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300–340 Barry Road, Campbellfield

*Planning Permit
Application*

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June 2026

Prepared for: Zerra DC

Acknowledgment of Country

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Urbis acknowledges the Bunurong and Wurundjeri peoples of the Kulin Nation as the Traditional Custodians of Naarm/Melbourne.

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

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

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

Urbis is committed to incorporating our respect for First Nations cultures, peoples and storytelling in our work across the Country. We are proud to have partnered with Darug Nation artist, **Hayley Pigram**, and to profile her artwork - **Sacred River Dreaming**.

Urbis staff responsible for this report were:

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Project Code	P0061874
Report Number	03 – RFI Response

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Submission documents:

This report is to be read in conjunction with:

- Clause 53.22 Application Cover Letter prepared by Urbis, dated 24 April 2026
- Certificate of Title pertaining to the subject site.
- Metropolitan Planning Levy Certificate 003071
- Letter of Eligibility issued by Development Facilitation Program 23 April 2026.
- Written Advice prepared by Invest Victoria, dated 14 April 2026.
- Site Survey Plan prepared by DPM Consulting Group dated 26 June 2025
- Architectural Plans prepared by Greenbox, dated 10 April 2026.
- Architectural Design Statement prepared by Greenbox, dated 10 November 2025.
- Landscaping Concept Plan prepared by Urbis, dated April 2026.
- Transport Impact Assessment prepared by Urbis, dated 24 April 2026.
- Waste Management Plan prepared by Urbis, dated 1 December 2025.
- Sustainability Management Plan prepared by Aurecon, dated 20 March 2026.
- Environmental Noise Report prepared by Aurecon, dated 24 April 2026.
- Preliminary Risk Hazard Assessment prepared by Aurecon, dated 24 April 2026
- Stormwater Management Plan prepared by Aurecon, dated 10 April 2026.
- Site Services & Drainage Layout plans prepared by Aurecon, dated 14 November 2025.
- Quantity Surveyors Report prepared by WT Partnership, dated 29 January 2026.
- Economic Benefits Assessment prepared by Urbis, dated February 2026.
- Endorsed Assembly Broadmeadows Design Guidelines prepared by Watson Young Architects Revision P6, dated 26 August 2025 **(FOR INFORMATION)**.

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Executive Summary

This report has been prepared on behalf of Zerra DC (the permit applicant) in support of a Planning Permit application to use and develop Lots 5 & 6 within 340 Barry Road, for the purposes of a staged Data Centre (nested within 'Utility Installation') campus precinct, associated car parking, landscaping and other works.

This application is being made via the Clause 53.22 application pathway within the Hume Planning Scheme, pertaining to Significant Economic Development. In this instance, the application is made to the Minister for Planning, care of the Development Facilitation Program.

The subject site looks to utilise approximately 22 hectares across two lots, within the subdivision of the broader parent lot. The subdivision of the parent lot is approved through Planning Permit P25910.01. We note this application is made prior to formal creation of Lots 5 & 6 as at the time of writing the subdivisional works are yet to be completed for titles to be registered.

Hume Planning Scheme

The site is affected by the following planning controls and permissions.

Table 1 – Planning Controls and Permissions

Controls/Provisions	Permissions
Industrial 1 Zone (Clause 33.01)	- Use of the land as a Utility Installation (Data Centre) - To construct a building or construct or carry out works
Melbourne Airport Environs Overlay – Schedule 2 (Clause 45.08)	No permit required
Signs (Clause 52.05)	To construct or display a Section 2 sign

Land Adjacent to the Principal Road Network (Clause 52.29)

PRIOR TO STATEMENT OF COMPLIANCE FOR SUBDIVISION P25910.01

- To create or alter access to a road in a Transport Zone 2

Assessment Summary

This report describes the subject site and its surrounding context. It further details the proposed works and provides a detailed assessment against the relevant planning controls and policies outlined in the Planning Scheme.

Overall, this report demonstrates that the proposal is an acceptable and appropriate outcome for the site as:

- The proposed master-planned development outcome is considered to appropriately respond to the strategic and statutory planning frameworks applicable within the Hume Planning Scheme.
- The proposed masterplan will provide a high quality piece of critical infrastructure to the locality, delivering important data storage and improved digital capacity for surrounding businesses and residences.
- The proposed 'Data Centre' land use is a highly appropriate land use for the former Ford Assembly Plant site, considered a modern and contemporary interpretation of an industrial land use.
- The proposed site layout and building massing is respectful of its surrounding context and will result in a thoughtful architectural design with regard to building bulk and an acceptable intensity of interface.
- The proposed detailed design and architectural concepts of Stage 1 will result in a highly articulated and high quality design, that will provide a landmark within the future subdivided estate.

- The proposed Data Centre development will provide an industry leading response to sustainability initiatives, utilising air cooling to reduce water reliance, and a Battery Energy Storage System which will reduce the demand on the regional electricity grid at peak periods.
- The development has been demonstrated to have an appropriate and low impact on the surrounding traffic network, with sufficient car parking provided to address staff needs.
- The proposed Signage zones to the Stage 1 building elevations will provide appropriate business identification and wayfinding opportunities for the permit applicant, and visitors to the building.
- The proposal will present an appropriate response to potential on-site and off-site amenity impacts through design intervention, including acoustic noise emissions and light spill.

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1 Site Context

1.1 Subject Site

Key details of the site are as follows.

Table 2 – Site Details

Category	Description
Existing Conditions	The site is cleared vacant land, near the corner of Barry Road and Hume Highway/Sydney Road
Location	The site is located on Lots 5 and 6 of the proposed subdivision P25910.01 of the broader parent lot. More broadly, the site is located on the former Ford Broadmeadows Assembly Plant.
Area	22.07 hectares
Frontages	838 metres to Link Drive, 322 metres to Connect Drive S 392 metres to Connect Drive E
Title	As at the time of the application Lot 2 on Plan of Subdivision PS900725
Vehicle Access	The site is currently accessed via three crossovers: One crossover each to Barry Road (south), Sydney Road (east), and Link Drive (north). Following subdivision, the site will be accessible via Link Drive and Connect Drive, roads to be made as part of Planning Permit P25910.01
Vegetation	There is no existing vegetation on site.

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1.2 Certificate of Title & Encumbrances

At the time of lodgement, the land is formally known as Lot 2 on Plan of Subdivision 900725L. This formal description refers to the broader parent lot which the subject site is located within. Following registration of the Plan of Subdivision approved by subdivision permit P25910.01, the land will be redescribed as Lots 5 & 6. The subject site specifically is affected by the following encumbrances:

- Caveat AY744658L lodged by AGPDC MEL Assets Pty Ltd (a subsidiary of the permit applicant's parent company) on the grounds they have entered into a purchasers' contract with the registered proprietor.
- Section 173 Agreement AT905853M, registered 23 December 2020, relates to the site's original subdivision by Ford Australia, and requirements of that subdivision permit by Hume Council. The agreement pertains to delivery of upgrades to stormwater management infrastructure (Easement E-67), if the private discharge exceeds the current design capacity. The Stormwater Management Plan prepared for this proposal confirms the proposal complies with the S173 requirements.
- Section 173 Agreement AT905856F, registered 23 December 2020, relates to the site's original subdivision by Ford Australia, and requirements of that subdivision permit by Hume Council. The agreement pertains to future stormwater infrastructure in Lots 2 & 3 of the plan of subdivision.
- Sewerage Easement E-15, width of 3 metres located in the site's northern extremity, benefitting Lot 2 & 3 on PS834245S
- Drainage Easement E-67, width of 3 metres located at the southern boundary of Stage 1 works, benefitting Lot 2 & 3 on PS834245S
- Drainage Easement E-68, width of 3 metres located in the site's northern extremity, benefitting Lot 3 on PS834245S
- Covenant AU079785U, registered 24 February 2021, benefits the subject site and restricts the land at 1731-1733, 1747-1765, and 1777-1787 Sydney Road from being used for a range of land uses. These include, but not limited to, abattoir, adult sex product shop, brothel, utility installation in respect of power, and industry in respect of laundering, materials recycling, refuse disposal, and sales of passenger motor vehicles.

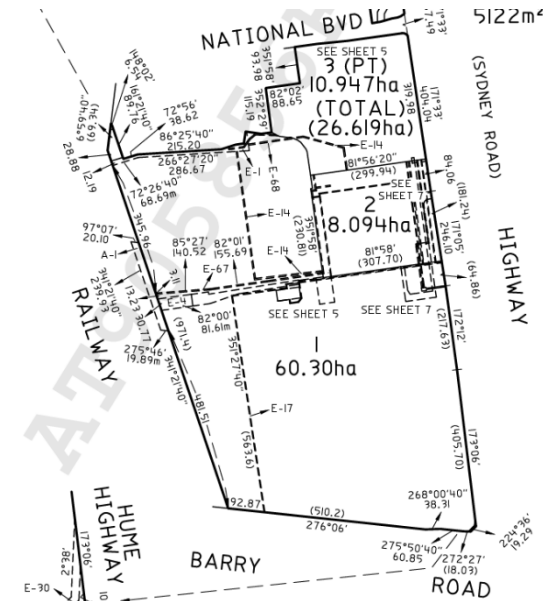


Figure 1 – Plan of Subdivision PS834245S

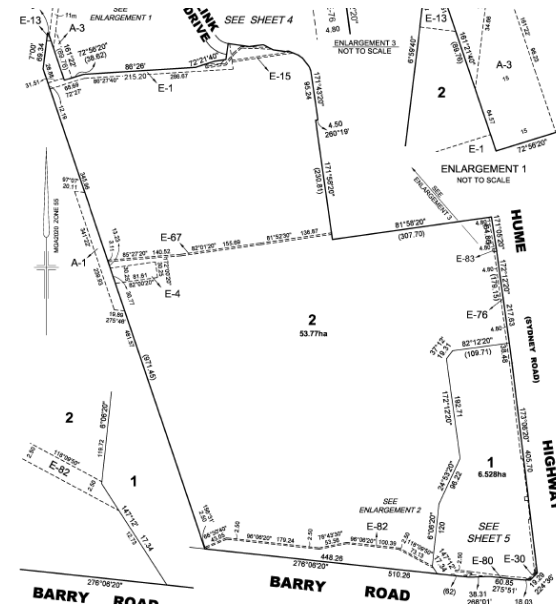


Figure 2 – Plan of Subdivision PS900725L

1.3 Immediate Surrounds

North

The site is located at the northern extremity of the existing parent lot. Immediately north of the site is land within the northern state significant industrial corridor and mostly located in the Industrial 1 Zone. The majority of parcels are large allotments, with land improved by large warehouses and distribution centres. Approximately 1.8 kilometres north of the site is Somerton Road, providing access to the Roxburgh Park Shopping Centre.

