

Statement of Environmental Effects

Subject Site:

5 Parkview Drive, Sydney Olympic Park NSW 2127
Lot 70 DP 818981

Proposed Development:

Use and development of the site for the purposes of a Data
Centre (*High Technology Industry*)

Prepared for:

The Data Exchange Network Limited

November 2018

KFTP Reference – 18-002

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1. Executive summary

This Statement of Environmental Effects (SEE) is in support of a Development Application (DA) lodged with Sydney Olympic Park Authority (SOPA) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). The proposed development consists of external alterations and additions to the property located at 5 Parkview Drive, Sydney Olympic Park (Lot 70 DP 818981), to facilitate its use as a Data Centre (*High Technology Industry*). Internal fitout works and other minor site works shall be separately approved via a Complying Development Certificate (CDC) from the Principal Certifying Authority (PCA).

This SEE has been prepared by Knight Frank Town Planning on behalf of The Data Exchange Network Limited (ABN 46 620 888 548). This SEE describes the proposed development at the site and provides an assessment of the proposal against the relevantly applicable planning controls and policies, in particular: against the *Matters for Consideration* pursuant to Section 4.15 Evaluation of the *Environmental Planning and Assessment Act 1979* (EP&A Act); *State Environmental Planning Policy (State Significant Precincts) 2005*; and the *Sydney Olympic Master Plan 2030 (2018 Review)*.

This SEE is supported by the following specialist studies that confirm the proposal would be consistent with relevant standards, including:

- ◆ Traffic Assessment
- ◆ Arborist Assessment
- ◆ Quantity Survey
- ◆ Acoustic Assessment
- ◆ Hazardous Risk Assessment Letters
- ◆ Flood Risk Assessment
- ◆ Geotechnical Preliminary Investigation Memo
- ◆ Building Code of Australia Assessment Compliance Letter
- ◆ Landscape Plan
- ◆ Waste Management Plan
- ◆ Site Survey Plan & Architectural drawings

It is considered that the proposed DA would be consistent with the relevantly applicable provisions of the:

- ◆ Environmental Planning and Assessment Act 1979
- ◆ SEPP (State and Regional Development) 2011
- ◆ State Environmental Planning Policy (State Significant Precincts) 2005
- ◆ Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005
- ◆ SEPP 33 Hazardous and Offensive Development
- ◆ Sydney Olympic Park Master Plan 2030 (2018 Review)

This SEE demonstrates that the proposed DA is considered to remain consistent with the relevantly applicable planning controls and policies of Sydney Olympic Park Authority and is considered to be worthy of SOPA's consent.

2. Introduction

2.1 Background

This Statement of Environmental Effects (SEE) is in support of a Development Application (DA) lodged with Sydney Olympic Park Authority for the proposed use and development of the subject site located at 5 Parkview Drive, Sydney Olympic Park (Lot 70 DP 818981), for the purposes of a Data Centre (*High Technology Industry*).

This SEE has been prepared by Knight Frank Town Planning on behalf of The Data Exchange Limited (ABN 46 620 888 548). This SEE describes the proposed development at the site and provides an assessment of the proposal against the relevantly applicable planning controls and policies pursuant to the *Matters for Consideration* at Section 4.15 Evaluation of the *Environmental Planning and Assessment Act 1979* (EP&A Act).

'Sydney Olympic Park Site' is identified at clause 2 of *SEPP (State and Regional Development) 2011*, as being within the State Significant Development Sites Map. However, being development with a Capital Investment Value of less than \$10 million, the project is not 'State Significant Development' for which the Minister is the Consent Authority, and therefore remains 'local development' for which SOPA is the Consent Authority.

The facility would provide up to 15 additional long-term operation-phase employment opportunities at the site to manage the 24 hours per day, 7 days per week operations & security of the data centre, plus additional temporary construction-phase employment opportunities during the project fitout phase.

This proposal seeks development consent from Sydney Olympic Park Authority (SOPA) for the proposed alterations and additions at the site to facilitate its use as a Data Centre for The Data Exchange Network Limited (ABN 46 620 888 548).

2.2 Description of a Typical Data Centre

Information Technology (IT) operations are a crucial aspect of most organisational operations around the world. One of the main concerns is business continuity; companies rely on their information systems to run their operations. If a system becomes unavailable, company operations may be impaired or stopped completely. It is necessary to provide a reliable infrastructure for IT operations, in order to minimise any chance of disruption. Information security is also a concern, and for this reason a data centre has to offer a secure environment which minimises the chances of a security breach. A data centre must therefore keep high standards for assuring the integrity and functionality of its hosted computer environment. This is accomplished through redundancy of mechanical cooling and power systems (including emergency backup power generators) serving the data centre along with fibre optic cables.

Data centres range in 'tiers' from the simplest requirements for a Tier 1 data centre, such as a server room, to a Tier 4 data centre, which is designed to host the most mission critical computer systems, with fully redundant subsystems and the ability to continuously operate during any period of power outages. The Uptime Institute is the author of the data centre industry's de-facto

performance standard, the Tier Standard, and has been the industry benchmark for quality design, build and operation of data centres for over 20 years. The Tier Standard is the industry de facto standard for data centre reliability and resiliency, and assures customers that Tier certified data centres will perform in a definable and predictable fashion under a wide range of operating conditions. Facilities which carry the Tier Certification logo represent an assurance that they have been designed to meet demanding performance metrics, with particular risk characteristics.

Site security plays an important role in data centres. Physical access to the site is typically restricted to selected personnel, with layers of security systems such as fencing, gates, bollards, CCTV surveillance, security personnel and biometric scans. Typically data centre customers attend the site with a pre-booked timeslot. Due to privacy concerns, client representatives from one company would not be present during any other client visits from another company, so as to protect the identity of corporations using the data centre and their data.

The proposed data centre would be a modular and flexible facility that is able to grow and change over time. Data centre modules are pre-engineered equipment contained within shipping containers that can be easily configured and moved as required. The external plant and equipment would be added to the site in stages, indicated on the Architectural drawings prepared by POC+P Architects, as demand for the data centre grows over the years. The Data Exchange Network is both a data centre builder / manufacturer as well as a colocation data centre operator. The site is proposed to be used as a colocation data centre, where revenue is derived from customers paying fees to rent racks that house their computers in the facility.

2.3 Proponent and Project team

The project team who prepared the supporting specialist documentation accompanying this development application is listed in the Table below.

Table 1 – Project Team

Project Role	Company
Applicant	The Data Exchange Network Limited (ABN 46 620 888 548)
Statement of Environmental Effects	Knight Frank Town Planning
Transport Impact Assessment	GTA
Arborist Assessment	Eco Logical Australia Pty Ltd
Quantity Survey	Quanto Quantity Surveyors
Acoustic Assessment	Acoustic Logic
Hazardous Risk Assessment Letters	Moore Management / PFF Fueling Solutions
Flood Risk Assessment	BG&E Engineers
Geotechnical Preliminary Investigation Memo	Wood & Grieve Engineers
BCA Capability Statement	Metro Building Consultancy
Landscape Plan	Site Image
Waste Management Plan	The Data Exchange Network Limited
Site Survey Plan	Real Serve
Architectural Drawings	Patrick O'Carrigan & Partners Architects

2.4 Site Description

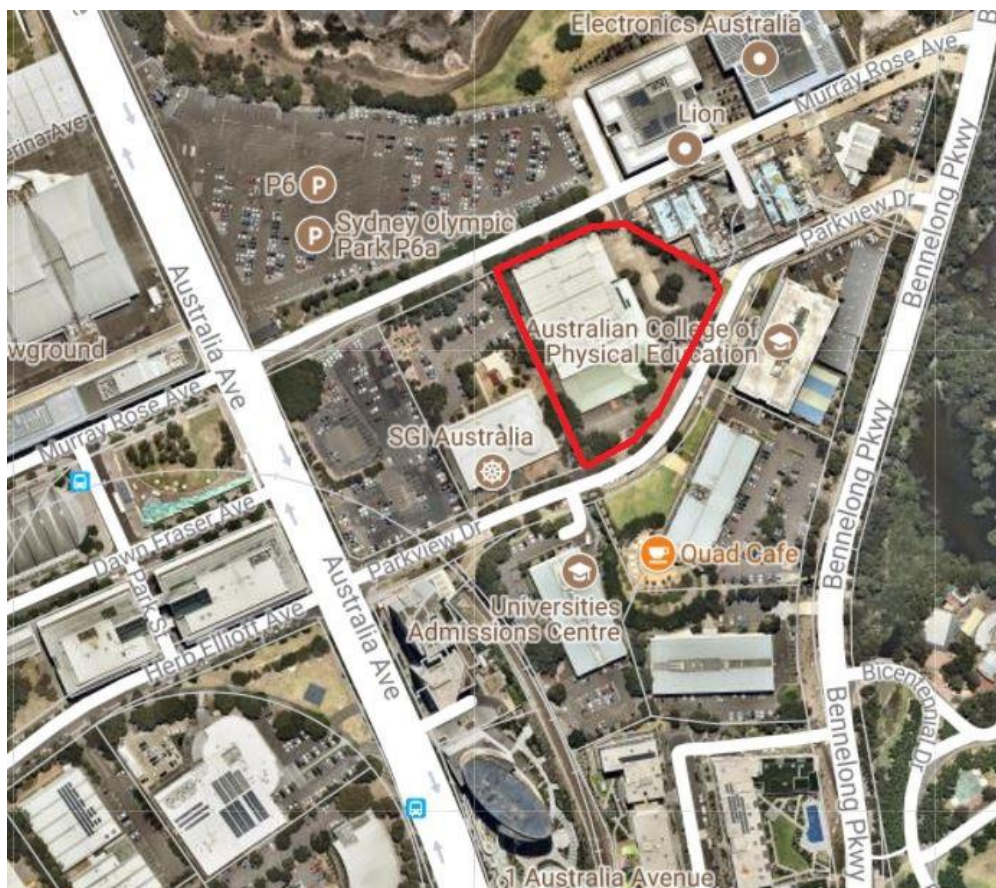


Figure 1 – Subject Site: 5 Parkview Drive, Sydney Olympic Park

Source: Near Maps

The subject site is located at 5 Parkview Drive, Sydney Olympic Park NSW (Lot 70 DP 818981), approximately 14 km west of the Sydney CBD and 8 km east of the Parramatta CBD. The site is located 1.5 km from the Great Western Highway (Parramatta Road) and 350 m from the Sydney Olympic Park railway station.

5 Parkview Drive has a site area of 9,841 m² by title, and is improved with an existing concrete panel and brick commercial building/warehouse and office with two at-grade car parking areas accessed via two separate in/out driveways, with access controlled via existing boom-gates. The existing warehouse building has a Gross Floor Area (GFA) of 3,301 m² and the existing office has a GFA of 810 m², providing a combined GFA of 4,111 m² at the site. No changes to GFA are proposed by the development. The eastern driveway and carpark provides access to the existing eastern carpark and existing loading dock. The western driveway provides access to the existing western carpark. The site has its principal frontage to Parkview Drive, to the south and a secondary frontage to Murray Rose Avenue, to the north. The Murray Rose Avenue frontage is at an elevation of ~RL14, which falls to the southern Parkview Drive frontage with an elevation of ~RL10.4 at the western driveway.

The former tenant at the site was a previous *High Technology Industry* use, related to medical science equipment.

The site was originally leased from the Homebush Bay Ministerial Corporation (a corporation constituted by the Homebush Abattoir Corporation (Dissolution and Transfer) Act 1991 for a 99 year lease term commencing 15 June 1992 and terminating 14 June 2091. The Data Exchange Network has entered into a 20-year lease of the site from the head-lessor. SOPA remains the landowner.

Sydney Olympic Park, including the site, previously part of the former Auburn City Council Local Government Area (LGA), prior to its 2016 '*Fit for Purpose*' merger with the former Holroyd City Council to create Cumberland Council. Sydney Olympic Park, including the site, was then transferred to Parramatta City Council.

Site topography falls north-west to south-east, from Murray Rose Avenue to Parkview Drive and drains into the Bennelong Pond wetlands located east of Bennelong Parkway. Overland flow paths for stormwater pass over the site and have been taken into account during the planning and design phases of the development.

2.5 Surrounding Development

Adjoining the site's western boundary is a single-storey commercial building containing SGI Australia – Nichiren Buddhism & Soka Gakkai International.

