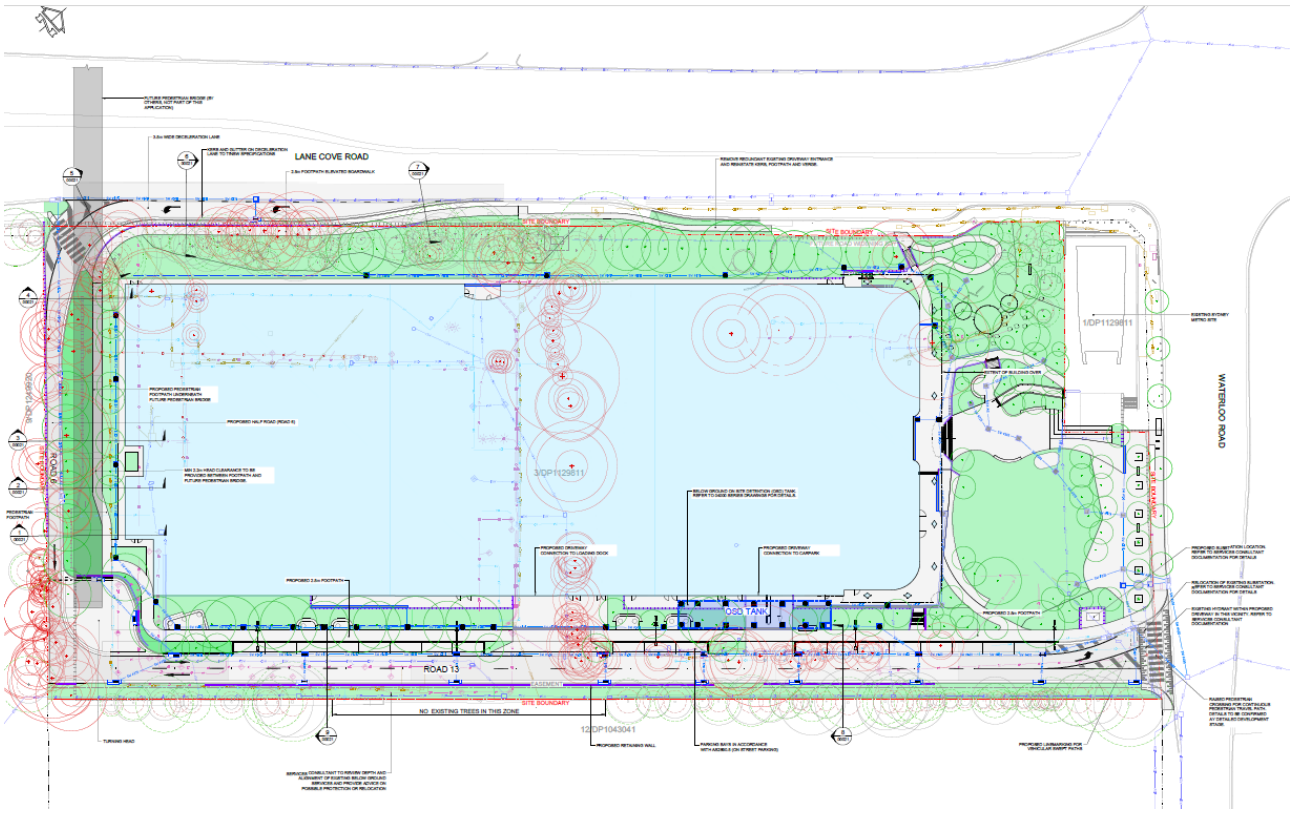
The investigation identified a surficial cover of pavements and fill overlying residual clays, then weathered siltstone bedrock at depths ranging from 0.2m to 5.0m, or between about RL55.7m and RL67.7m. The upper portion of the siltstone bedrock was typically of hard soil strength and very low rock strength before improving to medium to high and high strength bedrock with depth. Groundwater was encountered between about RL63.4m towards the south-western end grading down to RL49.7m towards the north-eastern end of the site.

No additional impacts or mitigation measures were identified in the revised Geotechnical Investigation beyond what was provided in the EIS.

3.8.2.6. Water Management

A revised Civil Engineering Report has been prepared by TTW and is provided at **Appendix R**. The report provides a summary of the civil engineering design for the proposed amended data centre. Minor design amendments have been introduced to respond to the changed building siting. The amended stormwater drainage design is shown in **Figure 33**.