East

East of the site is Sydney Road/Hume Highway, a strategic road corridor which the site has indirect direct access but no frontage to. The road provides connections to the Melbourne CBD, and northern regional Victoria. On the adjacent side of Sydney Road is a continuation of the northern state significant industrial corridor and located within the Industrial 1 Zone. Allotments of associated warehouses are smaller than those in direct proximity to the site. The Merri Creek is located approximately 1.6 kilometres further east of the subject site.

South

An access road forms the immediately adjacent interface to the site's southern boundary, which will be constructed as part of the parent lot's subdivision. Directly south of the access road are proposed light industrial lots 410 to 424, with sizes ranging from ~2,150 sqm to ~4,815 sqm. The light industrial lots will provide land use separation to the General Residential Zone and strip of commercial land, informally known as 'Fordgate' south of Barry Road. The subject site will have approximately 180 metres separation to the southern sensitive land uses.

West

Link Drive will form the immediate western interface for the subject site following registration of the subdivision, with several lots located on the western adjacent side of Link Drive. Further west of the site is the Upfield Railway Station, currently the northern terminus of the Upfield railway line which is earmarked for future northern extension. The railway line provides important public transport access to the subject site and will be connected by a 5,000 sqm public open space reserve to the south-west of the subdivision area. west of the railway corridor is a continuation of Industrial 1 zoned land, with a general residential area approximately 1 kilometre west.



Figure 3 Adjacent Northern Interface (Link Drive)



Figure 4 Sydney Road Interface 100m east

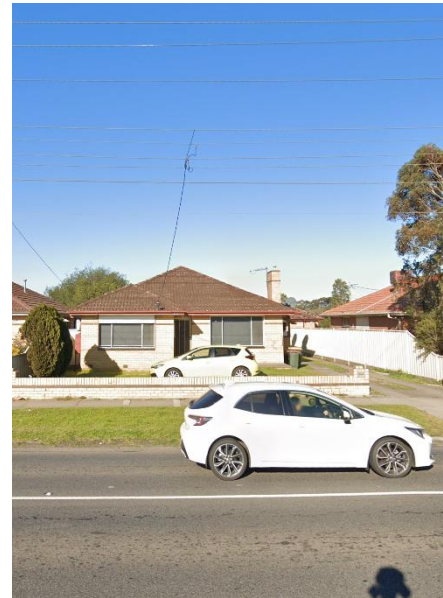


Figure 5 Barry Road interface 150m south

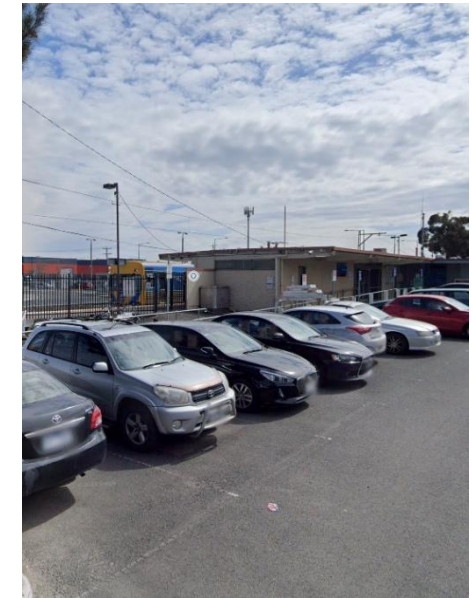


Figure 6 Upfield Station interface 200m west

1.4 Surrounding Context

The site is located approximately 16 kilometres north of the Melbourne CBD and is located within the core northern precinct of state significant industrial land, as identified in the Melbourne Industrial and Commercial Land Use Plan (MICLUP). The site has sound access to a range of high-quality transport infrastructure including Sydney Road, the Metropolitan Ring Road, Hume Freeway, as well as public transport infrastructure such as the Upfield and Craigieburn train lines.

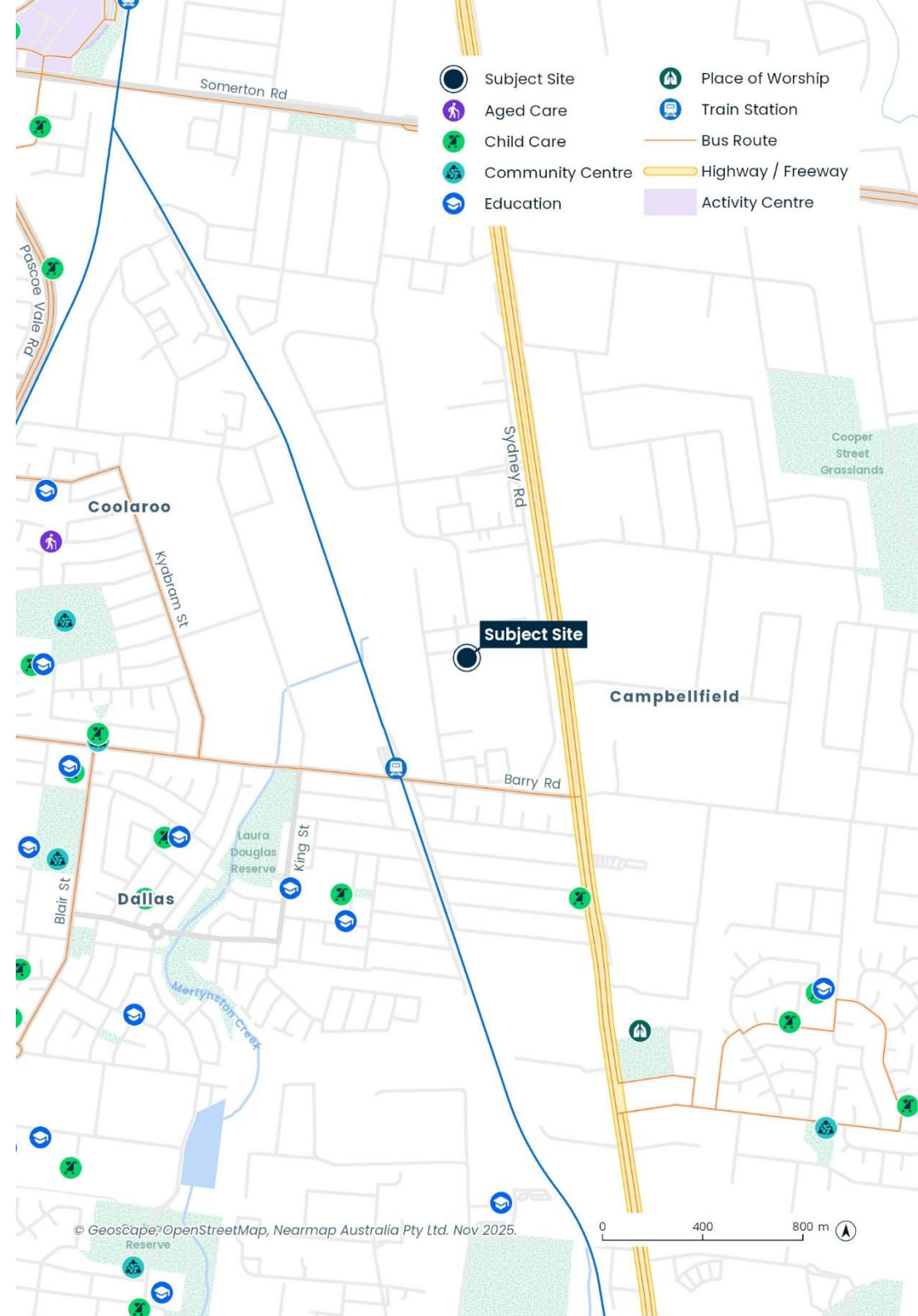
Following decommissioning of the Ford Assembly Plant in 2016, the site has progressively been sold and subdivided for industrial redevelopment. The site is located on one of the largest remaining intact parcels of the old assembly plant and is in the process of being subdivided by Subdivision Permit P25910.01 granted by Hume City Council.

Campbellfield itself is a residential and industrial suburb with a multiculturally diverse population of approximately 5,000 residents. It is bordered by Somerton and Roxburgh Park to the north, Lalor and Thomastown to the east, Fawkner and Broadmeadows to the south, and Dallas and Meadow Heights to the west. The area is characterized by a mix of single-storey homes, low-rise buildings and an industrial history.

Key locational attributes of the site are as follows:

1. Located adjacent to Hume Highway/Sydney Road
2. Approximately 3km from the Western Ring Road/M80
3. Approximately 250m from Upfield train station

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1.5 Subdivision Permit P25910.01

A subdivision permit was granted by Hume City Council on 5 June 2025, relating to the subdivision of the land for the broader parent lot shown on this page. Assembly Broadmeadows Pty Ltd, the current landowner, achieved planning approval for 29 lots of varying sizes, road reserves, and a 5000sqm public open space reserve in the south west of the site.

As noted previously, the subject site for the purposes of this application involve approved Lots 5 & 6 of the endorsed subdivision plan against this permit. Lots 5 & 6 occupy 22.07 hectares of the broader parent lot.

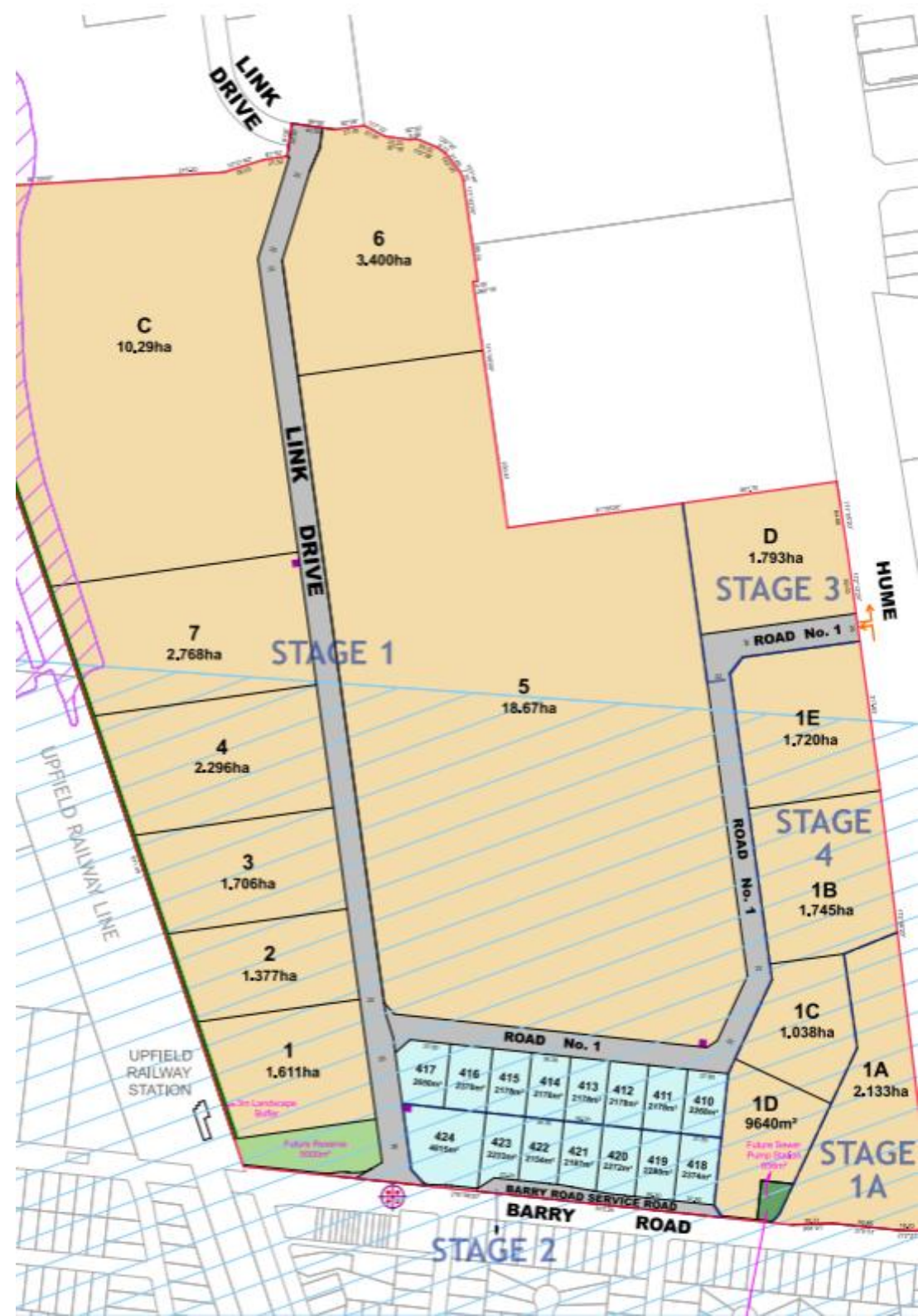
At the time of lodgement of this application, the vendor is still in the process of discharging conditions enforced by the subdivision permit P25910.01 and, as such, the title boundaries remain consistent with the parent lot, outlined in red. Following discharge of all conditions of the subdivision permit, we anticipate that new titles will be created for the subject site, being the approved Lots 5 & 6.