Adjoining the site's eastern boundary is a new 5-storey commercial office building that is nearing construction completion for the Rural Fire Service.

South of Parkview Drive are existing multi-storey commercial office park buildings that have generous lawn setbacks from the Parkview Drive frontage. The nearest residential development is located on the corner of Parkview Drive and Australia Avenue, approximately 200 m west of the site.

2.6 Future Surrounding Development

Future development of the site and surrounding area envisaged by the SOPA Master Plan 2030 (2018 Review) shows future new streets dividing the larger lots, including the subject site, within the 'Parkview Precinct' into smaller redevelopment sites. Master Plan 2030 envisages the future commercial use of the subject site's former land areas with public domain and residential opposite to the south and south-east. Following advice received at the Pre-DA Meeting, the proposed development has been designed to remain consistent with Master Plan 2030.

2.7 Pre-DA Meeting

A Pre-DA Meeting was held with SOPA's Town Planning officers on 20 September 2018. A site survey plan, external plant and equipment layout drawings and a site analysis drawing were presented for discussion and comment.

At this meeting the following items were confirmed:

- ◆ DA drawings will need to be in accordance with SOPA's Master Plan 2030 (2018 Review) that was approved by the Minister for Planning in August 2018. In particular the external plant and equipment must be clear of the future road pattern layout.
- ◆ Landowner's Consent from SOPA's commercial arm is required to be obtained.
- ◆ Screening and/or setting back of new electrical substation kiosks to Parkview Drive.

In order to obtain landowner's consent from SOPA's commercial arm, external plant and equipment that was previously being proposed within the larger north-eastern carpark areas were required to be relocated to be clear of future roadways designated under SOPA's Master Plan 2030 (2018 Review). The resultant location for the 7 x backup generators and acoustic enclosure within the smaller south-western carpark is not the applicant's preferred option. Due to the elevated nature of this location, the backup generators and its acoustic enclosure has potential to visually impact the public domain. As a result, the applicant proposes to ameliorate potential visual impact upon the Parkview Drive public domain through the provision of additional vegetation plantings and vegetated screening devices to be installed here, subject to future design and in consultation with SOPA. It is requested that an appropriate condition of consent be imposed in this regard.

3. Proposed Development

The proposal seeks SOPA's development consent for the following external works at the site to facilitate its use as a Data Centre (*High Technology Industry*), comprising the following:

- ◆ 7 x backup diesel generators within southern carpark with visual screen
- ◆ 11 x cooling units to part of existing loading dock with removal of awning cover
- ◆ 2 x electricity substation kiosks (for Ausgrid approval), setback in line with future road boundary with fenced screening
- ◆ Perimeter site security fencing 2.4 m in height
- ◆ Verandah security mesh screen enclosure with decorative graphic design
- ◆ 2 x vehicular access gates to Parkview Drive
- ◆ 1 x vehicular (exit-only) gate and driveway to Murray Rose Ave
- ◆ 1 x Pedestrian Gates (Parkview Drive and to the west)
- ◆ New customer loading dock and canopy location fronting Parkview Drive
- ◆ Associated site works: electrical/civil/fire engineering, pathways, CCTV
- ◆ New external access doors
- ◆ Business identification signage
- ◆ Replacement perimeter landscaping

As noted above, internal fitout works and other minor site works shall be separately approved via a CDC from the PCA.

The SEE has been prepared by Knight Frank Town Planning on behalf of the Proponent, The Data Exchange Network Limited (ABN 46 620 888 548). This SEE describes the proposed development, the site and surrounding area, and outlines the relevantly applicable Environmental Planning instruments and policies. The SEE also provides an assessment of the proposal against the '*Matters for Consideration-general*' pursuant to *Section 4.15 Evaluation of the Environmental Planning and Assessment Act 1979* (EP&A Act) including relevant provisions contained the Sydney Olympic Park Master Plan 2030 (2018 Review).

This SEE is accompanied by supporting specialist documentation which confirms that the proposed development would result in acceptable outcomes for the site and that any potential environmental impacts of the proposal would be appropriately mitigated against. In summary, the proposal is considered to be:

- ◆ Consistent with the relevant controls of the State Environmental Planning Policy (State Significant Precincts) 2005 and the objectives of the B4 Mixed Use Zone;
- ◆ Consistent with the relevant policies of the Sydney Olympic Park Master Plan 2030 and;
- ◆ A suitable design solution to cater for the development potential of the site.

The proposed development is therefore considered to be worthy of Sydney Olympic Park Authority's support.

4. Environmental Assessment

This SEE includes an assessment of the proposal in terms of the matters for consideration as listed under *Section 4.15 Evaluation* of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and should be read in conjunction with information annexed to this report as outlined on the contents page of this report.

4.15 Evaluation (*cf previous s 79C*)

(1) Matters for consideration—general

In determining a development application, a consent authority is to take into consideration such of the following matters as are of relevance to the development the subject of the development application:

(a) the provisions of:

- (i) any environmental planning instrument, and*
- (ii) any proposed instrument that is or has been the subject of public consultation under this Act and that has been notified to the consent authority (unless the Planning Secretary has notified the consent authority that the making of the proposed instrument has been deferred indefinitely or has not been approved), and*
- (iii) any development control plan, and*
- (iiia) any planning agreement that has been entered into under section 7.4, or any draft planning agreement that a developer has offered to enter into under section 7.4, and*
- (iv) the regulations (to the extent that they prescribe matters for the purposes of this paragraph),*
- (v) (Repealed)*

that apply to the land to which the development application relates,

- (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,*
- (c) the suitability of the site for the development,*
- (d) any submissions made in accordance with this Act or the regulations,*
- (e) the public interest.*

4.1 Section 4.15(1)(a)(i) The Provisions of any Environmental Planning Instrument

The relevantly applicable Environmental Planning Instruments to be taken into consideration are listed below and addressed in this SEE.

- ◆ Environmental Planning and Assessment Act 1979
- ◆ SEPP (State and Regional Development) 2011
- ◆ State Environmental Planning Policy (State Significant Precincts) 2005
- ◆ Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

- ◆ SEPP 33 Hazardous and Offensive Development
- ◆ Sydney Olympic Park Master Plan 2030 (2018 Review)

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

SEPP (State and Regional Development) 2011 (SEPP SRD 2011) identifies development that is State or regionally significant. *Schedule 2 State significant development – identified sites* of SEPP SRD 2011, provides the following at clause 2.

2 Development on specified sites

Development that has a capital investment value of more than \$10 million on land identified as being within any of the following sites on the [State Significant Development Sites Map](#):

- ...
- (f) Sydney Olympic Park Site,
- ...

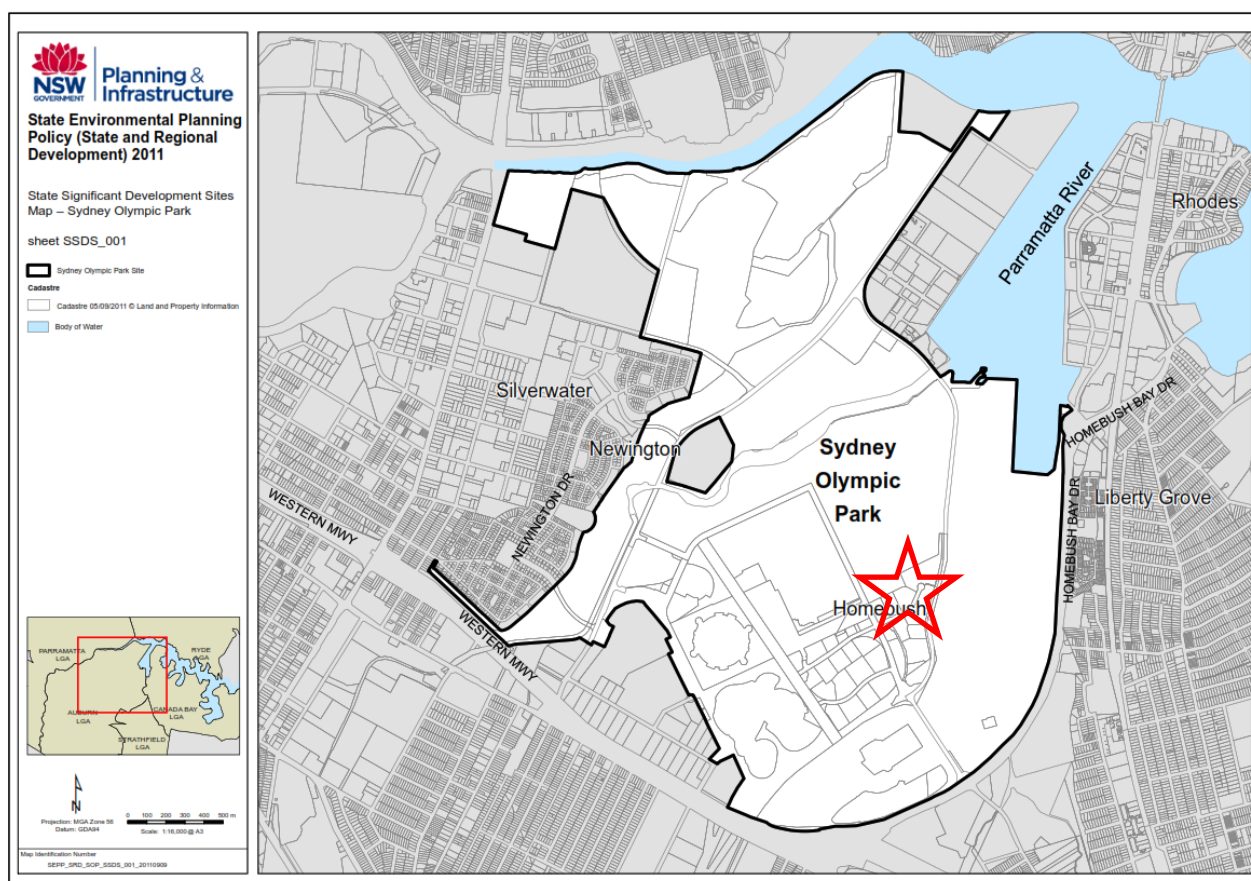


Figure 2 – State Significant Development Sites Map for Sydney Olympic Park

Source: State Environmental Planning Policy (State and Regional Development) 2011

As shown in the Figure above, the site is located within the State Significant Development Sites Map for Sydney Olympic Park, however the proposed development is not *State Significant*

Development as the Capital Investment Value of the DA remains below the \$10 million threshold, as per the Quantity Surveyor's Cost Summary accompanying this SEE. The development is also not 'Regional Development' pursuant to Schedule 7 of SEPP SRD 2011, therefore, SOPA remains the relevant Consent Authority for 'local' development applications.

4.1.2 State Environmental Planning Policy (State Significant Precincts) 2005

The State Environmental Planning Policy (State Significant Precincts) 2005 (SEPP SSP) is the relevant Environmental Planning Instrument that applies to development within the Sydney Olympic Park. The proposed development is assessed in detail against the relevant The State Environmental Planning Policy (State Significant Precincts) 2005 below.

The site is located within the Sydney Olympic Park Land Application Map of *State Environmental Planning Policy (State Significant Precincts) 2005* (SEPP SSP 2005), as indicated in the figure below.