Figure 33 Revised Stormwater and Drainage Plan



Source: TTW, 2025

An OSD tank with a 530m^3 storage volume is proposed. A preliminary DRAINS model has been developed to show uncontrolled post development catchment flows for the site with and without OSD. Both models show that the proposal complies for the 1% AEP conditions.

Stormwater quality has been designed to satisfy the Water Sensitive Urban Design (**WSUD**) guidelines set out in the RDCP 2014. The Model for Stormwater Improvement Conceptualisation (**MUSIC**) modelling undertaken by TTW demonstrates that the proposed development as amended can meet the nominated pollutant reduction targets outlined in the RDCP 2014. This is summarised in the table below.

Table 24 Summary of Stormwater Reduction Targets

Pollutant	Required Reduction	Modelled Reduction (Amended)	Compliance
Total Suspended Solids	85%	87.2%	Yes
Total Phosphorus	60%	62.2%	Yes
Total Nitrogen	45%	53.6%	Yes
Gross Pollutants	90%	99.9%	Yes

TTW recommended the following measures to achieve the stormwater quality reduction targets:

- Ocean Protect Storm Filter Cartridges (or equivalent)
- Ocean Protect Oceanguard Pit Inserts (or equivalent)
- Ocean Protect Jellyrish (or equivalent)
- Rainwater Tanks

A 150,000L rainwater tank will be provided to enable water capture and re-use across the site. Extensive landscaping and deep soil areas are also proposed. In relation to stormwater treatment, the proposal will

require 38 x Ocean Protect Ocean guards or equivalent and 40 x 690mm Ocean Protect PSorb Storm Filters or equivalent, and an Ocean Protect Jellyfish JF-1200 (or equivalent).

No additional mitigation measures were provided as part of the revised Civil Engineering Report beyond what was provided in the EIS.

3.8.2.7. Waste Management

A revised Waste Management Plan (**WMP**) has been prepared by Encycle to address the amended proposal and is provided at **Appendix BB**.

The revised WMP confirms that the amended proposal will not alter the types or volumes of waste both during construction and during operation however it does confirm that the number of bin stores required has been reduced from four to three. These are broken down as following:

- NEXTDC Office and Data Hall (bin store 1)
- External operated food and beverage tenancy (bin store 2)
- External operated retail tenancies (bin store 3)

The number of bins in each of the bin stores will be increased, plus the overall size of the bins has been increased. One larger bin store of 114m^2 will service both data hall buildings adjacent to the basement loading dock. Bin stores 2 and 3 will remain in the same location with a slightly larger size of 33m^2.

There are no changes to the waste collection procedures. The waste collection vehicle will enter the loading dock in a forward direction. Bins will be brought to the dock lifts for collection. Where possible, all demolition and construction materials would be recycled either on-site through reuse or offsite at a licensed facility. Waste would be transported and disposed of offsite by a licensed contractor to a licensed landfill facility. Similarly, recyclable and non-recyclable materials generated during operation would be collected and disposed of by a licensed contractor.

Multiplex will develop a detailed project specific construction waste management plan (**CWMP**) for the construction stage prior to commencement of construction. An Operational Waste Management Plan (**OWMP**) suitable for presenting to building users will also be developed and implemented and will include information relevant to both the initial occupation and ongoing management of the building and also the strategy for communicating the plan to relevant staff and stakeholders.

3.8.2.8. Social Impact

A revised Social Impact Assessment has been provided to reflect the amended proposal, however the previous assessment of impacts and mitigation measures outlined in the EIS have not changed.

3.8.2.9. BCA

A revised BCA Compliance Report has been prepared by McKenzie Group and is available at **Appendix** I.

The BCA report confirms that compliance can be achieved via performance solutions or amendments prior to the relevant Construction Certificate stage.

3.8.2.10. Accessibility

A revised Accessibility Report has been prepared by MGAC and is available at **Appendix DD**. The review of the amended proposed buildings showed that the development is capable of achieving compliance with the relevant accessibility requirements at the detailed construction stage.

4. JUSTIFICATION OF AMENDED PROJECT

This section of the report provides a comprehensive evaluation of the amended proposal having regard to its economic, environmental and social impacts, including the principles of ecologically sustainable development.

It assesses the potential benefits and impacts of the proposed amendments, considering the interaction between the findings in the detailed assessments and the compliance of the proposal within the relevant controls and policies.

4.1. PROJECT DESIGN

The amended proposal has been carefully considered to minimise its potential impacts. The proposal seeks to meet the objectives of the project by enabling the development of critical data centre infrastructure to support surrounding education and health precincts.