1.6 Watson Young Estate Design Guidelines

In accordance with Condition 4 of the Subdivision Permit, a set of Design Guidelines has been prepared and endorsed by Hume Council. The design guidelines provide direction and built form outcomes for the broader estate, and will be added as a restriction on the estate's Certificates of Title once statement of compliance is received and titles are formally issued.

A copy of the endorsed Estate Design Guidelines, prepared by Watson Young Architects, was sourced during the preparation of this proposal and architectural plans, to ensure alignment and consistency with the vendor's vision of the future estate.

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2 Proposal

2.1 Masterplan Proposal

The applicant proposes to use and develop the subject site for a substantial 6-building data centre campus and precinct, to bring a new age to Hume's industrial future and the former Ford site. The permit applicant seeks to complete this through a master-planned precinct approval.

This application seeks approval for the staged development of the Data Centre (nested within 'Utility Installation') estate, with ancillary 'Office' space. The centre will be a critical piece of digital infrastructure for the Hume locality and the Northern State Significant Industrial Precinct and will assist with future economic growth and broadly support surrounding business operations.

The overall masterplan provides high level information for the estate as a whole and seeks approval for a total GFA of 211,464sqm, as well as external plant area, to accommodate a 336MW data centre precinct.

The proposed data centre precinct represents a new industrial age for the former Ford Assembly Plant site. The proposed Masterplan will continue to deliver strategically justified industrial uses with a modern twist, providing critical infrastructure to assist with providing enough network capacity to accommodate a digitising city.

In addition to the proposed masterplan, detailed design is provided for Stage 1, which incorporates a ~29,000sqm two storey data hall building, with capacity for 48 Megawatts (MW).

Also within Stage 1 is a proposed 5MW Battery Energy Storage System (BESS), and a 66kV substation to be delivered by Jemena. Both of these pieces of infrastructure fall within the definition of a 'Minor Utility Installation' and accordingly are exempt from requiring planning approval under Clause 62.01 and 62.02-1 of the Hume Planning Scheme. An additional second substation (kV size to be confirmed) is proposed to be delivered as part Stage 2, however is likely to exceed the 66kV threshold. Accordingly, it will be classed as part of the broader "Utility Installation" land use proposed.

Various additional access roads and infrastructure are proposed throughout the site to support the operation of the subject site as a Data Centre campus, to be owned and operated by the permit applicant.

At a high level, the masterplan incorporates the following components.

Table 3 - Masterplan Proposal Summary

Stage	Proposal
Total Development	6 x buildings, capable of 336MW Total GFA of 211,464sqm
Stage 1	2-storey, 48MW data hall building Total GFA of 29,581sqm inclusive of external plant areas Car Parking for 38 vehicles, 3 motorcycles 5MW BESS & 66kV substation (Exempt)
Stage 2	2-storey, 48MW data hall building Total GFA of 29,490sqm inclusive of external plant areas Car Parking for 27 vehicles Future 13,500sqm substation zone to be developed (kV to be confirmed, in excess of 66kv)
Stage 3	2-storey, 48MW data hall building Total GFA of 31,996sqm inclusive of external plant areas Car Parking for 18 vehicles
Stage 4	2-storey, 48MW data hall building Total GFA of 28,453sqm inclusive of external plant areas Car Parking for 18 vehicles

Stage 5	3-storey, 72MW data hall building Total GFA of 47,840sqm inclusive of external plant areas Car Parking for 18 vehicles
Stage 6	3-storey, 72MW data hall building 1-storey, 1,425sqm future administrative building Total GFA of 44,105sqm inclusive of external plant areas Car Parking for 18 vehicles



Figure 7 – Indicative Masterplan Render.
Source: Greenbox Architecture

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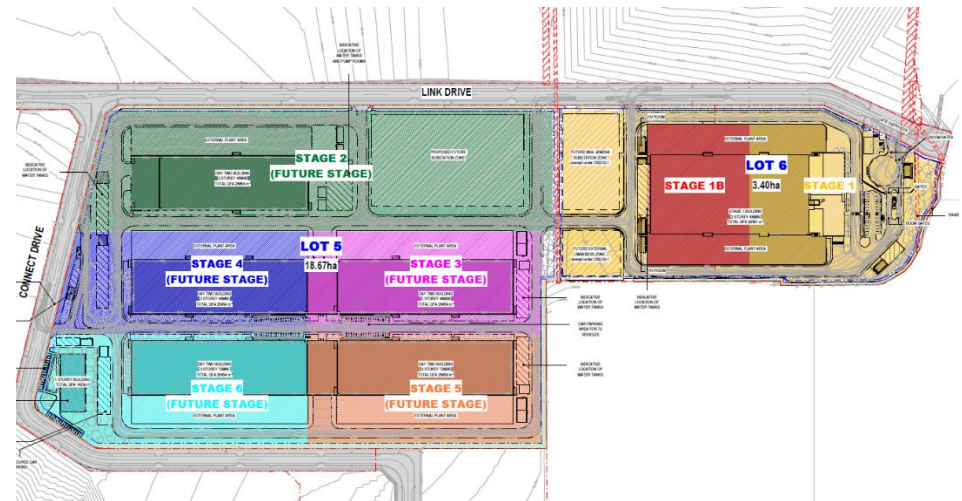


Figure 8 – Proposed Masterplan Staging.
Source: Greenbox Architecture

2.2 Stage 1 Development

Stage 1 of the proposed development consists the buildings and associated plant in the area north of the site's existing drainage easement. As noted above, this includes a 2-storey, 48MW data hall with associated external plant, to a total height of 21 metres. Associated roads and a site entry area is proposed with complementary car parking, and landscaping throughout.

As noted previously, Stage 1 also includes the development of a 66kv Substation and 5MW BESS, which are exempt under the provisions of Clause 62.01 and 62.02-1 of the Planning Scheme.

Stage 1 has been split into Stage 1 and Stage 1B, to allow for staged occupancy of the proposed 48MW building through the building surveyor, so as to not delay the first portion of the development 'coming online' as soon as its ready, providing services to the surrounding residents & businesses.

The proposed data centre will operate 24 hours a day, 7 days per week. The data centre will work with relevant staff and operational security present at all times.

It is noted that the buildings and works proposed as part of Stage 1 will extend across the Lot 5 & 6 cadastral boundary line. For information and completeness, it is anticipated that the permit applicant will seek an amendment to the Lot boundary alignments during the construction process, to shift the Lot 5 boundary south to the Easement E-15 location.

Key details of the proposal are as follows.

Table 4 – Stage 1 Development Details

Element	Proposal
Operational Hours	24 hours, 7 days per week
Staff Numbers	49 inclusive of operational staff & site security
Total Megawatt Capacity	48MW
Gross Floor Area	29,581sqm
Building Height	2 storeys + roof level Maximum 21 metres
Minimum Boundary Setbacks	North: 35 metres East: 16 metres to external plant, 44 metres to building West: 18 metres to external plant, 50 metres to building
Car & Bicycle Parking	38 car parking spaces 3 Motorcycle spaces 14 external bicycle parking spaces.
ESD	LEED v4.1 Silver Rating
Stormwater Management	80.4% reduction – Total Suspended Solids 65.9% reduction – Total Phosphorus 47.5% reduction – Total Nitrogen 96.2% reduction – Gross Pollutants

Signage

Provision of 2 x signage zones on the building facades, as follows:

- 1 x internally illuminated, business identification signage zone affixed to the northern elevation parapet. Dimensions of 1900mm (h) x 4800mm (w), and a clearance of 12.6 metres to the underside.
- 1 x internally illuminated, business identification signage zone affixed to the western elevation parapet. Dimensions of 1900mm (h) x 4800mm (w), and a clearance of 15.2 metres to the underside.

2.2.1 Landscaping

In conjunction with the proposed architectural plans, a comprehensive landscaping concept plan has been prepared by Urbis for the site, including both a broad, high level masterplan design and a detailed Stage 1 landscaping plan for endorsement. The landscaping design has been prepared around three main principles including greening & cooling; providing a landscaped setting for staff; and high amenity edges.

The landscaping concept plan proposes a comprehensive greening strategy for the subject site which has taken into consideration operational requirements such as security and CCTV cameras.

The majority of landscaping are native ground covers, with select canopy trees throughout the site and car parking areas to ensure a cooling effect. Canopy trees and a three metre landscaping strip are proposed along the site's street frontages including to Link Drive. The height, density, and canopy spread of trees along Link Drive have been carefully selected so as to not interfere with the line of sight for CCTV cameras. Notwithstanding, the landscaping proposal is considered to address the design suggestions within the endorsed estate guidelines.

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2.2.2 Sustainability Initiatives

We acknowledge that in recent months there has been media coverage relating to the development of Data Centres in Melbourne, and their nature as a resource-intensive land use on both energy and water. In this regard, it is important to note that the permit applicant, Zerra DC, were originally formed as a renewable energy developer. Accordingly, the delivery of a highly sustainable data centre is at the forefront of the design ethos.