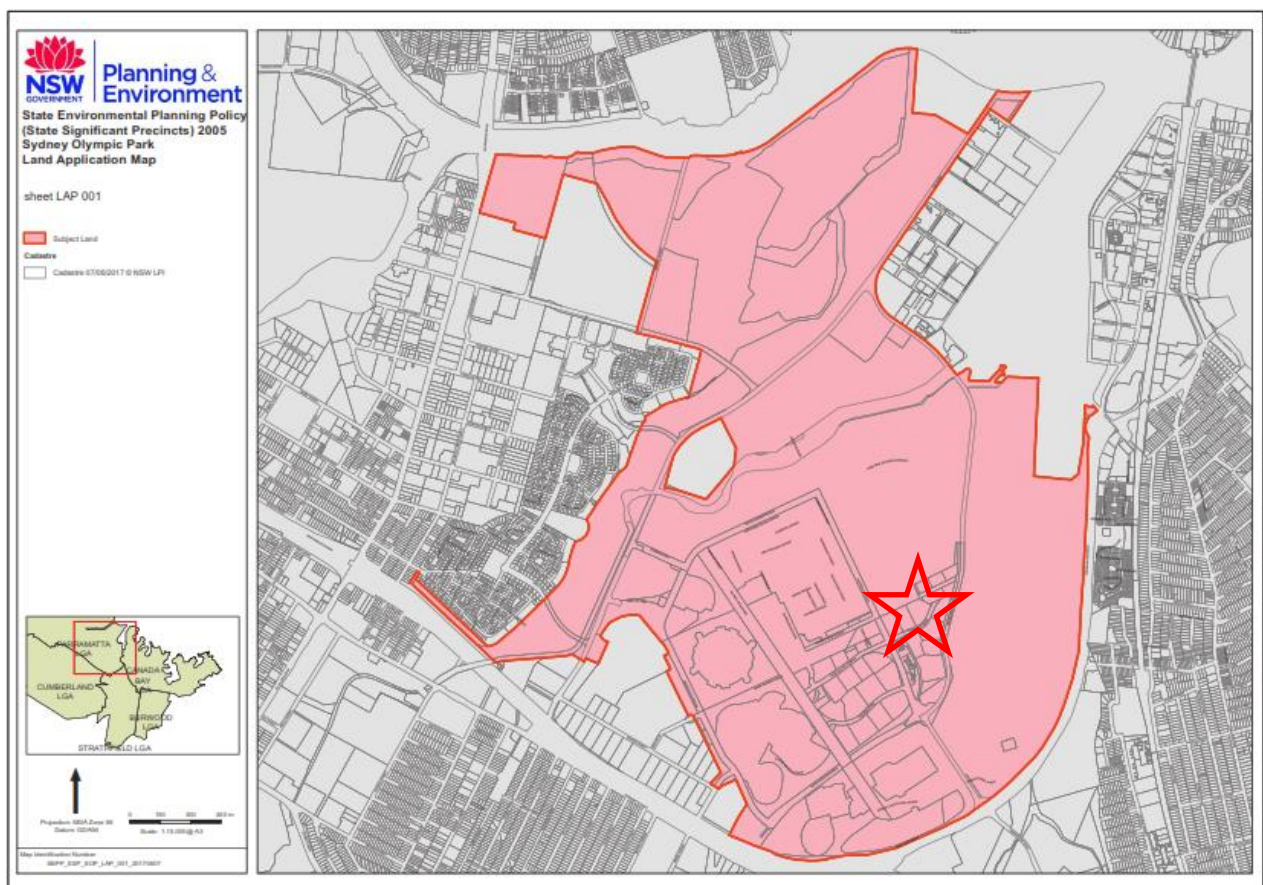


Figure 3 –Land Application Map

Source: *State Environmental Planning Policy (State Significant Precincts) 2005*

4.1.2.1 Land Use Zoning and Permissibility

The subject site is zoned B4 Mixed Use Zone pursuant to the provisions of SEPP SSP, as indicated in the figure below.

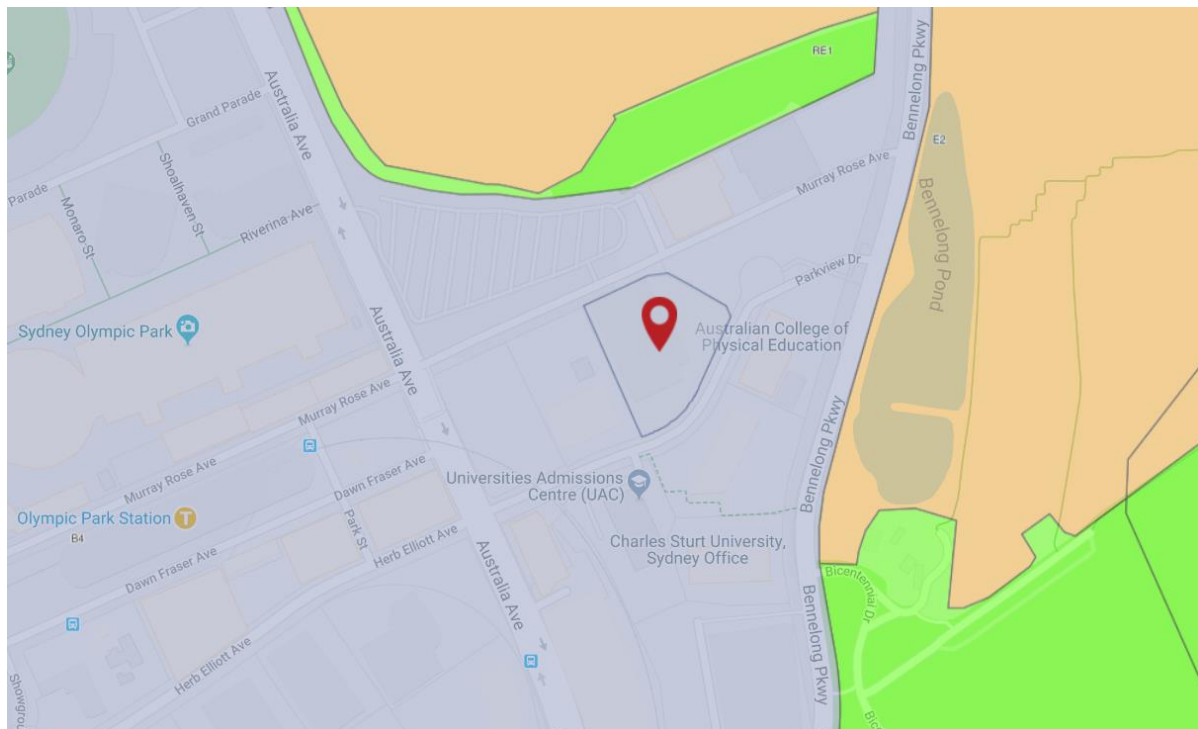


Figure 4 –Land Zoning Map

Source: State Environmental Planning Policy (State Significant Precincts) 2005

Part 23 Sydney Olympic Park Site of Schedule 3 State Significant Precincts to the SEPP (State Significant Precincts) 2005 provides the following zoning table for the B4 Mixed zone.

9 Zone B4 Mixed Use

(1) The objectives of Zone B4 Mixed Use are as follows:

- (a) to protect and promote the major events capability of the Sydney Olympic Park site and to ensure that it becomes a premium destination for major events,
- (b) to integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling,
- (c) to ensure that the Sydney Olympic Park site becomes an active and vibrant town centre within metropolitan Sydney,
- (d) to provide for a mixture of compatible land uses,
- (e) to encourage diverse employment opportunities,
- (f) to promote ecologically sustainable development and minimise any adverse effect of land uses on the environment,
- (g) to encourage the provision and maintenance of affordable housing.

(2) Development for any of the following purposes is permitted without consent on land within Zone B4 Mixed Use:

environmental protection works; recreation areas.

(3) Except as otherwise provided by this Part, development for any of the following purposes is permitted with consent on land within Zone B4 Mixed Use:

roads; any other development not specified in subclause (2) or (4).

(4) Development for any of the following purposes is prohibited on land within Zone B4 Mixed Use:

bulky goods premises; caravan parks; industries; moveable dwellings; resource recovery facilities; restricted premises; rural industries; sex services premises; truck depots; warehouse or distribution centres.

As the proposed development is not any of the listed prohibited uses above, and as 'any other development not specified in subclause (2) or (4)' is permitted with consent on land within the B4 Mixed Use zone, the development and use of the subject site for the purposes of a Data Centre (*high technology industry*) and ancillary office is permissible with consent.

'Schedule 3 State Significant Precincts' of SEPP (State Significant Precincts) 2005 provides provisions at 'Part 23 Sydney Olympic Park site' that relate to the subject site.

Clause 2 Interpretation of Part 23 Sydney Olympic Park Site of Schedule 3 State Significant Precincts provides a definition for *high technology industry* and states:

high technology industry means the manufacturing, production, assembling, processing, or research and development, of any of the following:

- (a) *electronic and microelectronic systems, goods or components,*
- (b) *information technology, computer software or hardware,*
- (c) *instrumentation or instruments,*
- (d) *biological, pharmaceutical, medical or paramedical systems, goods or components.*

The Data Centre use of the site with ancillary offices is considered to meet this definition.

23 Public utility infrastructure

(1) *Development consent must not be granted for development on land within the Sydney Olympic Park site unless the consent authority is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when required.*

(2) *In this clause, public utility infrastructure includes infrastructure for any of the following:*

- (a) *the supply of water,*
- (b) *the supply of electricity,*
- (c) *the supply of natural gas,*
- (d) *the disposal and management of sewage.*

(3) *This clause does not apply to development for the purpose of providing, extending, augmenting, maintaining or repairing any public utility infrastructure.*

The site is improved with an existing building that is serviced with water, electricity and sewage.

Additional electricity supply is proposed to be extended to the site. 2 x new electricity substation kiosks and High Voltage (HV) underground cables (for separate Ausgrid approval) are proposed to be installed at the site, consistent with the future road alignment of Master Plan 2030. On 11 April 2018, DEP Consulting undertook consultation with SOPA in accordance with clause 45 of the Electricity Supply Act 1995 and State Environmental Planning Policy (Infrastructure) 2007, which specifies that notification periods of 40 and 21 days respectively are required to be provided to SOPA. On 23 April, a response was received from SOPA's Site Works and Development Coordinator with relevant forms for a Road or Land Occupancy Application; a Road Opening Application; and a Work Permit Application Template.

Additional consultation was carried out during the Pre-DA Meeting where SOPA officers advised that the substation kiosks are to be provided with fencing, screening and landscaping to minimise its visual impact when viewed from the public domain. The submitted drawings show compliance with this request.

24 Major events capability

(1) The objective of this clause is to protect and promote the major events capability of the Sydney Olympic Park site and to ensure that it remains a premium destination for major events.

(2) Consent must not be granted to development on land within the Sydney Olympic Park site, if the consent authority is satisfied that during major events held within the Sydney Olympic Park site:

- (a) traffic generated by the development is likely to cause the local road network and connections to the regional road network to become saturated or otherwise fail, and*
- (b) the development is likely to prevent the effective management of crowd movement and transport services, and*
- (c) the development is likely to compromise the effective functioning of major event infrastructure, and*
- (d) the development conflicts with the emergency management plans of government agencies or the emergency evacuation plans of major event venues.*

Use of the site for the purposes of a Data Centre is not considered likely to result in any traffic conflict with the major events capability of the Sydney Olympic Park, due to the low frequency of heavy vehicle movements, as discussed in the Traffic and Parking Assessment prepared by GTA accompanying this SEE.

25 Transport

Development consent must not be granted for development on land within the Sydney Olympic Park site unless the consent authority is satisfied that the development includes measures to promote public transport use, cycling and walking.

The site is located within 350 m of Olympic Park railway station and includes measures to promote public transport use, cycling and walking. The Data Centre would be staffed 24 hours per day and staff would be able to use public transport, subject to their hours of availability in the locality.

26 Master plan

- (1) Development consent must not be granted for development on land within the Sydney Olympic Park site to which a master plan applies unless the consent authority has considered that master plan, except as provided by subclauses (2) and (3).
- (2) Consideration of a master plan is not required if the consent authority is satisfied that:
 - (a) the development involves a temporary use of the land, and
 - (b) the development is of a minor nature.
- (3) Development consent must not be granted for development on land within 400 metres of the Olympic Park Train Station unless the consent authority has considered whether the car parking requirements specified in the master plan should be reduced in respect of that development.

As a result of feedback received during the Pre-DA Meeting, the drawings were amended to demonstrate consistency with the future road pattern layout of Master Plan 2030. Landowner's consent was obtained from SOPA on this basis.

As shown in Figure below, the site is located within 350 m of the Olympic Park Train Station and pursuant to clause 26(3) above, the site can also benefit from a reduction in car parking requirements in respect of the proposed Data Centre use of the site.