The layout and design of the site provides for the most efficient and sustainable development of the site and has been developed to minimise impacts to neighbouring properties and existing trees on the site. The architectural and landscape outcome include an urban plaza adjacent to a key public transport corridor. The proposal will complement the existing and future character of the area and will deliver improvements to the Waterloo and Land Cove Road streetscapes and site appearance, which benefit the site and locality.

The proposed connection of the two buildings maximises efficiency in layout and reduces the footprint and allows for a larger urban plaza to be introduced whilst also being able to retain a significant number of additional trees. The proposed material complements the mixed-use nature of surrounding development to ensure a cohesive and integrated appearance.

4.2. STRATEGIC CONTEXT

This amendment report has demonstrated that the project is consistent with the strategic framework and has been considered against key Government and Council documents including the following:

- *Greater Sydney Region Plan: A Metropolis of Three Cities*
- *Our Greater Sydney 2056: North District Plan*
- *Ryde Local Strategic Planning Statement 2020*
- *Macquarie Park Innovation Precinct Place Strategy*
- *GANSW Better Placed*
- *Future Transport Strategy 2056*

The proposal is consistent with the State and local strategic planning policies. Consistency is achieved through the provision of employment, and implementation of ESD measures that contribute to create a new and leading-edge form of development, for the purposes of a data centre. The proposed development complements significant government investment in infrastructure.

4.3. STATUTORY CONTEXT

The relevant State and local environmental planning instruments are listed and assessed in **Section 3.4** and the Statutory Compliance Table in **Appendix B**. The assessment findings remain unchanged from those assessed under the EIS. The assessment concludes that the proposal complies with the relevant provisions within the relevant instruments as summarised below:

- This proposed development has been assessed and designed in respect to the relevant objects of the EP&A Act as defined in Section 1.3 of the EP&A Act and addressed in **Appendix B.**
- Consideration is given to the relevant matters for consideration as required under the BC Act and the SSD is supported by an updated BDAR.
- This SSDA pathway has been undertaken in accordance with the Planning Systems SEPP as the proposed development is classified as SSD.

- Concurrence from TfNSW will be required as per the Transport and Infrastructure SEPP for 'traffic generating development'.
- The proposed development has been assessed in accordance with the Resilience and Hazards SEPP and the development complies with the relevant clauses.
- The proposal complies with the relevant provisions under the RLEP 2014 as detailed in **Appendix B.** The proposed development is consistent with the objectives of the E2 Commercial Centre zone.
- The proposal generally accords with the relevant provisions of the BDCP 2021 as outlined in **Appendix B.**

4.4. CONSULTATION/ COMMUNITY VIEWS

As set out in **Part 1** of this report, feedback received during the public exhibition period has informed the design refinements made to the proposal. Consultation feedback received during the refinement of the amended proposal has also been considered. A detailed breakdown of submissions and response can be found at **Appendix A.**

4.5. LIKELY IMPACTS OF THE PROPOSAL

The proposed development has been assessed considering the potential environmental, economic and social impacts as outlined below:

- **Natural Environment**: The proposal addresses the principles of ecologically sustainable development **(ESD**) in accordance with the requirements at section 193 of the EPA Regulation and as outlined below:
  - Precautionary principle: The precautionary principle relates to uncertainty around potential environmental impacts and where a threat of serious or irreversible environmental damage exists, lack of scientific certainty should not be a reason for preventing measures to prevent environmental degradation.
    - This amendment report has not identified any serious threats of environmental damage that cannot be adequately mitigated or addressed based on current scientific standards and best practices. In this regard, the proposed development can be considered generally consistent with the precautionary principle.
  - Intergenerational equity: The needs of future generations are considered in decision making and that environmental values are maintained or improved for the benefit of future generations. The proposed development as amended is intended to benefit both the current and future generations by:
    - Providing new local employment opportunities during the construction and operational phases.
    - Delivering a development that will assist in providing key technology infrastructure that will ensure the economic vitality of a key employment generating corridor and area of Sydney.
  - Conservation of biological diversity and ecological integrity: As demonstrated throughout the amendment report, the proposed development will not result in any significant impacts on biological and ecological integrity of surrounding land, subject to the implementation of mitigation measures. The planting of native vegetation will facilitate a development that will conserve and support local ecological diversity and integrity.
  - Improved valuation, pricing and incentive mechanisms: This requires the holistic consideration of environmental resources that may be affected as a result of the development including air, water and the biological realm. It places a high importance on the economic cost to environmental impacts and places a value on waste generation and environmental degradation.
    - The development as amended will not have any unacceptable impacts on the natural environment in relation to air quality, water quality or waste management. The effects of the development will be acceptable and managed accordingly by the proposed mitigation measures as required.

