

Data Centre Objection – SP66446 [2-6 Taylors Drive]

The owners corporation of strata plan no. SP66446, located at 2-6 Taylors Drive, Lane Cove North, within the Lane Cove North Estate, (1) **objects** to the development, (2) declares that it has not made any reportable political donations in the last two years, and (3) acknowledges and accepts the Department's disclaimer and declaration.

The proposed Data Centre is a significant development in scale that will have a 2-year demolition and construction period. The potential impacts on the local community are considerable and appropriate mitigation provisions need to be duly considered in the DEP review of the SSD and in the preparation of future Consent Conditions.

Noise, vibration, and pollution

Most importantly, the owners corporation of strata plan no. SP66446 requests:

First, preparation of Dilapidation Reports for 2-6 Taylors Drive Apartment Buildings, by an independent specialist at the cost of the proponent, to provide a baseline condition report prior to proposed rock excavation works. Ground vibration and noise pollution are legitimate concerns to it.

Second, installation of noise and air quality monitors at the 2-6 Taylors Drive Apartment Buildings for the duration of the demolition and construction phases, with results presented to the owners corporation, via its strata managing agent, monthly.

Building height and visual impact

The proponent has not presented a complying scheme in accordance with the Lane Cove Local Environmental Plan 2009. The resultant impact of the over development being a significant loss of urban visual amenity, loss of existing vegetation and a significant commercial floor space advantage to Microsoft. This is conceded in the Landscape and Visual Impact Assessment at Appendix 8, which states: “there will be noticeable impact to the existing site character along Mowbray Road, with a magnitude of change of moderate to **high impacts.**”

Relatedly, the visual montages and Visual Impact Assessment demonstrate that the architectural bulk and scale will create an unacceptable visual impact due to the building height and relationship of the building to Mowbray Road. This is further exacerbated by the **significant removal of existing mature trees** at the eastern end of the site under the

proposed scheme. Mowbray Road is currently filled with street trees on both sides providing an aesthetically pleasing streetscape along the street frontages. The removal of all but two mature trees to the street Mowbray Road frontages is alarming. The loss of vegetative screening will expose the built form, especially an over-development as proposed.

Moreover, the Landscape and Visual Impact Assessment did not take viewpoints from Taylors Drive which is the primary entry/exit point from the Lane Cove North Estate and residents of 2-6 Taylors Drive.

Importantly, the proposal does not allow for any landscape screening to the eastern boundary and combined with substantial tree removal **leaves the building facade highly exposed** along Mowbray Road. We understand that the overall development will only be providing 17.46% of landscaped area which is below the minimum 20% requirement as described within the relevant Development Control Plan. Thus, in circumstances where the proposal concedes it will diminish visual amenity, the landscape is critical to mitigating the bulk and scale of the architecture. Failure to provide adequate landscaping and to instead propose that about 60% of existing mature trees will be removed however, further negatively impacts the visual amenity of the location.

Traffic and pedestrian management

The twin junctions of Mowbray Road West and Mowbray Road, and Mowbray Road West are used by residents from the Lane Cove North Estate, including residents of 2-6 Taylors Drive, as the main access to the Estate. These are complex areas for the movement of vehicles and pedestrians at the best of times.

The twin junctions are overlooked in the Traffic and Transport Assessment Report. These intersections carry frequent traffic, including to and from the Estate and the Childcare Centre, as well as heavy vehicles entering and leaving the NUSS warehouse. The three significant aspects of these intersections are:

1. These form **the only exit from the Estate for traffic heading east** on Mowbray Road. The Estate has only one other exit, and that does not allow traffic to turn right (east). When construction activities block the junction of Mowbray Road West and Mowbray Road, and traffic departing from the Estate will be forced onto Epping Road, a limited access road, which is several kilometres from the desired destination.

2. Today, before construction commences, these intersections are occasionally blocked to accommodate the complex manoeuvring required for large trucks and semis entering and leaving the NUSS warehouse.
3. Many pedestrians cross Mowbray Road West here, as there is no other alternative.

A construction contractor will have little choice but to significantly increase the traffic intensity and the frequency of large trucks and semis entering and exiting through these twin junctions, and will many times block them. This is not acceptable.

Moreover:

1. On-street parking is already a critical issue in the vicinity of 706 Mowbray Road.
2. The Estate does not have any capacity to ask workers from 706 Mowbray Road not to park in the Estate's visitor car parks, which are already limited.
3. The proponent has given an indication of at least 150 workers on site during construction. Regardless that this is a low estimate, it is highly unlikely that the builder will provide parking for so many workers within a confined construction site. And if the builder fails to do so, there would be no consequences and no means of redress.

In this context, we understand that the Traffic and Transport Assessment Report has avoided identifying the major parking impacts, both permanent and during construction. It avoids mentioning the parking studies which it has undertaken. Moreover, in its list of agency responses, it fails to identify that Lane Cove Council stated: "It is recommended that a Traffic and Parking assessment be submitted as part of the proposed development documentation."

Given that street parking is already a critical issue in the vicinity of 706 Mowbray Road, we fear that the proponent or its workers might use the visitors parking of the Estate for overflow parking during construction and on a permanent basis.

If the DA were to be approved, then we would ask the following:

1. A constraint that the four unrestricted carparking spots immediately adjacent to the western end of the site be declared as not available for construction purposes, and
2. A mechanism to protect the Estate from having workers park their cars in the Estate's limited visitor car parks.