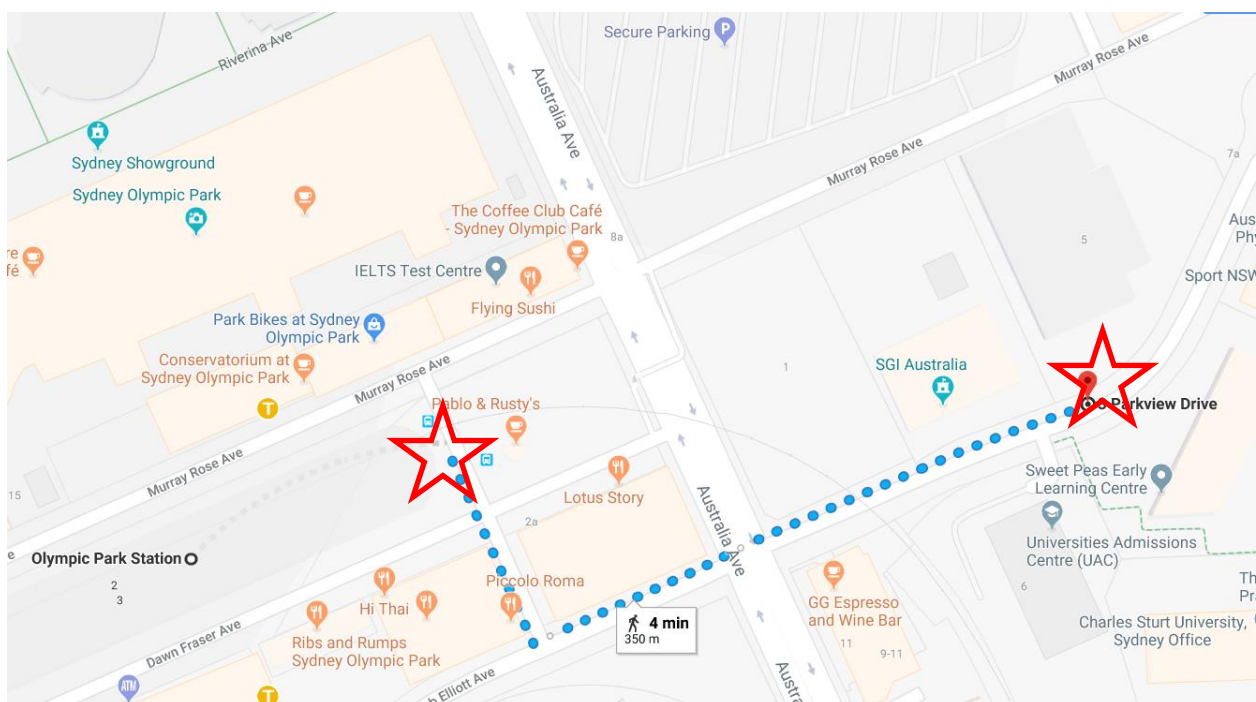


Figure 5 – Pedestrian route to Olympic Park Train Station

Source: Google Maps

4.1.2.2 Height of Buildings

Part 23 Sydney Olympic Park Site of Schedule 3 State Significant Precincts to the *SEPP (State Significant Precincts) 2005* provides the following with regard to Height of Buildings.

18 Height of buildings

The height of a building on any land within the Sydney Olympic Park site is not to exceed the maximum height shown for the land on the Height of Buildings Map or the Reduced Level Map, whichever is applicable.

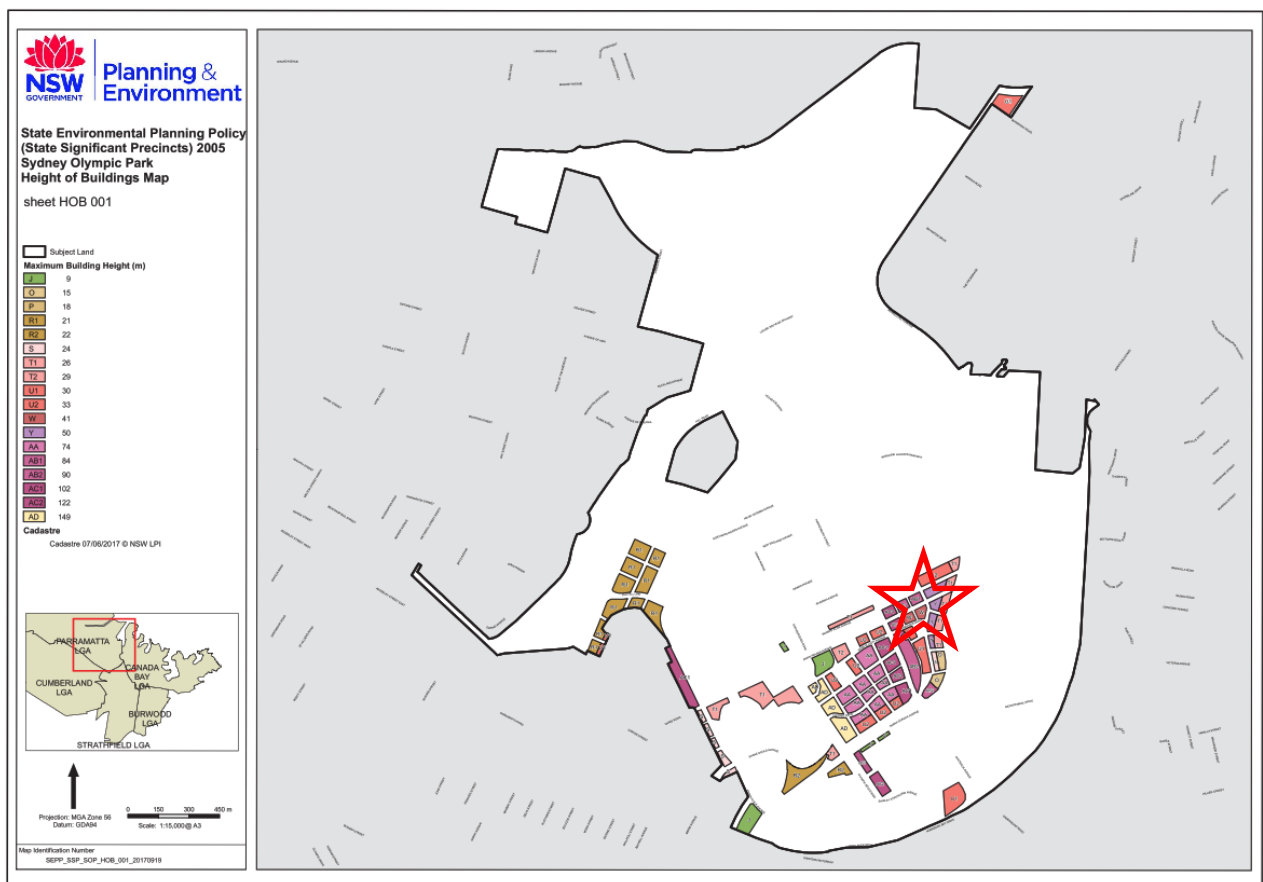


Figure 6 – Height of Buildings Map

Source: *SEPP (State Significant Precincts) 2005*

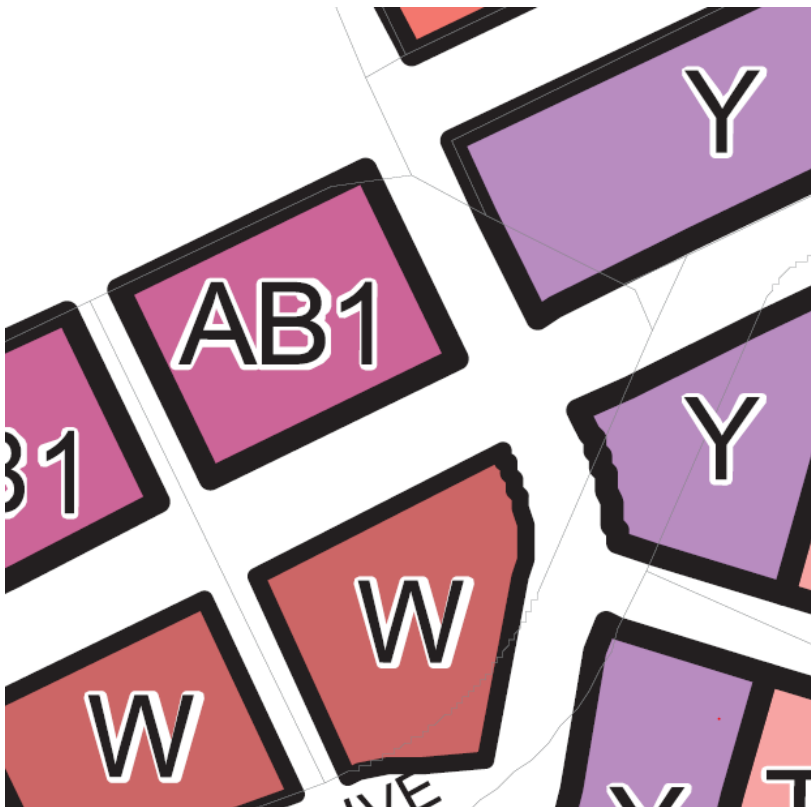


Figure 7 – Height of Buildings Map Extract

Source: SEPP (State Significant Precincts) 2005

The Height of Buildings Map for the site shows that lot is divided by the future road pattern layout into the following building height areas:

- ◆ Area AB1: 84 m
- ◆ Area W: 41 m
- ◆ Area Y: 50 m

Clause 2 Interpretation of Part 23 of the SEPP SSD provides the following definition of building height.

building height (or height of building) means the vertical distance, measured in metres, between ground level (existing) at any point to the highest point of the highest habitable floor (including above ground car parking) of the building, excluding plant and lift overruns, communication devices, antennae, satellite dishes, masts, flagpoles, chimneys, flues and the like.

No additional building height is proposed and the external plant and equipment (generators, generators' acoustic housing and cooling units) also do not exceed any height limits at the site.

4.1.2.3 Floor space ratio

Part 23 Sydney Olympic Park Site of Schedule 3 State Significant Precincts to the *SEPP (State Significant Precincts) 2005* provides the following with regard to Floor Space Ratio.

19 Floor space ratio

The maximum floor space ratio for a building on any land within the Sydney Olympic Park site is not to exceed the floor space ratio shown for the land on the [Floor Space Ratio Map](#).

The subject site is shown on the Floor Space Ratio (FSR) Map of SEPP (State Significant Precincts) 2005 in figure below, which has a maximum FSR of 4:1 at the site.

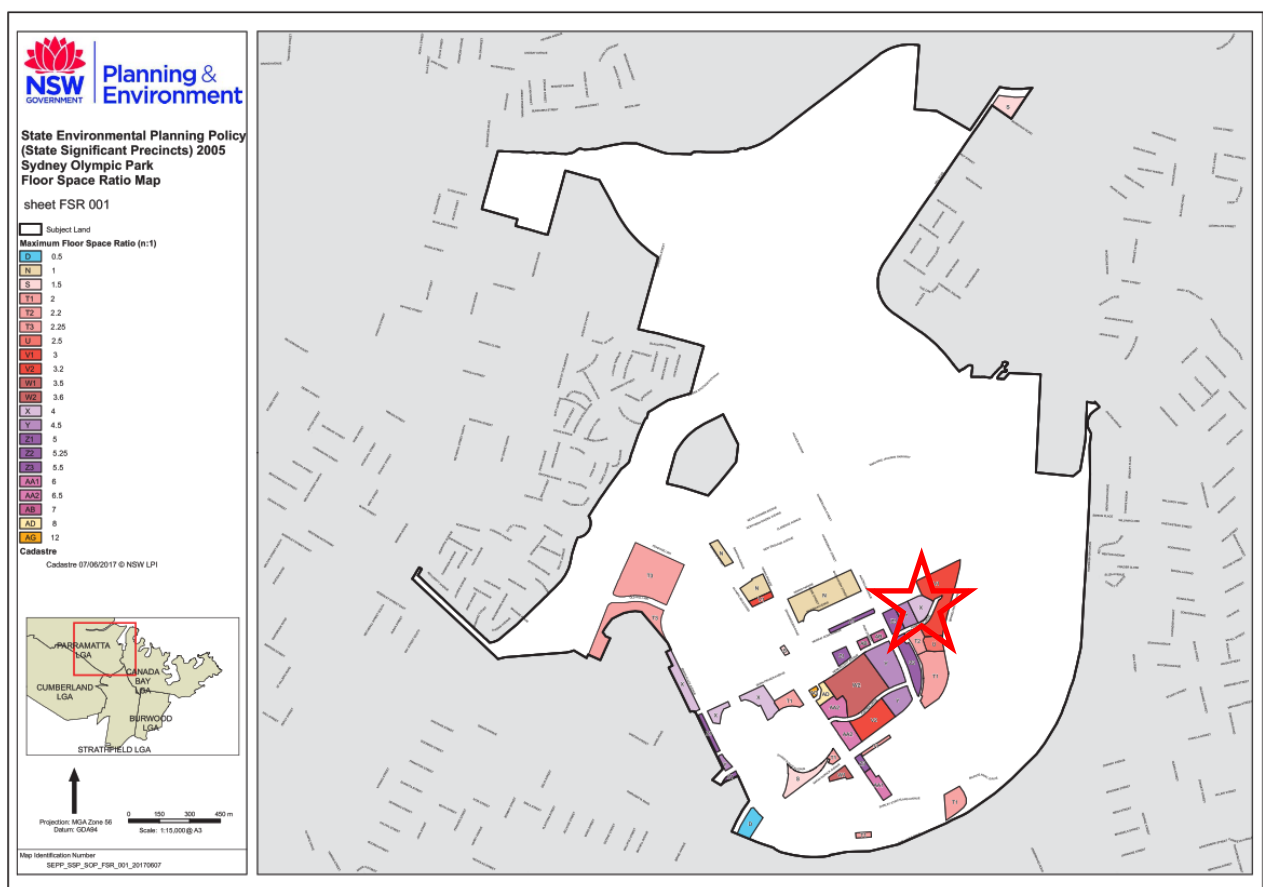


Figure 8 - Floor Space Ratio Map

Source: *SEPP (State Significant Precincts) 2005*

The existing and proposed FSR at the site comply with these requirements as per the following measurements below.