  Overall, the proposal will not have any unacceptable impacts on the natural environment. The revised ESD report (**Appendix N**) identifies sustainability measures including energy savings, energy efficiency and waste minimisation.

- **Built Environment:** The proposal has been assessed in relation to the following key built environment impacts:
  - Built form: The proposal is compatible with the existing and future surrounding context and provides a scale that is appropriate for the site and the current planning controls. The design of the building reflects a well-articulated design which provides high amenity, and the delivery of significant public domain improvements including the urban plaza is in line with the Place Strategy and RDCP 2014.
  - Visual Impacts: The proposal as amended is visually compatible with the desired future character and land uses within the Macquarie Park Innovation Precinct Strategic Master Plan. The visual impacts range from nil to medium-low. The proposal as amended does not block views to any heritage items or areas of unique scenic quality. The proposal can therefore be supported on visual impact grounds as highlighted in **Section 3.8.1.1** and **3.8.1.4.**
  - Trees and Landscaping: The proposed tree removal is mitigated by the additional planting to be provided within the site and along the street frontages of Lane Cove Road and Waterloo Road as highlighted in **Section 3.8.1.2.** The amended project will retain additional trees on site resulting in a better landscape and ecological outcome**.** The inclusion of the expended urban plaza along Waterloo Road will provide opportunities for activation, passive uses, and public art integration.
  - Traffic: Future traffic generation is expected to be less than the existing site traffic generation and as such, it is not expected to result in any adverse impacts on the surrounding road network as highlighted in **Section 3.8.1.8**. The site is adjacent to various active and public transport options and delivers two new roads which will improve access and connectivity.
  - Noise and Vibration: The operational noise impacts are generally below the relevant noise criteria. Any exceedances will be temporary during construction and appropriate mitigation measures have been recommended to manage construction noise. Overall, the amended proposal has been assessed as appropriate from an acoustic perspective as outlined in **Section 3.8.1.5.**
  - Air Quality: The demolition, construction and operational air quality associated with the development is generally below the relevant criteria. Overall, the amended proposal has been assessed as being appropriate from an air quality perspective as outlined in **Section 3.8.1.6.**
- **Social**: The proposal will have the following positive social impacts:
  - The proposal as amended will generate local and regional employment opportunities close to public transport services, with a variety of employment generating land uses and retail tenancies to cater for the employees of NEXTDC and tenants of the facilities.
  - The proposal as amended will contribute to ongoing development of small and medium enterprises within the Macquarie Park region by providing cost-effective access to advanced IT infrastructure and services.
  - The proposal as amended includes amenities and design outcomes for a healthy work environment, including terraces and gardens, urban plaza, active transport, natural light, etc.
  - Active uses are provided on the ground floor and within the office component, with the publicly accessible urban plaza further activating the site.
  - The proposal as amended will deliver significant improvements to the public domain and surrounding streetscape including new internal roads which will improve connectivity.
- **Economic**: The proposal will have the following positive economic impacts:
  - It will facilitate the orderly and economic development of a highly strategic site.
  - The proposal as amended will continue provide employment opportunities during both the construction and operational phases of the development.
  - The proposal as amended will meet the growing demand for data storage space in a highly suitable location.

The potential impacts can be mitigated, minimised or managed through the measures summarised in **Appendix C** to this amendment report.

4.6. SUITABILITY OF THE SITE

The site is considered highly suitable for the proposed development for the following reasons:

- The proposal as amended is consistent with the E2 Commercial Centre objectives, is permitted with consent and satisfactorily addresses the relevant provisions in the RLEP 2014 (via the savings provisions) and RDCP 2014.
- The site will benefit from being co-located with other data centres to support business activity that occurs in Macquarie Park, the Eastern Economic Corridor and Greater Sydney.
- The proposed development will optimise use of an underutilised site and deliver strategic objectives to revitalise Macquarie Park as an innovation precinct with high amenity and employment outcomes.
- The character and scale of the development is compatible and consistent with its existing and likely future context. There are no significant environmental constraints that would limit the Project from being developed at the site.
- The site is highly accessible to both public transport and the regional road network. The site is adjacent to both the Macquarie Park Metro Station and high frequency bus stops operating along Waterloo Road and Lane Cove Road.

4.7. PUBLIC INTEREST

The amended proposal is considered to be in the public interest based on each of the matters detailed below.

Consistency with Strategic and Statutory Frameworks

The proposed development continues to align with the State and regional planning priorities outlined in the *Greater Sydney Region Plan – A Metropolis of Three Cities*, *North District Plan*, and *Macquarie Park Place Strategy*.