The proposed development represents a 'community first' approach to infrastructure development and responsible resource stewardship. This is achieved through water-conscious cooling and grid-supportive energy systems throughout the development.

In particular, the data halls and internal infrastructure will be designed for water-resilience, using air-cooled technology that eliminates the water-based evaporative cooling requirements. This system requires minimal water consumption and achieves a near-zero water usage effectiveness rating. In this regard, the development will consume a fraction of the water intake which other water-intensive data centres in Melbourne, who use thousands of mega-litres annually.

In addition, Stage 1 of the development will incorporate the construction of a 5 megawatt Battery Energy Storage System (BESS), with capacity in stages 2-6 for the construction additional BESS systems. The benefit of this infrastructure will be that the operator can purchase power in non-peak periods and store this locally within the subject site. The battery capacity will support grid stability and will reduce electrical demand during peak periods when the community demand is highest. If needed, the BESS can also allow discharge of electricity back into the grid during peak periods, which will allow the data centre to partially operate as a grid asset, rather than a typical energy consumer.

We consider these initiatives will provide a local-industry-leading data centre development, that will set a new benchmark for sustainability initiatives.

2.3 Backup Generators & Dangerous Goods

Supplying uninterrupted power to data centres is a critical aspect of their operation. As such, stand-by generators, incorporating the storage of dangerous goods are a necessity within the development.

A Preliminary Hazard and Risk Assessment has been prepared by Aurecon and is included with this submission. Notwithstanding, a summary of key details related to the proposed backup generators and dangerous goods storage is provided below.

It is important to recognise that detailed design has only been carried out for Stage 1 at this stage with respect to Lithium batteries and fuel storage locations. While the total quantum of fuel storage has been confirmed for the development, these will be verified and further details provided at the endorsement phase for each stage.

Lithium-Ion Batteries

Approximately 45 tonnes of lithium-ion batteries will be in use within Stage 1 of the facility, located within 576 battery racks throughout the building and external plant areas.

In addition, the site's 5MW BESS facility to be constructed will contain an additional 74 tonnes of lithium ion batteries, distributed throughout five battery enclosures.

It is noted that there will be no storage of spare lithium-ion batteries on site. As per Dangerous Goods Regulations 2022 regulation 6(c) the Dangerous Goods Regulations do not apply to batteries while they are in use.

Diesel Fuel Storage

In the case of a grid power outage, Stage 1 of the development will also contain 48 x 20,000L generator belly tanks, and 48 x 1,000L generator day tanks. The Diesel storage volumes are likely to be replicated for each of the Buildings in Stages 2 to 6, equalling a total 7,060kL (5,930 tonnes) of diesel fuel to be stored on-site.

We note the quantities of diesel petrol exceeds the fire protection quantities listed for Item 7, within Schedule 2 of the *Dangerous Goods (Storage and Handling) Regulations 2022*.

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The diesel is required on-site to operate stand-by power generators when there is an unexpected (and unlikely) interruption of mains power. As part of this, diesel would operate the generators in the event of a power failure. Given the short and intermittent periods these would operate in, emissions will not adversely impact the site's surroundings.

Acknowledging there are sensitive land uses within 300 metres of the subject site, the application will trigger referral to the EPA under Clause 53.10 of the Hume Planning Scheme. In addition, the project team are pursuing a Development License Exemption and Operational License through the EPA's separate permissioning processes.

2.4 Future Stages

The permit applicant anticipates that the construction period for the entire masterplan will occur over a circa 12-year period, consisting of 24 months for each stage. This may be expedited on the basis of simultaneous stage construction.

Given the long term nature of the site's construction, detailed design plans are yet to be prepared for future stages. Notwithstanding, the key items are included for initial endorsement including building layouts and maximum GFA, car parking locations and sizes, and internal road layouts.

Detailed design for future stages of the masterplan are proposed to be approved through endorsement of plans and relevant documentation for each building in due course.

2.5 Management of Balance of Site

The part of the land not required for immediate use will be kept in a clean and safe condition at all times. New construction hoarding will be installed to the site perimeter and along the internal road boundaries to prevent unauthorised access and maintain the site in a clean and safe condition.

Zerra DC will engage a Property / Facilities Manager to monitor the site and manage any site cleanliness / safety concerns that may arise during occupancy of the estate. This will ensure that offsite amenity impacts as a result of the interim use of the land are avoided at all times.

2.6 Significant Economic Development Pathway

Clause 72.01 of the Hume Planning Scheme has the effect of making the Minister for Planning the Responsible Authority for applications eligible for assessment under the Clause 53.22 pathway. The Clause 53.22 pathway offers eligible applications a specialised assessment pathway aimed at facilitating the development of projects that will make a significant contribution toward Victoria's economy and provide substantial public benefit including jobs for Victorians.

To be eligible for assessment under this pathway, the 'Data Centre' proposal must meet the following requirements:

- *The use must be specified in Table 2 and the condition corresponding to that use must be met.*
- *Must have written advice from the Chief Executive Officer, Invest Victoria confirming the likely financial feasibility of the proposal.*
- **(Corresponding condition from Table 2)** *The estimated cost of development must be at least:*
 - \$20 million if any part of the land is in metropolitan Melbourne

In this respect, we confirm the development has addressed the requirements of Clause 53.22 noting:

1. The proposed 'Data Centre' land use is included within Table 2 of Clause 53.22.
2. A quantity surveyors report is currently being prepared for this application and will be provided for Invest Victoria at the appropriate time, however current estimates for the development indicate a proposed development cost of approximately **\$1.1 billion**, well above the required threshold.
3. Information demonstrating the likely feasibility of the proposal has been provided to the satisfaction of the Minister for Planning, including written advice from the Chief Executive Officer (or delegate) of Invest Victoria.

3 Hume Planning Scheme

The relevant sections of the Planning Scheme are summarised below with a detailed overview of provisions and planning policies provided in **Appendix A**.

3.1 Zone

The site is located within the Industrial 1 Zone (INIZ), pursuant to Clause 33.01 of the planning scheme. The purpose of the INIZ includes:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities

Pursuant to Clause 33.01-1, a planning permit is required to use the land for the purposes of a Data centre (nested within 'Utility installation') as a Section 2 land use.

We note the proposed land use does not constitute a gas holder, sewerage, refused treatment or disposal works, as per the Section 2 condition listed.

Noting the proposed 'office' will be ancillary to the Data Centre operation, we do not consider any further land use approvals are required.

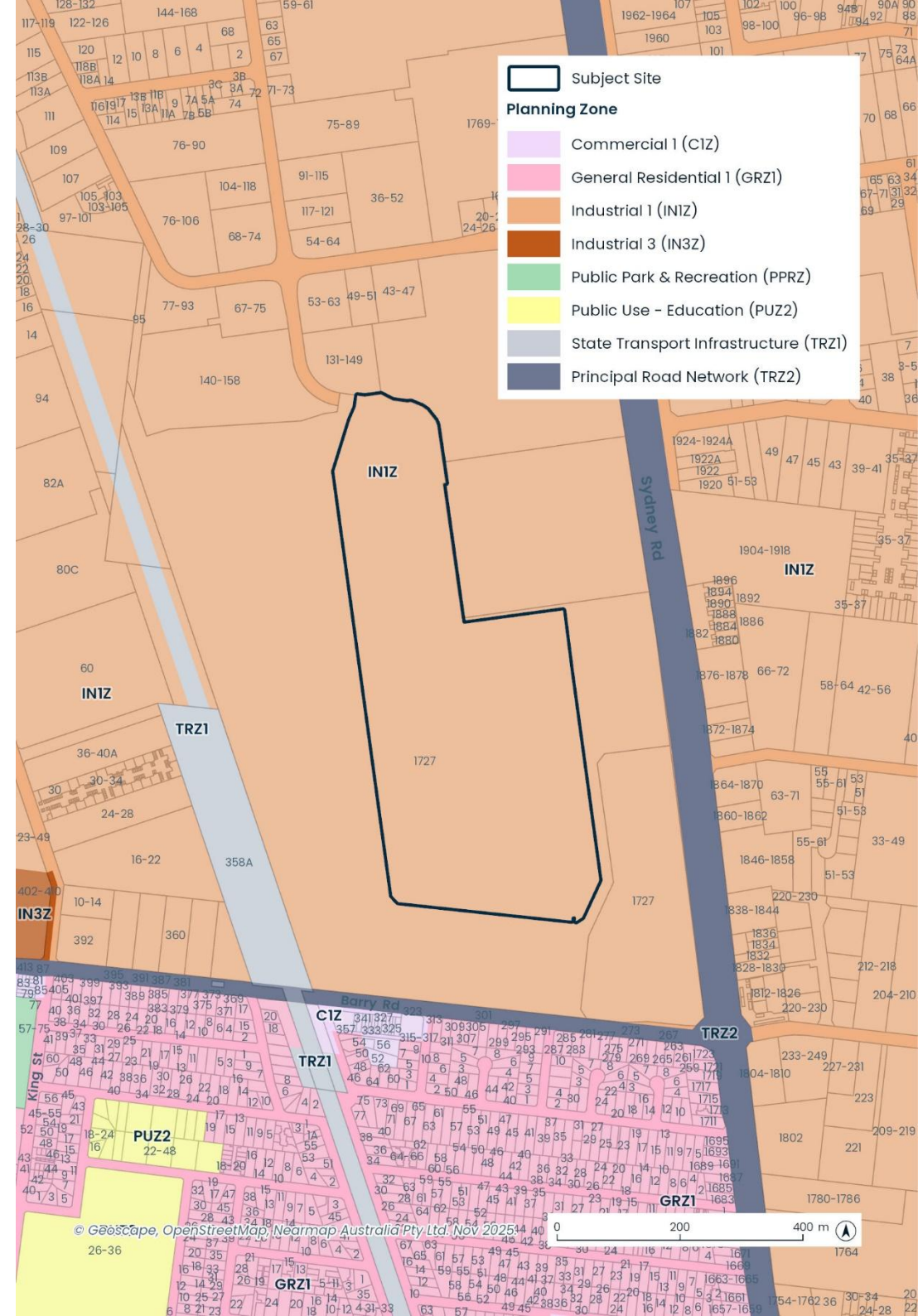
Additionally, Clause 33.01-4 requires a planning permit to construct a building or construct or carry out works.

Category 2 signage requirements apply to land within the INIZ.

Pursuant to Clause 33.01-4, the application for buildings and works is exempt from public notice as the works are located more than 30 metres from a residential zone or land used for a hospital or education centre.

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3.2 Overlays

3.2.1 Melbourne Airport Environs Overlay – Schedule 2 (MAEO2)

The site is affected by the Melbourne Airport Environs Overlay – Schedule 2 (MAEO2) pursuant to Clause 45.08 of the Planning Scheme which seeks:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that land use and development are compatible with the operation of Melbourne Airport in accordance with the relevant airport strategy or master plan and with safe air navigation for aircraft approaching and departing the airfield.
- To assist in shielding people from the impact of aircraft noise by requiring appropriate noise attenuation measures in dwellings and other noise sensitive buildings.
- To provide for appropriate levels of noise attenuation depending on the level of forecasted noise exposure.