With a site area of 9,841 m² by title, and a gross floor area of 4,111 m², the site has an FSR of 0.42:1 and complies with the maximum 4:1 FSR of Master Plan 2030.

4.1.3 Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005

Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005 (SREP SHC) is a deemed State Environmental Planning Policy which applies to all waterways of Sydney Harbour, foreshores and catchment. SREP SHC includes a range of matters for consideration by consent authorities assessing development within the Foreshores and Waterways Area of the Plan. These are aimed at ensuring better and consistent development decisions and include such issues as ecological and scenic quality, built form and design, maintenance of views, public access and recreation and working harbour uses. SREP SHC includes provisions relating to heritage conservation and wetlands protection and provides planning controls for strategic foreshore sites.

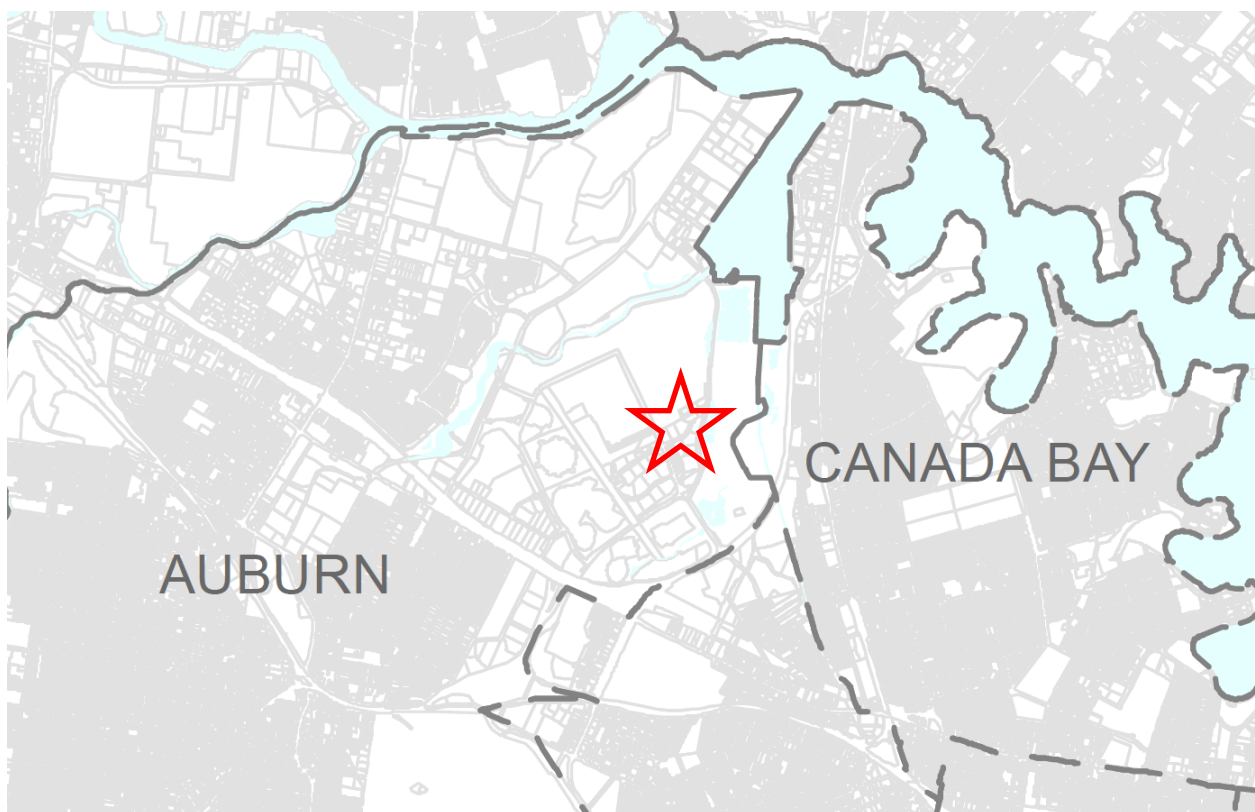


Figure 9 – Sydney Harbour Catchment Map - Extract

Source: SREP (Sydney Harbour Catchment) 2005

The subject site is located within the SREP (Sydney Harbour Catchment), shown as being within the previous Auburn Local Government Area (LGA) now forming part of Parramatta LGA. However, as the site is not identified as being within the 'Foreshores and Waterways Area Map', 'Strategic Foreshore Sites Map', the 'Wetlands Protection Area Map', 'Heritage Map', nor the 'Zoning Map' under the SREP SHC, the remainder of the SREP SHC provisions do not apply.

The proposal is considered to remain consistent with the relevantly applicable aims and principles of the plan, as stated at clause 2 of SREP SHC:

- ...
- ◆ (b) to ensure a healthy, sustainable environment on land and water,
- ◆ (c) to achieve a high quality and ecologically sustainable urban environment,
- ◆ (d) to ensure a prosperous working harbour and an effective transport corridor, ...

4.1.4 State Environmental Planning Policy 33 – Hazardous and Offensive Development

7 x backup diesel generators are proposed to be installed at the site, to provide redundancy in case of a planned or unplanned outage. An unplanned outage typically occurs when there are unexpected faults on the electricity network. A planned outage typically occurs when Ausgrid needs to isolate parts of their electricity network for maintenance or to connect/disconnect electricity assets. During a planned outage, the electricity supply to the site could potentially be interrupted (with advance notification) for 6-8 hours every 3 years, while Ausgrid carries out maintenance on the High Voltage switchgear inside the new kiosk substations to be installed onsite.

Each generator contains 3,500 L of diesel fuel, comprising in total, 24,500 L proposed to be stored on site. The backup diesel generators are also tested once per month to ensure that they are in good working order and topped-up with fuel, as needed, (generally quarterly intervals – unless there are electricity outages). Moore Management and PFF Fueling Solutions have prepared advice regarding the application of SEPP 33 Hazardous and Offensive Development.

“The Australian Code for the Transportation of Dangerous Goods by Road and Rail (Dangerous Goods Code) provides a full description of the classification of substances as dangerous goods. The material diesel is not a dangerous good under the dangerous goods code. Australian Standard 1940 defines diesel as a combustible class C1.

Hazardous and Offensive Development Application Guidelines Applying SEPP 33 (2011) Page 16 states:

‘If combustible liquids of class C1 are present on site and are stored in a separate bund or within a storage area where there are no flammable materials stored they are not considered to be potentially hazardous.’

The storage of 24,500 litres of diesel at 5 Parkview Drive, Sydney Olympic Park, NSW 2127 is not “Potentially Hazardous” as described by SEPP 33”.

The letter from PFF Fueling Solutions also confirms that each diesel generator will have in-built bunding of 100% of the tank volume and 20 minutes of fire suppression water in accordance with Section 5.8.2 of AS1940-2017.

The letters from Moore Management and PFF Fueling Solutions demonstrate that the proposed diesel generators would achieve compliance with all relevant standards, legislation and guidelines, namely:

- ◆ AS 1940:2017 Storage and Handling of Flammable and Combustible Liquids;
- ◆ SEPP 33 Hazardous and Offensive Development;
- ◆ SEPP 33 Guidelines; and
- ◆ the Australian Dangerous Goods Code.

4.2 Section 4.15(1)(a)(ii) The provisions of any Draft Environmental Planning Instrument

4.2.1 Draft Environment State Environmental Planning Policy

Draft Environment State Environmental Planning Policy (Draft Environment SEPP) has been publicly exhibited from 31 October 2017 to 31 January 2018. Draft Environment SEPP aims to consolidate seven (7) existing SEPPs and SREPs into a consolidated SEPP which proposes to simplify the planning rules for a number of water catchments, waterways, urban bushland and Willandra Lakes World Heritage Property. The Draft Environment SEPP does not 'zone' the subject site, nor provide any other relevantly applicable provisions for the site.

4.3 Section 4.15(1)(a)(iii) Any Development Control Plan

4.3.1 Sydney Olympic Park Master Plan 2030 (2018 Review)

Sydney Olympic Park Master Plan 2030 (2018 Review) (Master Plan) applies to the subject site. Section 1.3 of the Master Plan provides that its purpose is to:

- ◆ *provide a comprehensive approach to the development of Sydney Olympic Park*
- ◆ *ensure Sydney Olympic Park becomes an active and vibrant Town Centre within Metropolitan Sydney*
- ◆ *protect the role of Sydney Olympic Park as the premier destination for cultural, entertainment, recreation and sporting events*
- ◆ *protect and enhance the public domain*
- ◆ *protect and enhance the Sydney Olympic Park parklands*
- ◆ *provide detailed planning and design principles and controls to encourage development that responds to its context and contributes to the quality of the built environment and the future character and cultural significance of the site.*

The Master Plan provides the vision, planning principles and key elements for each of the nine (9) Precincts that comprise Sydney Olympic Park. The main event areas are: the Central Sports Precinct; the Stadia Precinct; and the Sydney Showground Precinct. The main residential areas are: the Central Precinct, which is also the new residential and commercial heart; the Parkview Precinct; and the Haslams Precinct. The main park and recreational precincts are: the Boundary Creek Precinct; the Tennis Precinct; and the Southern Sport Precinct.



Figure 10 – Master Plan Precincts Map

Source: Sydney Olympic Park Master Plan 2030 (2018 Review)

The Master Plan's Figure 1.9 identifies the subject site as being located within the 'Parkview Precinct'.

Table 2 – Sydney Olympic Park Master Plan 2030 (2018 Review)

Sydney Olympic Park Master Plan 2030 – (2018 Review)	
Chapter 4 – General Controls and Guidelines	
Provision	Response
4.6.1 Development Site Controls <i>1. Create the sites shown in the Site Boundary Plan for the relevant precinct.</i>	The proposed development is cognisant of and consistent with the future development sites and public street pattern of the Master Plan.
4.6.3 Building Depth Controls <i>To encourage naturally lit and well ventilated buildings with generous courtyards and setback and avoid bulky buildings that block views and impede ESD requirements:</i> <i>1. Ensure the maximum building depth is 18m (glass</i>	The development site contains an existing warehouse/office building with at-grade car parking areas. No building additions or underground car parking is proposed.

