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28 March 2025

Enquiries: Steve Manton
Project No: 301351663

CDC Data Centres Pty Ltd
c/- Canberra Town Planning Pty Ltd
Unit 501B, 23 Challis Street
DICKSON ACT 2602

Attention: Divyaraga Gunasekaran

Dear Divyaraga

RE: Hume 6 Data Centre – DA202443633 – Block 99 & 103 Section Hume
Response to Request for Further Information

Background

Stantec was previously engaged by CDC Data Centres Pty Ltd (CDC) to provide traffic engineering advice in relation to the proposal to construct a new data centre known as 'Hume 6' comprising a two-storey development, circa 8,282m^2 in area, that will provide a total of seven data halls. A total of six car parking spaces plus a loading dock are also proposed within the site.

The proposed development is located within an area that is zoned for General Industrial use and forms an extension to the existing data centres known as Hume 4 and Hume 5 that already operate immediately to the north of the site. A shared vehicular access for cars and trucks is proposed on the eastern side of the site using the existing Hume 4 and Hume 5 crossover on Sawmill Circuit, while egress from the site for trucks only is proposed via the existing Hume 4 and Hume 5 crossover on Tralee Street. A new pedestrian overbridge will also provide a pedestrian connection between the existing Hume 4 and proposed Hume 6 data centres.

Stantec prepared a Parking Impact Statement dated 21 October 2024 to support the DA for the proposal, which was submitted to the ACT Planning and Land Authority (ACTPLA) (DA number 202443633). A Request for Further Information (RFI) dated 21 March 2025 was subsequently issued by the ACTPLA which includes some specific traffic and transport-related queries raised by Transport Canberra and City Services (TCCS) through the associated referral process.

Stantec has prepared this letter to address the traffic/ transport issues raised by TCCS, and in particular items 18 to 21. These have been reproduced in italics below, followed by our response.

RFI Traffic / Transport Issues - Items 18 to 21

18. *A Transport Impact Assessment (TIA) is required to demonstrate how the lease variation will impact on the existing traffic and parking condition.*

19. *The applicant is required to assess how many traffic volumes and parking spaces will be generated by the variation.*

20. *Three intersections are required to be assessed. They are Monaro Hwy and Tralee St, Tralee St and Tralee St, and Tralee St and Sawmill Cct.*

21. *All parking demand from the variation are required to provide on-site. Some short stay parking demand may be allowed on street but only in front of the site. Off-site parking facility may be allowed if a formal parking survey is provided to demonstrate how many the public parking spaces are available to use.*

Stantec Response

It is important to recognise that the proposal comprises a lease variation to consolidate the existing Block 103 and Block 99 leases. This change has no impact on the traffic or parking generation for the site as no changes to the permitted development or uses are proposed. Development on Block 103 has previously been approved and constructed (i.e. Hume 4 and Hume 5) and there are no changes to this development as part of this application.

A variation to the Block 99 Crown lease to add the proposed data centre use does not change the traffic or parking generation for the site from what has previously been approved. All parking that is required to support the proposed development is to be provided on site as detailed in the aforementioned Parking Impact Statement, since the site comprises a fenced and access-controlled development. The primary vehicular access to the Block 99 development will occur via the existing crossover on Sawmill Circuit, while truck egress (only) will occur via the existing crossover on Tralee Street.

The addition of the data centre use is to ensure the correct definition for the development under the Territory Plan, however the existing Crown lease already permits a range of industrial and commercial uses that generate higher levels of traffic and parking than the proposed use and therefore the addition of the proposed data centre does not create an increase in potential traffic or parking impacts.

The data centre use has no specific parking generation rate under the Industrial Zones Specification, and as indicated in the Parking Impact Assessment the nature of the use of the site generates limited parking requirements which can be fully accommodated within the site. On this basis, the traffic generation for the Block 99 development is also anticipated to be low and below the expected traffic levels for which the site was previously approved and for which the primary access via Sawmill Circuit was previously designed. Accordingly, further assessment of intersection traffic impacts is considered to be unwarranted for this development.

Conclusion

In conclusion, the proposed lease variation and associated data centre use is not expected to result in any increase to the traffic generation or parking requirements previously approved as part of the original application for the site. Furthermore, the Parking Impact Assessment prepared by Stantec confirmed that the additional on-site parking supply proposed for the data centre will be sufficient to accommodate the expected demands. On this basis, no further traffic or parking assessment is considered to be necessary to support this DA..

I trust the above provides a satisfactory response to the relevant traffic-related items. However, should you have any questions, please do not hesitate to contact me directly.

Yours sincerely
Stantec Australia Pty Ltd



Steve Manton
Senior Principal Transport Engineer

Encl.