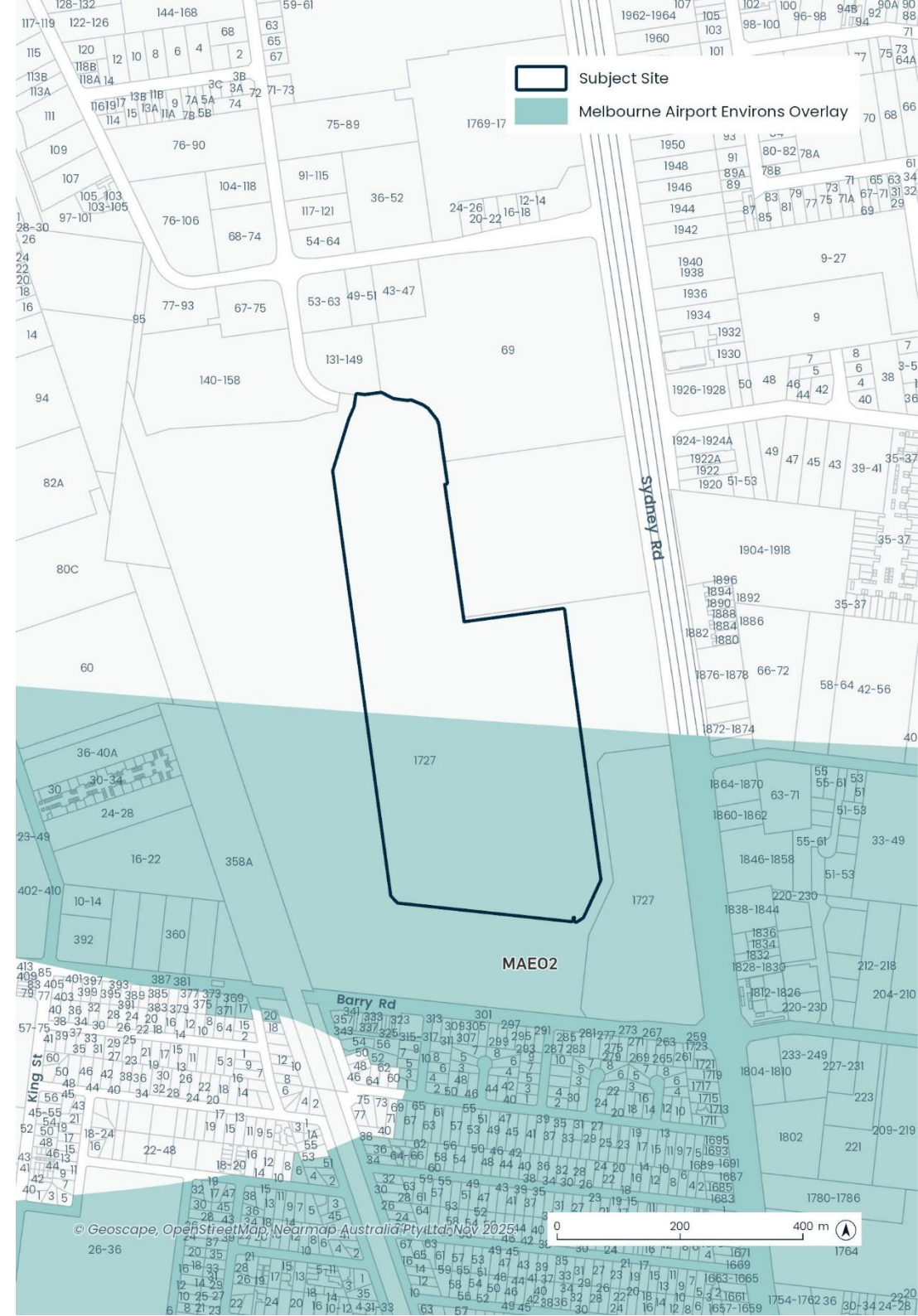
Further to the above, Schedule 2 to the Overlay contains the following purpose:

- To identify areas that are or will be subject to moderate levels of aircraft noise based on the 20-25 Australian Noise Exposure Forecast (ANEF) contours and to limit use and development to that which is appropriate to that level of exposure.

Noting that use of the land as a 'Data centre' is not listed in Clause 1.0 of Schedule 2 to Clause 45.08, no planning permit is required for the proposed use of the land and buildings and works.

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3.2.2 Other Considerations

The broader parent lot (prior to certification of subdivision) is also impacted by the Special Building Overlay and an area of Aboriginal Cultural Heritage Sensitivity. Notwithstanding, these areas do not extend in the proposed lot boundaries of the subject site, which relates to this application.

Accordingly, while the broader parent lot is technically impacted by these overlays, they have been appropriately responded to by the subdivision permit P25910.01. Therefore they are not considered to impact on this proposal.

3.3 General and Particular Provisions

The following general and particular provisions are related to the proposal:

- Clause 52.05 – Signs
- Clause 52.06 – Car Parking
- Clause 52.29 – Land Adjacent to the Principal Road Network
- Clause 52.34 – Bicycle Facilities
- Clause 53.18 – Stormwater Management in Urban Development
- Clause 53.22 – Significant Economic Development
- Clause 65 – Decision Guidelines
- Clause 66.02 – Use and Development Referrals

3.4 Municipal Planning Strategy (MPS)

The following Clauses of the PPF are relevant to the proposal:

- Clause 02.01 – Context
- Clause 02.03-5 – Built environment and heritage
- Clause 02.03-7 – Economic development
- Clause 02.04-2 – Strategic Framework Plan



Figure 9 – Area of Aboriginal Cultural Heritage Sensitivity Extents



Figure 10 – Special Building Overlay Extents

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Of note:

- **Clause 02.01 – Context** establishes the importance of State Significant Industrial Areas along the Hume Highway in meeting the logistics demands of Melbourne.
- **Clause 02.03–5 – Built environment and heritage** seeks to avoid poorly designed industrial areas, prescribing a high standard of architectural and landscape design, stormwater management, car parking provision and vehicular access.
- **Clause 02.03–7 – Economic development** outlines plans for development along the Hume Freeway and the ongoing protection of industrial land for industrial use.

3.5 Planning Policy Framework (PPF)

The following Clauses of the PPF are relevant to the proposal:

- Clause 13.05–1S – Noise Management
- Clause 13.07–1S – Land Use Compatibility
- Clause 15.01–1L–04 – Industrial areas and business parks
- Clause 15.01–2L–01 – Building design – Hume
- Clause 15.01–2L–02 – Energy and resource efficiency – Hume
- Clause 15.01–2L–03 – Environmentally sustainable development – Hume
- Clause 17.01–1L – Diversified Economy – Hume
- Clause 17.01–2S – Innovation and Research
- Clause 17.03–1L – Industrial land supply
- Clause 17.03–2S – Sustainable industry
- Clause 17.03–3S – Significant industrial land
- Clause 17.03–3R – Regionally significant industrial land – Metropolitan Melbourne – Northern Metro Region
- Clause 19.03–3L – Industrial stormwater management

Broadly speaking, these Clauses aim to:

- Support the ongoing viability and productivity of industrial areas and business parks by guiding appropriate land use and development.
- Promote high quality urban design, architecture, landscaping and site layouts that enhance amenity and create attractive, functional industrial environments.
- Ensure subdivision and building design respond to natural features, key gateways, and surrounding landscapes while maintaining visual quality.
- Encourage environmentally sustainable development that minimises energy and water use, reduces waste, and protects biodiversity.
- Manage industrial land supply by discouraging non-industrial uses that could disrupt operations or are better suited to commercial zones.

Of note:

- **Clause 15.01–1L–04 – Industrial areas and business parks** includes objectives that prescribe architectural and urban design strategies to create attractive business parks.
- **Clause 15.01–2L–03 – Environmentally sustainable development – Hume** seeks to achieve best practice in environmentally sustainable development at stages of design, construction and use.
- **Clause 17.03–1L – Industrial land supply** aims to discourage non-industrial uses that could limit industrial operations or are better suited to a Commercial 1 Zone.
- **Clause 17.03–2S – Sustainable industry** aims to ensure the sustainable operation of industry by strategically locating activities to minimise conflict, protect industrial zones and maintain safety and amenity.
- **Clause 17.03–3S – Significant industrial land** identifies Campbellfield as a part of the Northern Industrial Precinct, a state significant industrial precinct. The clause aims to protect state significant industrial precincts from incompatible uses to safeguard their capacity for future growth.

3.6 Strategic Documents

3.6.1 Plan for Victoria

Victorian State Government released the Plan for Victoria (PfV) on 28 February 2025, which sets out a long-term strategy for the development and growth of Victoria.

The Plan sets out five pillars underpinning the strategic direction of growth and development within Victoria, with Pillar 2 being Accessible Jobs and Services. Overarchingly, this Pillar seeks to ensure equitable access to employment opportunities enabling a strong economy for Victoria and includes support to enable development of infrastructure which businesses need to thrive.

PfV designates the subject site as within a 'State-significant industrial precinct', and adjacent the Upfield Train Station which is marked as an 'Activity centre – housing choice and station'. Moreover, the Plan emphasises the importance for Victoria's employment precincts to house competitive industries, requiring optimal functionality and provision of necessary infrastructure. Action 8 of the Plan is to ensure new industrial and commercial land is ready for development, removing barriers and ensuring it can be used for its intended purpose.

3.6.2 Victoria's Economic Growth Statement

Victoria's Economic Growth Statement was published in December 2024 and identifies strategic sectors and actions relating to a vision for a strong and prosperous Victorian economy. The plan seeks to cut red tape and stimulate economic growth.

The plan identifies that Victoria's digital technology sector as a priority section and is seen as a significant driver of the state economy. The sector employs 30 per cent of the national digital technology workforce. Acknowledging the plan's desire to grow and consolidate expenditure in this sector, it identifies that infrastructure must exist to support its broader function

3.6.3 Melbourne Industrial and Commercial Land Use Plan

The Melbourne Industrial and Commercial Land Use Plan was released in 2020, providing strategic policy support to plan for future employment and industry needs.

This document outlines the importance of the industrial sector to Melbourne's economic development and describes measures to improve economic performance through the protection and retention of industrial land for industrial uses.

The site is identified as State Significant Industrial Land and within an existing Industrial precinct in the Northern region. The Plan notes that the consumption of industrial land in the Northern Precinct has increased significantly in the years preceding the plan.

The Plan describes the improvements that major infrastructure projects bring by enhancing connectivity, reducing business costs and improving access to markets. The use of the land for a data centre is such a project, the modern equivalent of industry, servicing the needs of the Greater Melbourne area while allowing traditional forms of industry to continue in the surrounding area.