Sydney Olympic Park Master Plan 2030 – (2018 Review)	
Chapter 4 – General Controls and Guidelines	
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<p>line to glass line) for all residential building floorplates.</p> <p>2. The preferred maximum commercial building depth without atria and light wells is 25m.</p> <p>3. Ensure all workstations on an office floor (excluding the core and other ancillary spaces) are 12m or less from an external window or an atrium (as described in part 4.6.6) for buildings up to 8 storeys high.</p> <p>4. Underground car parking is to be concentrated under the building footprint and fully under natural ground level.</p>	
<p>4.6.4 Building Height Controls</p> <p>1. Comply with the heights nominated in the Building Height Maps for the relevant precinct.</p>	<p>Additional building height is not proposed to the existing warehouse/office building and the building height remains compliant with the Maximum Building Height development control of the SEPP SSP.</p>
<p>4.6.5 Rooftop Services Zone Controls</p> <p>To minimise the visual impact of roof top plant:</p> <p>1. The maximum rooftop service zone height is 5m.</p> <p>2. Set back the rooftop service zone 3m from the parapet.</p> <p>3. The total area in plan above the maximum building height for services may not exceed 80 per cent of the building footprint area.</p> <p>4. Design lift towers, machinery plant rooms, chimneys, stacks, vent pipes and television antennae to minimise their visibility and size.</p> <p>5. The design of rooftop structures is to be integral with the overall building design.</p>	<p>As the existing building improvements at the site were not constructed for nor structurally designed for use as a Data Centre, the proposed external plant and equipment is not able to be roof-mounted. External equipment is proposed to be installed within the carpark and loading dock areas of the site.</p>
<p>4.6.5 Building Separation Controls</p> <p>To ensure visual and acoustic privacy and amenity are maintained between buildings:</p> <p>1. Ensure that courtyards and atria in commercial buildings have a minimum width of 9m.</p> <p>2. A minimum separation of 24m is required between commercial buildings and facing habitable rooms in residential buildings opposite.</p>	<p>The kerbline of the existing carpark where external generators are proposed to be installed is 27 m from the property boundary on the southern side of Parkview Drive and complies with the minimum 24 m separation between commercial land uses and future residential uses. It is noted that at present there are existing commercial-use buildings here that are 38 m from the carpark kerbline of 5 Parkview Drive.</p>
<p>4.6.7 Building Setbacks</p>	<p>The site contains an existing warehouse/office</p>

Sydney Olympic Park Master Plan 2030 – (2018 Review)	
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<p><i>To reinforce street hierarchy and layout, permit solar access to the public domain, promote privacy, provide a transition between the public and private area, and allow for coordinated landscaped settings for buildings:</i></p> <ol style="list-style-type: none"> <i>1. Comply with the building setbacks indicated on the Building Zone and Setbacks Plan for the relevant precinct.</i> <i>2. Ensure building facades reinforce the street alignment.</i> <i>3. Above ground articulation in the form of balconies, sunscreens and bay windows and the like may extend 300mm into the front setback zone.</i> 	<p>building and does not affect future building setbacks envisaged by the Master Plan.</p>
<p>4.6.9 Accessibility Controls</p> <ol style="list-style-type: none"> <i>4. Ensure equitable access is provided to the main building entrance from both the street and car parking areas.</i> <i>5. Ensure car parking provisions comply with:</i> <ul style="list-style-type: none"> <i>– AS 1428.1 – 2009: Design for Access and Mobility – General requirements for access-New Building Work</i> <i>– AS 1428.2 – 1992: Design for Access and Mobility – Enhanced and Requirements – Buildings and Facilities</i> <i>– AS 2890.1 – 2004: Parking Facilities – Off Street Car Parking</i> <i>– AS 2890.5 – 1993: Parking Facilities – On Street Parking</i> <i>– AS 2890.6 – 2009: Parking Facilities – Off-street Parking for People with disabilities.</i> <i>6. Locate accessible car parking spaces at the most convenient place for users, taking into account proximity to pedestrian entries and exits, lifts and ramps, accessible toilets and pay stations. Delivery of accessible parking spaces to be provided consistent with SOPA's Access Guidelines.</i> 	<p>Existing entrances shall be upgraded to be wheelchair accessible from both the street and the car parking areas.</p> <p>Accessible car parking spaces are proposed, as indicated on the Architectural drawings provided by POC+P Architects.</p>
<p>4.6.12 Safety and Security Controls</p> <p><i>To promote natural surveillance, discourage crime and contribute to the overall safety and vitality of public</i></p>	<p>2.4 m high Black Palisade security fencing and electronic gates are proposed to be installed at the site perimeter to replace the existing cyclone wire</p>

Sydney Olympic Park Master Plan 2030 – (2018 Review)

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<p><i>and communal spaces:</i></p> <p>1. Provide active frontages and active uses along all park and public space frontages, including spaces that are privately and publicly owned or managed.</p> <p>2. Ensure buildings are designed to contribute to the natural surveillance of adjacent streets and public space.</p> <p>5. Ensure ramps have direct access to building entrances from the street and are visible from the street.</p> <p>9. For commercial and mixed use buildings, ensure retail or active uses on the ground floor open directly onto the street and have a clear visual connection with the street. Street level windows are to be clear glazed.</p> <p>11. Utility structures such as electrical substations and car park exhaust vents are not permitted in the public domain.</p>	<p>fencing. This would be of a similar style to, and in keeping with the security fencing / gate styles along both sides of Figtree Drive (see below streetview photographs).</p> <div></div>								
<p>4.6.15 Noise Controls</p> <p>4. All plant rooms shall be designed to meet the requirements of the NSW Industrial Noise Policy.</p> <p><i>Commercial Development</i></p> <p>6. design commercial development to comply with the maximum internal noise criteria set out in table 4.5 Maximum Noise Criteria.</p> <p>- Office Development.</p> <table><tr><th>Internal Space</th><th>Noise Criterion</th><th>Time Period</th><th>Noise Measure</th></tr><tr><td>Offices</td><td>45dBA</td><td>Day & Evening</td><td>L_{Aeq}, 15 min</td></tr></table>	Internal Space	Noise Criterion	Time Period	Noise Measure	Offices	45dBA	Day & Evening	L _{Aeq} , 15 min	<p>An Acoustic Assessment Report, prepared by Acoustic Logic, accompanies the DA in support of the Application. The report provides recommendations to ensure that the proposal remains compliant with the existing and future environments.</p>
Internal Space	Noise Criterion	Time Period	Noise Measure						
Offices	45dBA	Day & Evening	L _{Aeq} , 15 min						
<p>4.6.16 Waste Management Controls</p> <p>To achieve a development that minimises the generation of waste during its design, construction and operational phases:</p> <p>1. Submit a Waste Management Plan with all Development Applications to the satisfaction of Sydney Olympic Park Authority.</p> <p>4. Prioritise the procurement of:</p> <ul style="list-style-type: none">- modular and prefabricated building and fitout components- sustainable building materials (based on	<p>The site has existing waste storage and collection arrangements for general office waste and recyclables that would be utilised by the Data Centre use of the site.</p> <p>The SEE is accompanied by a Waste Management Plan prepared by the Data Exchange Network which provides the following collection frequency, number and size of bins proposed are:</p>								

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<p><i>material life cycle assessment)</i></p> <p><i>– incorporate re-used or recycled materials such as steel and concrete.</i></p> <p>6. <i>Include space for on site waste management infrastructure that maximises the opportunities for the sorting and segregation of waste materials.</i></p> <p>7. <i>Locate waste management areas, including collection points, out of public areas so as to not cause offence to the general public, adjoining properties or occupants with regard to smell, visual amenity and noise.</i></p> <p>8. <i>Locate waste management areas wholly within the building.</i></p> <p>9. <i>Design waste management areas to allow collection vehicles to enter and exit the development in a forward direction.</i></p>	<table><tr><th colspan="4">GARBAGE</th></tr><tr><td>Collections Per Week</td><td>Bin Size</td><td>No. Bins</td><td>Weekly Volume</td></tr><tr><td>1</td><td>660 L</td><td>1</td><td>660 L</td></tr></table> <table><tr><th colspan="4">Recycling</th></tr><tr><td>Collections Per Week</td><td>Bin Size</td><td>No. Bins</td><td>Weekly Volume</td></tr><tr><td>1</td><td>660 L</td><td>1</td><td>660 L</td></tr></table> <p>During the temporary construction phase, the construction contractor shall be required to prepare a detailed Waste Management Plan for all construction / fitout activities.</p>	GARBAGE				Collections Per Week	Bin Size	No. Bins	Weekly Volume	1	660 L	1	660 L	Recycling				Collections Per Week	Bin Size	No. Bins	Weekly Volume	1	660 L	1	660 L
GARBAGE																									
Collections Per Week	Bin Size	No. Bins	Weekly Volume																						
1	660 L	1	660 L																						
Recycling																									
Collections Per Week	Bin Size	No. Bins	Weekly Volume																						
1	660 L	1	660 L																						
<p>4.6.18 Minor Alterations and Additions</p> <p><i>Building owners may wish to make minor changes to existing buildings, including small additions, external refurbishments and landscape elements such as pergolas, sun shading and the like.</i></p> <p>1. <i>All proposed alterations and additions must:</i></p> <ul style="list-style-type: none"><i>– improve the appearance of the existing building</i><i>– be consistent with similar alterations in other parts of the building</i><i>– improve the amenity of the existing building</i><i>– reflect the desired character of the precinct described in Master Plan 2030 (2018 Review)</i><i>– be of high quality design, well composed, well scaled and well integrated into the existing building design</i><i>– be built of high quality materials</i><i>– be designed by a registered architect or landscape architect</i><i>– not adversely impact on the solar access, privacy or views of the surrounding buildings or the buildings that are allowable under Master</i>	<p>The alterations and additions proposed for the existing warehouse/office building are:</p> <p>Alterations to existing building</p> <ul style="list-style-type: none">◆ New sliding doors along south-western office wall (from new loading bay)◆ Perforated metal security screens with decorative design & logo, to be installed along office verandah perimeter, with fire egress doors◆ Upgrades to access arrangements: new ramp to verandah from accessible car parking spaces◆ New security enclosure to external staff courtyard◆ New louvered wall along east elevation (openable for future equipment maintenance)◆ Infill existing windows along east elevation and 1 window on north elevation◆ New penetrations of Data hall for cables and pipes, on gantries◆ New cantilevered awning over new loading bay◆ New external building colour scheme																								

Sydney Olympic Park Master Plan 2030 – (2018 Review)	
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<i>Plan 2030 (2018 Review).</i>	<p>Alterations to surrounds</p> <ul style="list-style-type: none"> ◆ Removal or pruning of selected trees; removal of dead trees ◆ New replacement landscaping as per designs by Site Image ◆ 7 x new backup power generators on plinths (progressive installation anticipated over a 5-year timeframe) in an acoustic and visual enclosure located within surplus car park. ◆ Install suspended electrical cables along south-western exterior walls, leading from generators to interior of data hall ◆ Refurbish existing fire hydrant + sprinkler located within front street setback to Parkview Drive. ◆ Provide new customer loading bay along southern end (access via VG01), with new canopy over; ◆ New kiosk substations x 2, surrounded by a perforated metal screen with steel column support and 2 egress doors with prescribed signage that are accessible by Ausgrid 24/7 (for separate Ausgrid approval); ◆ Provide 2 x accessible car parking spaces to AS2890.6-2009 guidelines + 1300mm bollard ◆ New sliding vehicle gates to be installed at eastern vehicle access entry (at VG01 & VG02) ◆ New perimeter 2400 mm high palisade security fence setback from Parkview Drive lot boundary to facilitate additional public domain vegetative screening ◆ New sliding vehicle gate to be installed at new northern driveway (egress-only) to Murray Rose Ave (VG03) ◆ General waste and recycling bins to be located on the side of the existing loading area ◆ 11 x new Cooling Tower Units (progressive installation anticipated over a 5-year timeframe) within part of existing loading dock adjacent Murray Rose Ave ◆ Retention of parking for staff and visitors

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	<p>accessed via VG02</p> <ul style="list-style-type: none"> ◆ Electric vehicle charging station ◆ Waste and recycling (2 x 660 L) bin position for collection on site ◆ 8 x bicycle racks at entry ◆ 1 x Pedestrian access gate ◆ CCTV surveillance and other discrete security ◆ New Business Identification Signage to gates and fence ◆ New statutory signage e.g. Substation gates, Diesel Hazard, FH and Sprinkler <p>Demolition Works Proposed</p> <ul style="list-style-type: none"> ◆ Existing parking and boom gate in front of office building ◆ Existing flagpoles and blade wall signage along south-western entry to be removed ◆ Existing substation to be removed late 2019 (by Ausgrid) ◆ Existing vehicular access boom gate at eastern boundary on Parkview Drive ◆ Remove AC units along northern exterior wall, existing plinths demolished ◆ Existing fencing along northern boundary to be replaced ◆ 6 x Parking spaces along northern end to be removed ◆ Roof: redundant vents, flues etc removed and roof made good <p>All proposed works have been designed by POC+P Architects, in consultation with relevant specialists and are to be built of high quality materials.</p>
<p>4.7 Access and Parking</p> <p>5. Design vehicle access points and paths are to satisfy:</p> <ul style="list-style-type: none"> – AS/NZS 2890.1 – 2004: <i>Parking Facilities – Off Street Car Parking</i>, AS 2890.5 – 1993: <i>Parking Facilities – On Street</i> <i>Parking and AS/NZS 2890.6:2009, Parking facilities – Off-street parking for people with disabilities</i> 	<p>A Transport Impact Assessment report, prepared by GTA Consultants accompanies the DA in support of the proposal.</p> <p>Section 4.3 of the Traffic Impact Assessment identifies that the site would generate a maximum demand for 8 bicycle spaces. The recommended on-site parking for 8 bicycles is able to be</p>

