

ATTACHMENT 1

ISSUES AND COMMENTS - SSD 10467 – DATA CENTRE

11-17 Khartoum Road and 33-39 Talavera Road, Macquarie Park

General Planning comments:

- Recently Council considered an application (amending DA via LDA2020/0229) for amendment of approved Concept Plan for the site. This application was determined by the Sydney North Planning Panel (Panel Reference: PPSNH - 117) on 15 December 2020. A VPA applies to the site.
- Construction and the delivery of Road No 22 is part of the Concept Approval.
- In relation to this application, it appears generally consistent with the Masterplan approved for the site (Council reference: LDA2020/0229).

Traffic Comments:

- The Environmental Impact Statement (EIS) prepared by AECOM as part of the SSD submission for a new data centre refers to the outcomes of the 2018 traffic study prepared by Ason Group, which was based on the previously approved internal road layout (See below for reference). The modified road configuration is expected to result in an altered trip distribution within the surrounding public roads in the immediate vicinity of the site. As access to buildings A, C and D are proposed to occur exclusively via Khartoum Road, it is anticipated that more traffic generated by the masterplan development will be concentrated on the intersection of Talavera Road and Khartoum Road, which will further exacerbate the poor level of service at this intersection. Consistent with the concept plan approval an updated traffic modelling assessment is therefore required to assess the implications of the revised trip assignment associated with the masterplan development (inclusive of the data centre) on the local road network. The updated traffic assessment is to consider appropriate mitigating measures to alleviate traffic impacts at poor performing intersections as a consequence of traffic generated by the subject and adjacent developments in the area.
- The future public road junction of Road 22 with Talavera Road, which will primarily service the data centre in the interim period is projected to operate with a poor level of service due to significant delays experienced by right turning vehicles exiting from Road 22 onto Talavera Road. The EIS is incorrect in stating that the data centre development will have negligible impact on this intersection. It is noted that the 2018 traffic study recommended access movements at this future road intersection be restricted to left in/left out. This measure will mean people travelling to the site from the west and departing the site to the east via Road 22 would be required to circulate within the local roads for longer periods to access the data centre site, which can lead to greater inconvenience to drivers to the site. An updated traffic assessment is therefore required to evaluate the merit of this intersection control and/or provide any alternative treatments that would result in a better traffic outcome for the intersection. The civil drawings need to be amended to reflect the design of future traffic control arrangement at the intersection of Talavera Road and Road 22.

- An assessment is to be undertaken of the existing and future pedestrian and active transport infrastructure in the surrounding area and whether it is adequate to support/encourage walk and cycle trips to/from the site.
- The passenger vehicle access reflected in the civil drawings is located too close to the future intersection of Talavera Road and Road 22. The new driveway is required to be located outside of the prohibited zones highlighted in Figure 3.1 and Clause 3.2.3 of AS2890.1.
- It is also unclear whether there are any security mechanisms (e.g. boom gates, etc.) controlling access to/from the site. This could result in queues extending onto Talavera Road creating impedence with the through traffic along this road, which is an undesirable outcome. Consideration should be given to converting this driveway to an egress only driveway.
- The application should provide details of the security fence to demonstrate that the fence is clear of the main entry area along the proposed Road 22 and will not hinder sightlines, and manoeuvrability of large trucks. There seems to be no details in the proposed plans for the SSD project.
- The swept paths indicate that a 19m long semitrailer is unable to turn into Road 22 from Talavera Road without crossing over the centreline of Road 22. In this regard, the new intersection of Talavera Road and Road 22 is required to be amended such that the largest vehicle expected to service the site is capable of turning into Road 22 without affecting the traffic in the opposing direction.

Drainage

- It is recommended that pit 1/55 and 1/6 are merged in one single sag pit, with enough capacity to avoid surcharges, located closely to current proposed pit 1/55, in order to avoid 90 degrees connections and improve the discharge of the building drainage system into Council's stormwater system.
- Pipe diameters on Line 1 are recommended to be increased in some points to avoid potential surcharge (e.g. pipes between pits 1 /2 to 1/5 to be increased to 675mm diameter and pipe between pits 1/5 and 1/55 to be increased to 750mm diameter).
- Pipe covers shall be reviewed to ensure the cover is compliant with City of Ryde DCP-2014-8.2 Stormwater Technical Manual – Table 5.4.
- Connection to proposed future council stormwater pit to be designed as per City of Ryde DCP Standard Drawings.

Public Domain

- The development is subject to the standards and requirements of the City of Ryde Development Control Plan DCP 2014 Part 4.5 Macquarie Park, and the City of Ryde Public Domain Technical Manual (PDTM) Section 6 – Macquarie Park Corridor. The pavements of the footway and driveway crossings are to be designed and constructed according to the requirements of the Public Domain Technical Manual (PDTM), Section 6 - Macquarie Park.

- Road Number 22 will be linked to the future Road 1 which will be on the neighbouring property number 9 Khartoum Road and there will be difference in the design levels between Road number 22 and future Road number 1. As such, a design concept plan for road number 1 must be submitted to Council during the CC stage for further assessment and approval.
- The applicant should provide details of any proposed bus stops in Talavera Road and provide illuminated bus shelters to meet Disability Discrimination Act and Disability Standards for Accessible Public Transport 2002. Bus stops and bus shelters shall be provided at no cost to Council.
- Due to major excavation for the new Road 22, a retaining wall will be provided to support the neighbouring properties in Khartoum Road and Talavera Road, all the new retaining walls must be within the private land and no encroachment in Council land is permitted.
- All telecommunication and utility services are to be placed underground along full frontages of the site. A condition should be imposed under this SSD.
- The Applicant is required to dedicate a triangular corner splays of 3 metres(s) extending perpendicular to and 3 metres(s) parallel to Road no. 22 with Talavera Road and future road 1 for the purpose of Public access, consistent with the terms of the Concept Approval.
- All new/existing Councils drainage components, stormwater pipes, kerb inlet pits, overland flow paths for the new development and discharge points shall be shown on the engineering design plans.
- The existing footpath along Talavera Road is a concrete strip (1.5m wide) with the rest of the verge covered with grass. The new footpath will have to be full width granite pavers.
- The drainage system for the proposed Road 22 shall be designed for all storm events up to and including 1 in 20yr ARI.

End.