3.6.4 A 10-Year Plan for Industrial Land

The abovementioned document was released by the Department of Transport & Planning in November 2025 in response to some of the key actions contained in Plan for Victoria, and Victoria's Economic Growth Statement.

The document sets a 10 year plan for the progressive release and take up of Industrial land in Victoria, to drive economic activity and growth. Moreover, to strategically time the release of the future 5,805 hectares of greenfield land identified for future industrial supply, to ensure the economic benefits are fully realised.

4 Assessment

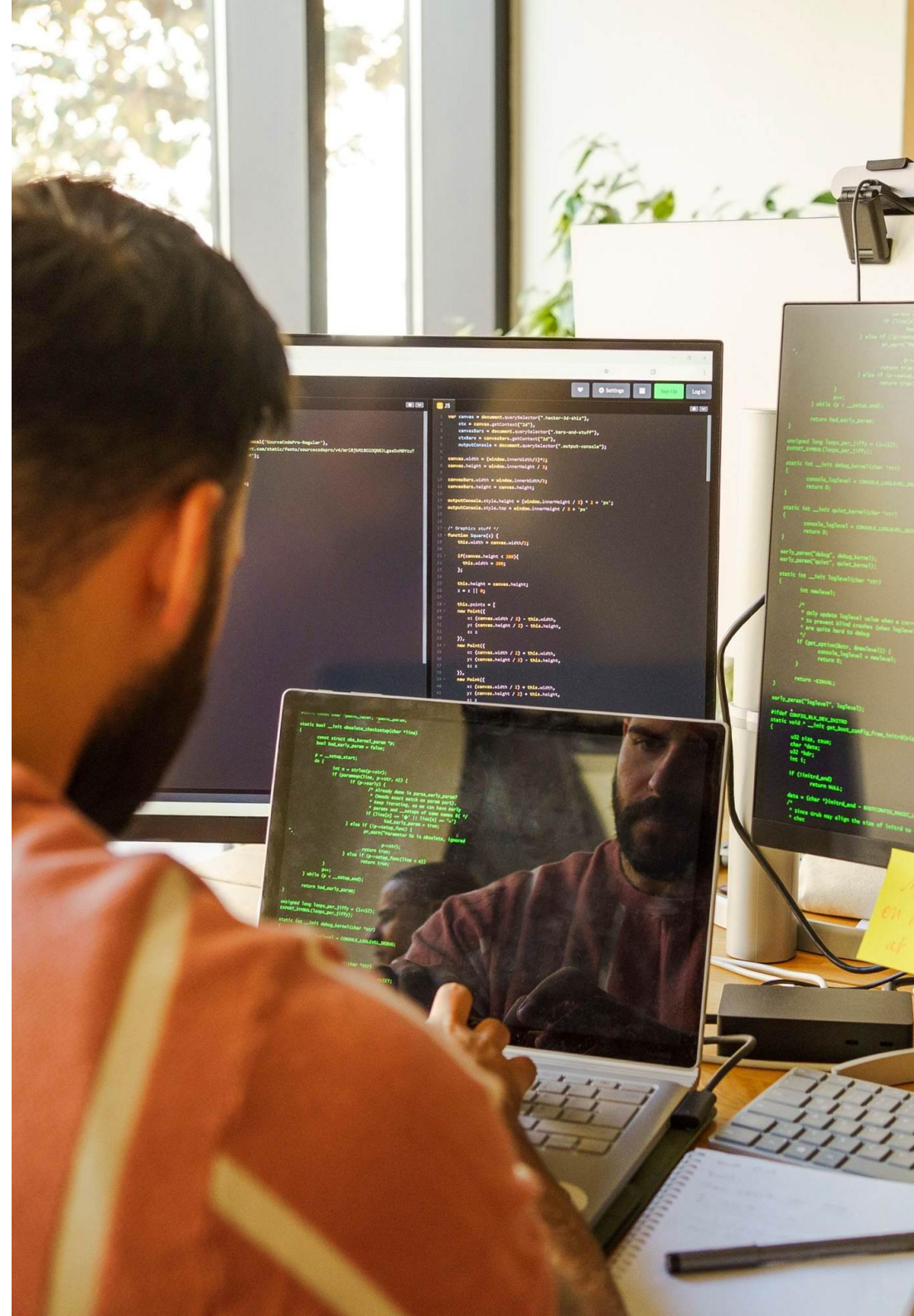
The following sections of this report provide an assessment of the proposal against the relevant statutory and strategic provisions of the Planning Scheme having regard to the site's physical context.

This assessment focuses on the appropriateness of the following key matters:

1. Masterplan Assessment & Suitability of Land Use
2. Built Form, Siting & Design Considerations
3. Amenity Impacts (Off Site and On-site)
4. Landscaping Response
5. Signage
6. Environmentally Sustainable Development
7. Traffic Considerations
8. Waste Management
9. Stormwater Management
10. Economic Benefits

Each of these matters is dealt with in turn below.

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4.1 Masterplan Assessment & Suitability of Land Use

The proposed masterplan development and use of the land for a 'Data Centre' is considered entirely appropriate considering the site's locational and policy context. The development will result in a well-considered and highly detailed data centre campus, that will provide significant benefit to businesses within the surrounding area, improving digital capacity and providing data storage for partner businesses.

Noting the site's locational attributes as being within an area of State Significant Industrial Land, and located on the former Ford Assembly Plant site, the proposed development seeks to maintain consistency with the intent of strategic policy documents, including the MICLUP, to provide industrial developments in designated land, consistent with **Clause 17.03-1S** and **17.03-3R**.

Acknowledging the scale of the proposed development, being 210,000sqm of Gross Floor Area over a 22ha cadastral boundary, it is important to understand that the site will take some time to develop. The proposal recommends progression of a 'masterplan' planning approval to manage the complex approval and endorsement process that exists for a development of this size.

The proponent anticipates that Stage 1 of the development can commence, subject to conditional approval, in Q3 of 2026. Following commencement and completion of the first 48MW building, the rest of the campus will be constructed over a circa 12 year period, looking to be completed in between 2032-2034. The proposed masterplan progression is demonstrated in Error! Reference source not found. of this report.

We consider the proposed masterplan approval is an appropriate method of progressively scaling and building on the subject site. Staging the proposed development across 6 stages, will allow the proposal to be delivered progressively, allowing for changes to building efficiencies, technical specifications and needs, and construction programming across the life of the development. However a masterplan approval will provide certainty upfront to all stakeholders of the ultimate development outcome while

enabling detailed design in accordance with the masterplan approval to be confirmed progressively over each stage.

Stage 1 of the proposed masterplan contains much of the site infrastructure, including the 5MW BESS, 66kV substation, and site entry/guardhouse facilities. Stages 2-6 have been considered in a progressive, sequential and logical manner, that takes advantage of the site infrastructure.

Given the complexity and structure of the proposed development, the staged masterplan approval is considered the most transparent, effective and time efficient way to deliver the critical state infrastructure proposed by this application.

The proposed use of the land addresses the purpose of the INIZ, and will cater for the contemporary, new age equivalent of an industrial land use. The proposed 'Data Centre' will provide critical infrastructure to the locality and is well placed within the INIZ, recognising the clear separation of the use from potentially sensitive land uses.

The proposed masterplan and land use will not be adversely impacted by nearby industries given that once completed, the ongoing operations of the precinct will be low-intensity.

The Planning Policy Framework outlines the importance of well-designed, sustainable and resource-efficient development that protects industrial activity and supports economic activity. The proposal delivers a high-quality development that positively responds to its surrounding context and the State and Local Planning Policy, detailed below.

- The proposal presents a contemporary equivalent of industry in the State Significant Industrial Area along Hume Highway that will contribute to Melbourne's infrastructure demands (**Clause 02.01**).
- The high standard of architecture, landscape design and response to the public addresses the direction of **Clause 02.03-5** to positively influence impressions of the public and potential investors.
- The data centre aligns with the strategic directions of **Clause 02.03-7** by facilitating economic growth and employment generation that is compatible with existing industrial uses in the area.

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- As shown in **Clause 02.04-2**, the proposal is in an area of existing employment land. The proposal will continue to contribute to direct and indirect employment in the area, generating 49 employment roles in Stage 1, and approximately 295 (subject to change) jobs across the entire development.
- The built form incorporates a range of materials, with glass, aluminium and concrete providing an engaging façade (**Clause 15.01-2L-01**).
- The proposed data centre offers a sustainability response that is unique in an Australian context. Notably, the development will require minimal water consumption and utilise a BESS to support grid stability and reduce electrical demand during peak periods (**Clause 15.01-2L-03**).

4.2 Built Form, Siting & Design Considerations

Stage 1 of the proposal delivers a well-considered and highly attractive architectural building design, ensuring that visual attraction and articulation are not compromised by the technical and operational requirements of the broader land use, addressing much of the objectives and strategies within Clause 15.01-1L-04 and 15.01-2L-01.

While we acknowledge that detailed design plans have only been prepared for Stage 1 of the development, siting and massing have been interrogated for the remainder of the proposal to ensure an appropriate design response will be delivered throughout the endorsement phase, post approval of the masterplan. The below sections provide a response to specific components of the proposed design.

4.2.1 Siting

The development's scale and form have been carefully considered to respond to the subject site's characteristics, responding to core planning policy and the unique characteristics which affect the site.

We consider the proposed layout of the development has thoughtfully achieved an appropriate design response to the site interfaces and adjoining properties, with appropriate setbacks, scale, and coverage so as to not be

overwhelming on the broader locality. The proposed site coverage of approximately 45%, including built form and external plant area, is considered suitable for the proposed development.

The development has deliberately been broken up into smaller, more manageable built form buildings which provides visual relief and simulates a traditional industrial built form pattern. The proposed design allows for activation to the development facades that will be most visible from the site's public boundaries.

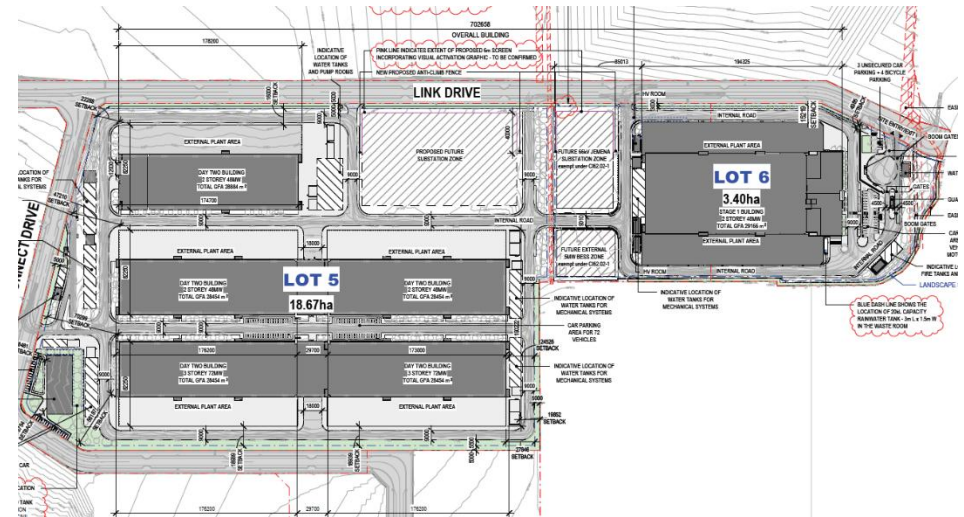


Figure 11 - Proposed Site Plan

4.2.2 Setbacks & Interfaces

The development provides substantially generous setbacks throughout the entirety of the site, well in excess of the minimum setbacks required by the Planning Scheme and the Assembly Broadmeadows Estate Design Guidelines. The generous setbacks proposed assist in providing an appropriate built form scale to the surrounding locality, and one that doesn't overwhelm the public realm.