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<p>– AS 1428.1 – 2009: <i>Design for Access and Mobility – General requirements for access, New building work</i></p> <p>– AS 1428.2 – 1992: <i>Design for Access and Mobility – Enhanced and additional requirements – Buildings and Facilities</i></p> <p>– AS/NZS 1428.4.1 – 2009: <i>Design for Access and Mobility</i></p> <p>- Means to assist the orientation of people with vision impairment - Tactile ground surface indicators</p> <p><u>Vehicle Parking</u></p> <p>11. Provide car parking for non-residential developments at the rates in Table 4.10 Maximum Vehicle Parking Rates – Non-Residential Uses below:</p> <p><u>Table 4.10 Maximum Vehicle Parking Rates – Non-Residential Uses</u></p> <table><tr><th>Land Use</th><th>Type</th><th>Rate</th></tr><tr><td>Commercial</td><td>All</td><td>1 space/80 m²</td></tr></table> <p>13. Provide accessible parking at the rate prescribed in SOPA Access Guidelines</p> <p><u>Bicycle Access and Servicing</u></p> <p>15. Bike parking facilities are to comply with AS 2890.3 – 2015 Parking Facilities – Bicycle Parking.</p> <p>17. Provide change rooms, showers and lockers for people walking, running or cycling to work on all employment generating development. Locate facilities close to bike parking facilities to encourage sustainable transport options.</p> <p>19. Provide secure, conveniently located bike parking facilities at the minimum specified in Table 4.12 Minimum Bicycle Parking Rates below:</p> <p><u>Table 4.12 Minimum Bicycle Parking Rates</u></p> <table><tr><th></th><th>Permanent Spaces Required</th><th>Visitor Bicycle Storage</th></tr><tr><td>Commercial</td><td>1 space per 150 m² GFA</td><td>1 space per 75 m² GFA</td></tr></table>	Land Use	Type	Rate	Commercial	All	1 space/80 m²		Permanent Spaces Required	Visitor Bicycle Storage	Commercial	1 space per 150 m² GFA	1 space per 75 m² GFA	<p>accommodated at the site and are shown on the Architectural drawings.</p>
Land Use	Type	Rate											
Commercial	All	1 space/80 m²											
	Permanent Spaces Required	Visitor Bicycle Storage											
Commercial	1 space per 150 m² GFA	1 space per 75 m² GFA											

Table 3 – Sydney Olympic Park Master Plan 2030 (2018 Review)

Sydney Olympic Park Master Plan 2030 – (2018 Review)	
Chapter 5 – Precinct Controls and Guidelines	
Provision	Response
<p>5.6.2 Site Configuration Controls</p> <p><i>1. Define the sites, streets and parks as shown in Figure 5.38 Parkview Precinct Site Boundaries Plan.</i></p>	<p>The proposed development is considered to remain consistent with the future site configuration envisaged by Figure 5.38 of the Master Plan. The placement of external plant and equipment has been designed to preserve the future road corridors through the site, as per Pre-DA discussions held with SOPA's officers.</p>
<p>5.6.3 Floor Space Ratio Controls</p> <p><i>1. Floor space ratios are not to exceed those shown in Figure 5.39 Parkview Precinct Site Floor Space Ratios Plan.</i></p>	<p>The proposed development utilises an existing warehouse/office building and does not add floorspace to the site.</p>
<p>5.6.4 Land Use Controls</p> <p><i>1. Land uses, including vehicle access points, are to comply with Figure 5.40 Parkview Precinct Land Uses Plan.</i></p> <p><i>2. Along all streets with a mixed use control retail is to be provided. Double height retail is to be provided along Australia Avenue.</i></p> <p><i>3. Entries to upper level uses including commercial and residential, can utilise a maximum of, 20% of street frontage. Triple height office lobbies are encouraged.</i></p> <p><i>4. Land uses, including vehicle access points, are to comply with Figure 5.7 Central Precinct Land Uses Plan.</i></p> <p><i>5. Provide active frontages, awnings and colonnades in accordance with Figure 4.1 Active Frontages Plan and Figure 4.2 Awnings and Colonnades Plan.</i></p>	<p>Figure 5.40 Parkview Precinct Land Uses Plan identifies the site as being a 'Commercial' development site. The proposed data centre (high technology industry) use of the site is a commercial use development. 2 x existing vehicle access points will be utilised on Parkview Drive, while 1 x vehicle access point to the Murray Rose Avenue frontage is proposed, to permit the one-way movement of container delivery vehicles, exiting the site with a right hand turn approximately once every 6 weeks.</p>
<p>5.6.6 Building Zone and Setback Controls</p> <p><i>1. Site development, including permissible building zones and open space, shall be in accordance with Figure 5.42 Parkview Precinct Building Zones and Setbacks Plan.</i></p> <p><i>2. Buildings, including balconies, are only permitted within the building zone area shown in Figure 5.42 Parkview Precinct Building Zones and Setbacks Plan.</i></p>	<p>The proposed remains consistent with the future development sites, public streets and setbacks envisaged by the Master Plan.</p>

Sydney Olympic Park Master Plan 2030 – (2018 Review)	
Chapter 5 – Precinct Controls and Guidelines	
Provision	Response
<p>3. Building is not permitted in the setback zones, land dedicated for public domain, land dedicated for ICF funded streets or easements dedicated for development funded streets.</p> <p>4. Comply with the setbacks shown in Figure 5.42 Parkview Precinct Building Zones and Setbacks Plan.</p>	
<p>5.6.7 Event Controls</p> <p>1. The Parkview Precinct will be affected by major ANZ Stadium events, the Sydney Royal Easter Show and events requiring full use of P6 car park.</p> <p>2. Ensure all development can accommodate the changes to access required as described in Section 4.4, Event Access and Closures and shown in Figure 4.3 Event Access Plan.</p> <p>3. Ensure all development is designed and built to accommodate the public domain closures shown in Figure 4.3 Event Access Plan.</p> <p>4. Locate the vehicle access points to developments as shown in Figure 5.40 Parkview Precinct Land Uses Plan.</p>	<p>As demonstrated below with reference to the Master Plan's new public street layout, the proposal is cognisant of and remains clear of the future street layout pattern, and SOPA's landowner's consent has been obtained on this basis.</p>

Figure 5.39 of the Master Plan 2030 below, shows the existing alignment of Parkview Drive (dashed line) and the future public streets (in light grey) that the proposed new external plant and equipment must remain clear of, in order to demonstrate consistency with the Master Plan. The subject site boundary and existing site improvements are shown in an orange overlay below. As shown on the Architectural drawings package, the proposed external diesel generators are to be located outside the existing building within the southern carpark area, while the air cooling units are proposed to be placed outside the north-eastern part of the building, within part of the existing loading dock area. New plant and equipment, including the two Ausgrid kiosk substations remain cognisant of, and clear of, the future public streets of the Master Plan.

It is noted that the site has been leased for 99 years until 14 June 2091 and in order for SOPA to construct the new roads through the site, either the partial or full resumption of the lease area land would be required.

Figure 5.39 Parkview Precinct Site Floor Space Ratios Plan

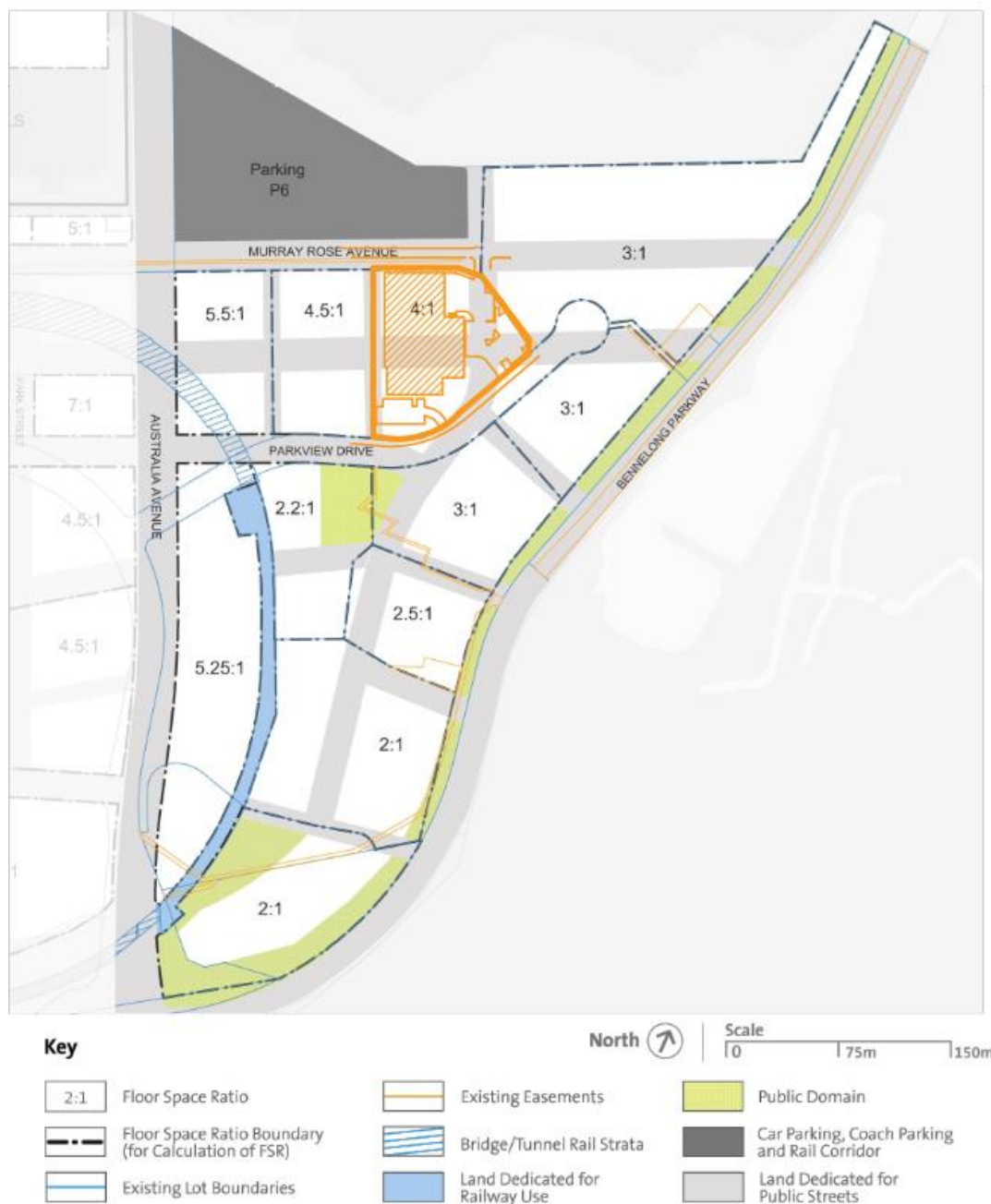


Figure 11 – Master Plan Future Public Streets with Site Improvements

Source: Sydney Olympic Park Master Plan 2030 (2018 Review)

4.4 Section 4.15 (1)(a)(iia) Any Planning Agreement that has been entered into or any Draft Agreement

There is no relevant Planning Agreement that has been entered into nor any Draft Agreement.

4.5 Section 4.15(1)(a)(iv) The Regulations

The Environmental Planning and Assessment Regulation 2000 (EP&A Regulation 2000) provide no relevantly applicable provisions that would relate to the subject site.

4.6 Section 4.15(1)(a)(v) Any Coastal Zone Management Plan

N/A

4.7 Section 4.15(1)(b) The likely impacts of that development

This SEE and the accompanying specialist assessments and documentation detail the likely impacts of the development and recommended impacts are summarised below and their mitigation measures are detailed mitigation measures.

Traffic Impact Assessment

A Transport Impact Statement has been prepared by GTA Consultants and accompanies the SEE in support of the DA.