The project aligns with the vision of the Eastern Economic Corridor as the proposal facilitates jobs and economic activity well connected to transport links. The amended proposal will support the growth of Macquarie Park as a competitive innovation precinct and high-tech industry employment hub by providing additional data storage space, co-located near other data centres and close to key customers in the Strategic Centre. The amended proposal will provide high-quality public domain improvements and contribute up to 942 FTE jobs during construction and 490 FTE jobs once operational.

The proposal (as amended) complies with the relevant planning controls that apply under the savings provisions of the *Ryde Local Environmental Plan 2014* and Ryde DCP 2014. Further, the proposed siting and design of the proposed buildings and public domain outcomes are generally consistent and compatible with the intent of the new planning framework under the current LEP, including Part 7 – Macquarie Park TOD Precinct Provisions, which seeks 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, active street edges, and pedestrian connectivity.

The proposal supports these objectives through its compact and efficient site layout, integration with the surrounding street network, and the inclusion of landscaped setbacks and new internal roads that reinforce permeability and connectivity. The public domain improvements will be effectively and efficiently delivered based on the single ownership of the consolidated land holding by NEXTDC.

Compatibility with the Macquarie Park Design Guide

The Macquarie Park Design Guide, which will apply to land adjoining the site, establishes a clear vision for a greener, more connected and design-led precinct. The amended proposal is compatible with the key design principles by:

- Providing deep-soil zones and canopy planting consistent with future urban-forest targets.

- Delivering enhanced streetscape treatments and new public domain links that complement the structure of the Macquarie Park street network.
- Maintaining a built form and scale that responds sensitively to the future context, ensuring transitions to adjacent development are well managed.
- Incorporating high-quality architectural detailing and materiality consistent with the evolving urban character of the precinct.

Built Form, Land Use, and Amenity

The proposed development achieves a balance between functionality and visual integration with its setting. The overall height and bulk are compatible with the evolving urban character envisaged under the new LEP, and the land use continues to be appropriate for its strategic employment zoning.

The proposal remains consistent with the emerging built form framework for Macquarie Park, which now supports significantly greater building heights and floor-space potential within the TOD precinct. The consolidated building form achieves an efficient, contemporary scale that complements the intended transition towards taller mixed-use and commercial buildings in proximity to the Metro.

While substantial under the current RLEP 2014 controls, the proposed height is consistent with the future skyline envisaged in the new planning framework, ensuring that the development contributes positively to the area's evolving character and intensity.

Comprehensive assessments demonstrate that the proposal will not result in unreasonable environmental impacts to adjoining sites, including:

- Noise and air quality levels are compliant with relevant criteria, ensuring future adjacent residential and mixed-use buildings are not adversely affected.
- Traffic impacts that can be effectively managed through road upgrades and a coordinated transport strategy.
- Sustainable design measures, including energy-efficient building systems and reduced embodied carbon.

Economic and Social Benefits

The proposal will contribute to the economic resilience of the Macquarie Park corridor by strengthening its position as a critical digital infrastructure node within Greater Sydney. The project will:

- Create substantial employment opportunities during both construction and operation, generating approximately 942 construction jobs and 490 operational roles.
- Support the growth of innovation, technology, and research-based industries.
- Stimulate investment in supporting infrastructure and services.
- Deliver major public domain upgrades, including the urban plaza, new internal roads (Road 13 and part Road 6), and enhanced landscaping that collectively improve connectivity, amenity and activation of the precinct.

Future-Oriented and Orderly Development

The proposal facilitates the orderly and economic use and development of a strategic site located adjacent to high-capacity public transport infrastructure. It represents an efficient use of urban land and aligns with the sustainability and productivity goals of the NSW Government and the City of Ryde.

The scale and form of the development are also consistent with the future built-form hierarchy established for the TOD precinct, ensuring an appropriate interface between existing mid-rise buildings and the taller developments anticipated around the Metro core. In this way, the proposal supports the orderly realisation of the precinct's long-term planning vision.

In doing so, the project provides clear and measurable public benefits through both direct job creation and the delivery of high-quality public domain upgrades, contributing to the social and economic vitality of the Macquarie Park precinct.

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 and Macquarie Park Design Guide.
- Delivers measurable public benefits consistent with the objectives of the Environmental Planning and Assessment Act 1979.

Having considered all relevant matters, we conclude that the proposed development is in the public interest as it is appropriate for the site and approval is recommended, subject to appropriate conditions of consent.

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