The proposed setbacks include:

- North: 35 metres, in excess of preferred 6 metres.

- East: 16 metres to external plant, 44 metres to building, noting no minimum setback is required.
- South: minimum 28 metres, maximum 90 metres, in excess of preferred 6 metres.
- West: 18 metres to external plant, 50 metres to building, in excess of preferred 6 metres.

Acknowledging the scale of the proposed development, substantial landscape setbacks have been integrated throughout the subject site's interfaces to soften massing and visual bulk impacts. Notwithstanding, the proposed development setbacks are considered consistent with the site's industrial context and preferred urban character.

Where the Stage 1 development faces the public realm (northern and western interfaces), a highly articulated and visually activated façade has been proposed as demonstrated in the elevation plans prepared. This includes the proposed external plant areas fronting Link Drive, which have been carefully articulated with metal screen louvres of varied colour patterns, ensuring visual interest and consistency with the estate design guidelines. Moreover, a highly glazed interface is proposed to the northern elevation, which will serve as the building entry and office area.

At the time of detailed design development for Stages 2 to 6, the same design principles will be incorporated to ensure an appropriate interface is achieved.

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Figure 12 - Northern Elevation

4.2.3 Height & Massing

The proposed scale of the building is considered appropriate within the scale of the surrounding context, and the anticipated built form for the future industrial precinct. The surrounding context includes larger lots, with warehouses of typically between 13-18m plus plant in height.

The proposed development will incorporate 5 buildings of 2-storeys/21 metres (including roof plant), and 2 buildings of 3-storeys/ 25 metres (including roof plant). Given the significant setbacks proposed by the masterplan, as well as the intended estate vision established by the Assembly Broadmeadows estate design guidelines, these proposed building scales are thought to fit comfortably within the future built form.

Being located within an industrial subdivision of substantial lot sizes, and within a broader state significant industrial precinct, the built form massing is considered to reflect the typical building footprints and layouts seen within industrial precincts. The proposed data centre buildings are further broken up through architectural expression and modulation, ensuring visual interest is provided throughout the campus' street expression.

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At the time of detailed design development for Stages 2 to 6, the proposed building heights, massing and modulation will be further interrogated, acknowledging the masterplan currently only proposes basic built form footprints.

Overall, the proposed building height and massing of the proposed development will achieve an acceptable design response in the context of the broader estate.



Figure 13 – Proposed Masterplan Render.

4.2.4 Design & Materiality

The Stage 1 architectural design proposes an expansive suite of material finishes, ensuring a high quality and weather resilient architectural finish to the Stage 1 development. It is anticipated that a similar, yet distinctive, colour and material palette will be applied to the detailed design of Stages 2 to 6, to ensure the design finish remains of a high quality yet also visually unique.

The proposed design will incorporate a mixture of aluminium cladding, precast concrete, perforated security mesh screening, timber finish metal

panels, glazing, and aluminium shading to provide visual and textural variety throughout the proposed building. Perforated metal screening will be included to the external plant gantries, as well as the Jemena substation, acknowledging their direct interface to the Link Drive street interface. The metal screening will be finished with a painted pattern on the façade to provide articulation and ensure variety is included within.

The proposed architectural and material finishes are considered to achieve consistency with the estate design guidelines in that the proposed design incorporates high provision of glazing where possible, visual activation, and architectural modulation to achieve a well-considered building appearance.

In addition, the building will be well defined from the street and will address the estate entry at the northern extremity to provide a prominent landmark entry. As noted previously, mechanical plant has been screened appropriately to ensure the estate's public realm remains attractive and well presented.

We consider the development's built form response is well considered and will result in an appropriate industrial design, with a consistent theme across the campus.

4.3 Amenity Impacts

4.3.1 Noise

To assist with assessment of this submission, an Environmental Noise Report has been prepared by Aurecon and is attached to this submission, in accordance with planning scheme requirements.

Clause 13.05-1S of State Planning Policy aims to control noise effects on sensitive land uses and outlines that relevant mitigation strategies should be implemented to ensure no adverse noise impacts are posed to a development's surrounds.

Proposed noise emissions from the subject site have been carefully considered with design amelioration suggestions included to ensure appropriate compliance with the Noise Protocol (*EPA Victoria Publication 1826: Noise limit and assessment protocol for the control of noise from commercial, industrial, and trade premises and entertainment venues*).

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Assessment of Stage 1 mechanical plant has been prepared through a 3D computational model, with findings contained below. Acknowledging the mechanical design of Stages 2–6 are not sufficiently progressed for a detailed assessment, guiding principles and mitigation strategies have been provided in the report to be incorporated within the future endorsement of these stages' design. In addition, it is expected that predictive modelling for future Stages will be prepared and provided at the RFI stage.

The proposed development is considered to provide an appropriate response and complies with the Noise Protocol, noting the following:

- The maximum noise levels allowable at the subject site were calculated through taking background noise measurements at the three nearest sensitive noise receiver areas; 1. Barry Road, Campbellfield; 2. Doy Street; Dallas; and 3. Kyabram Street, Coolaroo.
- In addition to the above, maximum noise limits have been reduced contextually to accommodate for any cumulative noise impacts from surrounding industries.
- Following 3D computational modelling, Section 7.4 identifies that the proposed Stage 1 noise emissions will completely comply with the maximum noise limits for day and night periods, when measured to each sensitive residential receiving area.
- Assessment of the emergency backup generators is not considered necessary given Environmental Protection Regulations exempt emergency equipment noise emissions from consideration. Notwithstanding, a general duty exists to minimise the risk of harm as much as practical.
- Section 8 of the report identifies that the development is considered to comply with the noise limits set for Sleep Disturbance and Low Frequency Noise, regulated through the EPA regulations, and therefore will not result in unreasonable amenity impacts to adjoining sensitive noise receivers.
- Based on the noise limits contained within Table 6–3 of the report, it is anticipated that noise emissions for Stages 2–6 of the development will

maintain compliance with the Noise Protocol to southern adjoining residences. This will be confirmed in future detailed design stages.

- Future stages will incorporate the following potential mitigation strategies, as well as any other requirements arising out of detailed design assessment:
 - *Optimisation of building and plant spatial layouts. Orientate and position high noise emitting outdoor equipment as far away from the nearest NSAs as is practical.*
 - *Quiet selection of all proposed external mechanical and electrical equipment and associated infrastructure.*
 - *Allow for acoustic barriers with absorptive internal lining (NRC 1.0), and sufficient height (> tallest noise emitting unit) to provide acoustic screening around all external equipment.*
 - *Allow for attenuators on both intake and exhaust paths of all ventilation paths on the buildings.*
 - *Allow for high performing sound attenuation packages for containerised generator sets.*

4.3.2 Light Spill

External lighting will be provided for security purposes, with lighting provided to the car parking areas, ensuring security for users and for the data centre itself.

External lighting provided for access, maintenance and security purposes will be designed and appropriately baffled in accordance with AS4282–1999: Controls of the effects of outdoor lighting.

Acknowledging the approximate 130 metre separation to the southern residential properties on Barry Road, we do not consider the proposed lighting arrangements will have any impact on nearby residential properties, however any lighting will be designed to be appropriately baffled and prevent external light spill.

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4.3.3 Dangerous Goods Storage

The proposed storage and use of dangerous goods is appropriate for the nature of the development and the industrial zoning of the site.

The proposed masterplan development incorporates lithium-ion battery systems and standby diesel generators as integral components of data centre operations. These elements are typical of large-scale data centres and are necessary to ensure continuity of service in the event of power disruption.

By the nature of their use, data centre components do not easily tolerate power spikes due to switching from a normal to emergency power supply. When these components lose power (if only for a fraction of a second), various IT systems critical to the facility and the service it provides could be interrupted. As a result, supplying uninterrupted power to data centres is a critical aspect of their operation.

While the proposed BESS facility on-site will usually contain sufficient electricity stored to use in the case of an emergency, stand-by generators remain necessary to ensure ongoing operation if the BESS cannot cover the required gap, and power is interrupted for more than a few minutes.

As part of this, diesel is required to operate the generators in the event of a power failure. Given the short and intermittent periods these would operate in, emissions will not adversely impact the surrounding area.

To assist with consideration of the various aspects of dangerous goods storage, a Preliminary Hazard Assessment (PHA) has been prepared by Aurecon to address the land-use safety planning requirements under the *Dangerous Goods (Storage and Handling) Regulations 2022*.

These assessments have been prepared to inform referral authorities including WorkSafe Victoria, Fire Rescue Victoria, and the Environmental Protection Authority, and we understand will be subject to a condition on planning permit.

The report finds that, with appropriate mitigation measures and recommendations being adopted, the residual risk rating relating to all dangerous goods will be reduced to medium or low, with rare probabilities.

The proposed dangerous goods storage arrangements are considered acceptable, consistent with the function of the development and the industrial character of the precinct and will not result in unacceptable risk to nearby uses or the broader Campbellfield locality.

Detailed operational documents, including the Emergency Response Plan and construction traffic management measures, will be further refined prior to construction in accordance with standard planning permit conditions.

4.4 Landscaping Response

A comprehensive landscaping design response has been formulated by Urbis to sensitively respond to the site design and existing conditions. A 3-metre landscape setback as well as canopy trees are achieved throughout the site boundaries, in accordance with the Estate Design Guidelines. Additional landscaping is provided elsewhere throughout the site in excess of the minimum requirements.

Acknowledging that detailed design of Stages 2 to 6 may be tweaked at the time of endorsement, a broad masterplan landscape response and planting plan has been prepared, which will be built on at the time of future endorsement for the respective stages.

The detailed landscaping design response for Stage 1 incorporates a high-quality landscaping palette which responds to the estate design guidelines that prioritises native species, perimeter tree planting along Link Drive, and canopy tree planting within car parking areas.

A diverse planting palette has been selected utilising plants contained in the Hume preferred species list, and utilising drought-tolerant native species within the Plains Grassy Woodland EVC where possible, to minimise the requirement for irrigation. A total of 60 canopy trees is proposed throughout the Stage 1 development boundary, ranging in heights from 3 metres (Gold Dust Wattle Flower) to 20 metres (Red Box) species.