The Transport Impact Assessment report finds the proposal acceptable and provides the following conclusion:

Based on the analysis and discussions presented within this report, the following conclusions are made:

- 1. The proposal could generate a car parking demand for up to 20 spaces. However, this is expected to be less given the proximity of the site to off-site public car parks, public transport and cycling infrastructure.*
- 2. The existing car parking areas provide a total of 64 car parking spaces, which is expected to be reduced to 23 spaces in order to accommodate structure, loading/ unloading and manoeuvring area requirements associated with the proposed operation.*
- 3. The site is (conservatively) expected to generate up to 20 vehicles in any peak hour which is consistent with the historic use of the site. Therefore, the proposed development could not be expected to compromise the safety or function of the surrounding road network.*
- 4. The accesses and the layout of the east and west car parks are considered appropriate for accommodating the turning movements of the required heavy vehicles for refuelling, loading and servicing, including 8.8 metre medium rigid vehicles and 14 metre articulated vehicles.*

Flood Risk Assessment

A Flood Risk Assessment has been prepared by BG&E Engineers and accompanies the SEE in support of the DA.

The Flood Risk Assessment:

- ◆ Describes flood behaviour in the vicinity of the site;

- ◆ Outlines SOPA requirements for flood risk management;
- ◆ Describes how the proposed development satisfies these conditions; and
- ◆ Recommends flood risk management measures.

The Flood Risk Assessment concludes that:

- ◆ The proposed external equipment works at the site have been designed to be above the 100 year ARI flood level plus 0.5 m freeboard.
- ◆ The proposed fencing has adopted palisade design to avoid blocking the flood waters.
- ◆ The proposed works within the existing overland flow paths at the site would not adversely interact with existing flood extent, and provide a permeable support to raise the external equipment to allow floodwater to pass through the site.

Geotechnical Preliminary Investigation Memo

A Geotechnical Preliminary Investigation Memo prepared by Wood & Grieve Engineers accompanies the SEE in support of the DA. The Memorandum provides a preliminary summary of the ground conditions at the site, prior to finalisation of the Geotechnical Investigation Report that is being prepared. The ground investigation comprised of 3 boreholes that were progressed to depths of up to 8 m below ground level, to inform the foundation design and bearing capacity for the external plant and equipment to be installed at the site. The Geotechnical Memorandum finds that the site would be suitable for the proposed external plant and equipment to be supported on pad foundations or piles.

Utilities

Increased electricity supply is proposed to be provided to the site via 2 x new High Voltage kiosk substations. The locations of the kiosk substations have been sited in consultation with SOPA's Commercial / Town Planning officers, cognisant of Ausgrid's access requirements and the future road pattern layout under Masterplan 2030. SOPA Town Planning officers' advice to screen the new kiosk substations from the street frontage view has also been incorporated with the provision of louvre panels and access gates to the new fencing surrounding the kiosk substations. Planning approval for the kiosk substations shall be provided by Ausgrid as an 'Activity' under Part 5 of the Environmental Planning and Assessment Act (1979).

Arboricultural Assessment

An Arboricultural Impact Assessment has been prepared by Eco Logical Australia including a tree survey for all vegetation at the subject site.

The Arboricultural Impact Assessment:

1. Identifies trees within the site that are likely to be affected by the proposed works;

2. Assesses the current overall health and condition of the subject trees;
3. Evaluates the retention value of the subject trees; and
4. Assesses the likely impacts.

The Arboricultural Impact Assessment finds the proposed works to be acceptable and provides the following Recommendations at Section 4:

- ◆ "Tree 16 (*Eucalyptus microcorys*) has a high retention value and should be retained and protected within an exclusion area within the dripline of the tree canopy. This tree has been identified as being listed on the Sydney Olympic Park Authority Master Plan 2030 Significant Tree Register (Tree Location P14).
- ◆ Crown maintenance and deadwood removal from large trees over car parks and frequently used areas.
- ◆ Crown lifting where required over car parks and frequently used areas.
- ◆ Remove any dead trees (Tree 19 and Tree 21A).
- ◆ All tree work (pruning or removal) is to be carried out by an arborist with a minimum AQF Level 3 qualification in Arboriculture.
- ◆ All tree work shall be in accordance with Australian Standard AS 4373-2007, Pruning of Amenity Trees and the NSW WorkCover Code of Practice for the Amenity Tree Industry (1988).
- ◆ Permission must be granted from the relevant consent authority, prior to removing or pruning any of the subject trees.
- ◆ Any loss of trees should be offset with replacement planting in consultation with SOPA."

Landscape Plan

A Landscape Plan prepared by Site Image accompanies the SEE in support of the DA. The Landscape Plan shows replacement planting to enhance the visual screening of the site from the public domain. Furthermore, the front fencing to Parkview drive has also been setback from the boundary to facilitate opportunities for additional vegetative screening of the fenceline when viewed from the public domain.

Waste Management Plan

A Waste Management Plan prepared by The Data Exchange Network Limited accompanies the SEE in support of the DA. The site has existing waste storage and collection arrangements for general office waste and recyclables that would be utilised by the Data Centre use of the site.

The SEE is accompanied by a Waste Management Plan prepared by the Data Exchange Network which provides the following collection frequency, number and size of bins proposed are:

GARBAGE			
Collections Per Week	Bin Size	No. Bins	Weekly Volume
1	660 L	1	660 L

Recycling			
Collections Per Week	Bin Size	No. Bins	Weekly Volume
1	660 L	1	660 L

During the temporary construction phase, the construction contractor shall be required to prepare a detailed Waste Management Plan for all construction / fitout activities.

BCA Report

A BCA Assessment Compliance Letter has been prepared by the PCA, MBC Pty Ltd and accompanies the SEE in support of the DA. The BCA Assessment Letter confirms that the proposed works are in accordance with the Building Code of Australia.

Acoustic Assessment

An Acoustic Assessment Report has been prepared by Acoustic Logic and accompanies the SEE in support of the DA. The Acoustic Assessment Report provides the following Conclusion at Section 5:

"This report presents an acoustic assessment of noise impacts associated with the proposed data centre to be located at 5 Parkview Drive, Sydney Olympic Park. Based on the information provided above we conclude the following.

Provided that the treatments set out in Section 4 of this report are employed, noise emissions from the site will comply with the requirements of the NSW Environmental Protection Authority (EPA) document – 'Noise Policy for Industry (NPfI) 2017'.

A detailed review of all mechanical services is recommended prior to installation."

The recommended treatments are shown on the DA drawings and the proposal would not result in any adverse acoustic or vibration impact upon neighbouring receiver locations.

Quantity Survey

A Quantity Surveyor's Cost Summary Report has been prepared by Quanto Quantity Surveyors which confirms that the estimated cost of works is <\$10 million and that the project then remains a Local Development Application, with SOPA as the Consent Authority.

Hazard Risk Assessment

Moore Management and PFF Fueling Solutions have prepared advice regarding the application of SEPP 33 Hazardous and Offensive Development.

"The Australian Code for the Transportation of Dangerous Goods by Road and Rail (Dangerous Goods Code) provides a full description of the classification of substances as dangerous goods. The material diesel is not a dangerous good under the dangerous goods code. Australian Standard 1940 defines diesel as a combustible class C1.

Hazardous and Offensive Development Application Guidelines Applying SEPP 33 (2011) Page 16 states:

"If combustible liquids of class C1 are present on site and are stored in a separate bund or within a storage area where there are no flammable materials stored they are not considered to be potentially hazardous."

The storage of 24,500 litres of diesel at 5 Parkview Drive, Sydney Olympic Park, NSW 2127 is not "Potentially Hazardous" as described by SEPP 33".

The letter from PFF Fueling Solutions also confirms that each diesel generator will have in-built bunding of 100% of the tank volume and 20 minutes of fire suppression water in accordance with Section 5.8.2 of AS1940-2017.

The letters from Moore Management and PFF Fueling Solutions demonstrate that the proposed diesel generators would achieve compliance with all relevant standards, legislation and guidelines, namely:

- ◆ AS 1940:2017 Storage and Handling of Flammable and Combustible Liquids;
- ◆ SEPP 33 Hazardous and Offensive Development;
- ◆ SEPP 33 Guidelines; and
- ◆ the Australian Dangerous Goods Code.

Context and Setting

The proposal will not detract from the existing character of the locality and streetscape and will not result in adverse impacts on the surrounding development or public domain. The proposed development is appropriately situated within the B4 Mixed Use Zone, given the proposed use is permissible with consent and the site is surrounded by other commercial developments within the Parkview Precinct of the SOPA Master Plan 2030 (2018 Review).

4.8 Section 4.15(1)(c) The Suitability of the Site for the Development

The proposed Data Centre (high technology industry) use and development of the site is considered to be compatible with the immediate locality as the surrounding development comprises commercial developments. The proposal will not lead to any significant adverse

environmental impacts. In addition, the site has the appropriate size and dimensions to accommodate the external plant and equipment, without affecting the future road pattern layout of SOPA Maser Plan 2030 (2018 Review).

4.9 Section 4.15(1)(d) Any submissions made

Any submissions received during the neighbour notification and exhibition period will be considered and addressed by SOPA, during the assessment process. Knight Frank Town Planning would welcome any opportunity to be able to respond to any issues that may be raised during the public exhibition period.

4.10 Section 4.15(1)(e) The Public Interest

The proposal is considered to be consistent with the objectives of the B4 Mixed Use zone that seek:

- ◆ *(b) To integrate suitable business, office residential retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling.*
- ◆ *(d) To provide for a mixture of compatible land use.*
- ◆ *(e) To encourage diverse employment opportunities.*

It is considered that the proposal would remain consistent with the B4 Mixed Use zone objectives as:

- ◆ The site is located within an accessible location, being within 350 m of the Olympic Park Railway Station, and is capable of maximising public transport patronage and active transport options.
- ◆ The use and development of the site for the purposes of a Data Centre (High Technology Industry) would recognise and strengthen the Olympic Park Town Centre as being the main commercial core and compliment other compatible land uses in the locality.
- ◆ The proposal would widen the range of diverse employment opportunities within the B4 Mixed Use zone by providing a Data Centre (*High Technology Industry*) land use that would serve the secure data storage needs of all businesses. The facility would provide up to 15 additional long-term operation-phase employment opportunities at the site to manage the 24 hours per day, 7 days per week operations & security, plus additional temporary construction-phase employment opportunities during the project fitout phase.

Additionally, the proposed development would not adversely impact adjoining properties or the public domain. Based on the above, the proposal is considered to be in the public interest.

5. Conclusion

The relevant matters for consideration under Section 4.15 of the EP&A Act have been addressed in this Statement of Environmental Effects and the proposed development has been found to be consistent with the objectives of all relevant planning provisions.

The proposal seeks Sydney Olympic Park Authority's consent for alterations and additions to the existing warehouse & office buildings at 5 Parkview Drive, Sydney Olympic Park and to facilitate its use as a Data Centre (High Technology Industry) use of the site, including:

The proposal seeks SOPA's development consent for the following external works at the site to facilitate its use as a Data Centre (*High Technology Industry*), comprising the following:

- ◆ 7 x backup diesel generators within southern carpark with visual screen
- ◆ 11 x cooling units to part of existing loading dock with removal of awning cover
- ◆ 2 x electricity substation kiosks (for Ausgrid approval), setback in line with future road boundary with fenced screening
- ◆ Perimeter site security fencing 2.4 m in height
- ◆ Verandah security mesh screen enclosure with decorative graphic design
- ◆ 2 x vehicular access gates to Parkview Drive
- ◆ 1 x vehicular (exit-only) gate and driveway to Murray Rose Ave
- ◆ 1 x Pedestrian Gates (Parkview Drive and to the west)
- ◆ New customer loading dock and canopy location fronting Parkview Drive
- ◆ Associated site works: electrical/civil/fire engineering, pathways, CCTV
- ◆ New external access doors
- ◆ Business identification signage
- ◆ Replacement perimeter landscaping

As noted above, external works less than \$10 million Capital Investment Value are being submitted to SOPA for approval as 'Local Development', while internal fitout works and other minor site works shall be separately approved via a Complying Development Certificate from the Principal Certifying Authority.

The proposed Data Centre (*High Technology Industry*) development is permissible with development consent and would not result in any adverse impacts to the amenity of adjoining properties or the public domain. Additionally, the proposed external plant and equipment to be added, is sited to be consistent with the SOPA Master Plan 2030 (2018 Review), in particular the future road pattern layout.

Based on the above, it is recommended that the proposed development be supported by Sydney Olympic Park Authority and granted development consent.