In order to ensure the campus' security and CCTV requirements are not impacted by the planting plan, the canopy trees species have been carefully placed selected, with preference for small canopy spreads. In particular, the planting density and heights along Link Drive and road interfaces have had to

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be limited, to prevent a potential security intrusion area where trespassers could climb overhanging limbs.

A range of fixtures and material finishes have been proposed throughout the Stage 1 development for improved visual interest throughout the proposed development area, and to ensure a high-quality finish for staff. These include standard grey-broom concrete, concrete pavers in varied colour finishes, and understorey basalt boulders within the soft-landscaping areas.

Furniture including timber-batten benches and stainless-steel table settings has been proposed in proximity to the office entry, to provide outdoor respite options for staff where they can relax and enjoy lunch breaks. The varied and comprehensive landscaping response throughout the development is considered to fully satisfy the objectives of the Hume Planning Scheme, and the estate design guidelines prepared by Watson Young Architects.

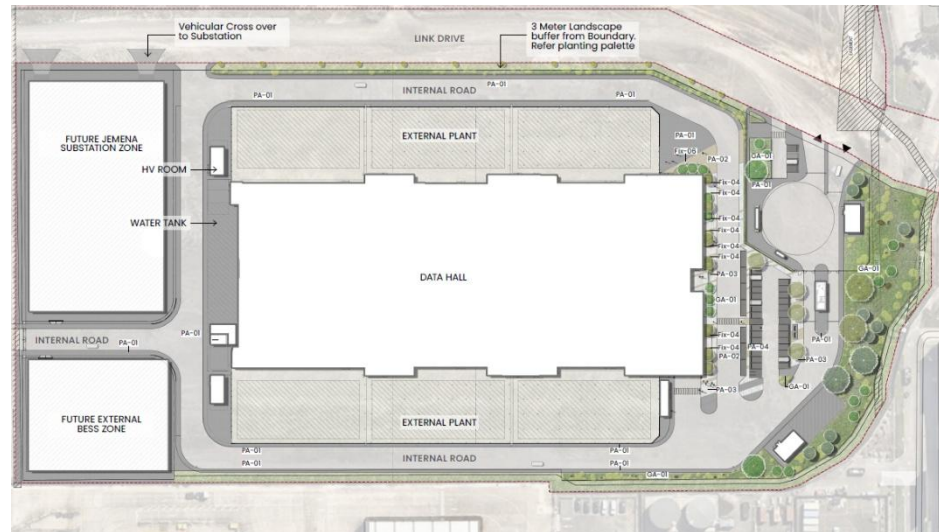


Figure 14 - Stage 1 Landscaping Design Response

4.5 Signage

The proposal seeks approval for two internally illuminated business identification signage zones on the Stage 1 built form of approximately 9 square metres each. We note that the specific content of each sign has not yet been determined and will be resolved at the detailed design stage. However, they are likely to include the business branding of Zerra DC, the permit applicant. The finer grain detail of each sign is as follows:

- 1 x internally illuminated, business identification signage zone affixed to the northern elevation parapet. Dimensions of 1900mm (h) x 4800mm (w), and a clearance of 12.6 metres to the underside. Signage will be individually cut letters and affixed directly to the building façade.
- 1 x internally illuminated, business identification signage zone affixed to the western elevation parapet. Dimensions of 1900mm (h) x 4800mm (w), and a clearance of 15.2 metres to the underside. Signage will be individually cut letters and affixed directly to the building façade.

At a high level, the proposed signage addresses the requirements of Clause 52.05 and 15.01-IL-05 of the Hume Planning Scheme, in that the proposed signage zones seek to provide business identification opportunities entirely within the subject site.

Each sign will be substantially set back from the property boundaries, and their scales are considered to sit appropriately within the context of the building façade, and broader Assembly Broadmeadows business park.

With reference to the Decision Guidelines listed in Clause 52.05, we note the following:

- The site is subject to Category 2 signage requirements, being in an area of low limitation. Additionally, both signs are located more than 30 metres from a residential zone, and traffic lights. In this respect, the quantum of signage is considered suitable.
- The locality is of a highly industrial nature and the signage proposed is consistent with other existing warehouse developments in the locality.

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- The signage will appropriately identify the logo for the owner and operator of the development, Zerra DC. Business identification signage of this
- When viewed from the street, the scale of signage will appear appropriately proportioned against the building facades and will not appear as visually dominant in the surrounding streetscape.
- As the signage will be affixed directly to the building façade, there will not be any supporting structures visible from the public realm.
- The signs will be illuminated sensitively and to comply with Australian Standard AS/4282:2019 pertaining to the control of the obtrusive effects of outdoor lighting. In addition, the signage will have significant separation to adjoining residential areas.

On balance, the proposed signage response for Stage 1 is considered entirely appropriate.

4.6 Environmentally Sustainable Development

A Sustainability Management Plan (SMP) has been prepared by Aurecon and is attached to this submission. The SMP is required pursuant to Clause 15.01-2L-03 of the Hume Planning Scheme, acknowledging that the proposal is for a non-residential building with a gross floor area in excess of 1000 square metres. The SMP prepared provides a response to the objectives and strategies contained within the Clause as relating to Stage 1.

The report notes that a sustainability assessment against the relevant initiatives will be conducted at the time of detailed design for Stages 2-6 to ensure compliance and a suitable response. Accordingly, we request that this be conditioned into any masterplan permit should one be granted.

Section 4 of the SMP demonstrates that Stage 1 of the development will achieve a minimum Silver rating under the LEED v4.1 Data Centres certification. The LEED assessment tool has been utilised over BESS or Green Factor, acknowledging that LEED has a specifically tailored assessment pathway for Data Centre developments.

With respect to each of the focus areas listed in Clause 15.01-2L-03, we note the following key initiatives and responses:

Energy Performance

- Incorporation of a BESS system to support stability within the broader electricity grid, reduce peak demands on local energy infrastructure, and reduce carbon impacts. In addition, the proponent is able to discharge back into the grid at times of peak demand if required, providing an asset to the broader community.
- Procurement of energy from renewable sources
- Including a space allocation on site for the provision of photo-voltaic solar energy systems, allowing for a portion of energy to be generated on-site.
- Design of the building with passive design solutions.

Integrated Water Management

- Incorporation of 150kL of rainwater reuse tanks across the 6 stages, supplying water for tech space amenities and landscape irrigation to offset potable water usage.
- The use of air-cooling systems for the data centre infrastructure, making their operation highly water efficient, and substantially reducing water consumption to almost zero. This is a highly sustainable solution when compared to traditional water-cooled data centres.
- Selection of drought-tolerant and native landscaping to minimise irrigation requirements.
- Use of water efficient fixtures and fittings.

Indoor Environment Quality

- Passive mechanical systems will be utilised to minimise pollutant entry into the building.

- Development of the building's internal areas in accordance with acoustic consultant requirements, providing a high level of thermal and acoustic comfort.
- Use of low-toxicity construction materials and avoidance of CFCs to ensure comfortable internal environments.

Transport

- Provision of inground infrastructure to allocated 5 spaces in Stage 1 for EV charging spaces. Additional spaces will be EV capable if there is sufficient demand.
- Facilities provided on site to encourage active transport to and from the site, inclusive of bicycle parking and EOT facilities.

Waste Management

- Operation of the site in accordance with the Waste Management Plan prepared, separating waste streams to improve recycling capabilities.
- Preparation of a construction and demolition waste management plan to ensure a waste diversion target will be created.
- Undertake an embodied carbon assessment to drive materials selection with carbon reduction.

Urban Ecology

- Provision of a high quality and extensive landscaping response plan to mitigate the urban heat island effect.

4.7 Traffic Considerations

A Traffic Impact Assessment has been prepared by Urbis to accompany the proposed planning permit application. Acknowledging that detailed design of Stages 2-6 is yet to be undertaken, the car & bicycle parking provision assessment has been limited to Stage 1 of the development. However, to provide the Department comfort of the overall development outcome, the traffic assessment has been tailored to consider the traffic generation impacts and access layouts for the complete masterplan.

4.7.1 Car Parking Provision

Pursuant to Clause 52.06, there are no statutory car parking rate requirements specified for a Data Centre (nested within Utility Installation) land use. Accordingly, car parking is to be provided to the satisfaction of the Responsible Authority.

Further to discussions with the proponent, and experience on previous data centre developments, car parking has been provided for Stage 1 at a rate of 0.75 spaces per staff member, for a total of 38 car parking spaces on site. In addition, 3 motorcycle spaces will be accommodated.

The level of car parking provision is considered acceptable on the basis of the expected staff that will be on-site at any one time, the availability of public transport in the area including the Upfield Train Line, and primary bus services; and the provision of bicycle parking facilities on site which will encourage active transport options.

The Traffic Report prepared for the proposed development undertakes a car parking demand assessment against the provisions of Clause 52.06-7, which provides additional strategic justification and empirical evidence that the proposed car parking provision for Stage 1 is appropriate for approval. Please refer to Section 5.2 of the Traffic report for further details.

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4.7.2 Bicycle Parking

Clause 52.34 of the Hume Planning Scheme does not specify the Data Centre land use within Table 1 of the Clause, and accordingly there is no statutory requirement to provide bicycle parking on-site.

Notwithstanding and as noted above, 14 bicycle parking spaces will be provided within Stage 1 of the development, located to the eastern side of the main car parking area. This has been incorporated noting the proponent's endeavours to provide sustainable development options, and to encourage active transport options for staff.

4.7.3 Access and Layout

Access to the subject site is proposed via two primary access points; being a two-way crossover to Link Drive near the northern boundary of the site, and a secondary access point to Connect Drive, along the southern boundary of the masterplan site. Emergency vehicle access points are proposed along the site's western boundary and would only be utilised if required. A vehicle rejection loop is provided prior to the northern guardhouse to ensure that any passenger or heavy vehicles that are not permitted to enter the secure area of the site can turn around and safely exit in a forward direction.

As noted on the proposed masterplan, a series of internal roadways are proposed to provide internal circulation to the campus and other data centre buildings. The carriageways proposed will incorporate a minimum width of 9 metres, with a two-metre wide pedestrian pathway allowing for separated transport modes throughout the site.

As part of their assessment, Urbis have confirmed that the proposed access arrangements and car parking layouts comply with Clause 52.06-9 of the Hume Planning Scheme, and Design Standards 1, 2, and 3.

While we acknowledge the subject site triggers a planning permit under Clause 52.29 of the planning scheme, the subject site is substantially set back from Barry Road and Sydney Road. Following registration of the subdivision permit in SPEAR, the site's cadastral boundaries will no longer be adjacent the Transport Road Zone 2. Acknowledging this, it is considered the proposed

development will have negligible impacts on these roads and is unlikely to cause any adverse concerns on the surrounding road network or properties.

4.7.4 Traffic Generation and Impacts

A traffic generation assessment has been conducted for the proposed development to demonstrate its appropriateness within the locality. As part of this, the traffic report predicts the ultimate traffic generation for the subdivision permit P25910.01, to assess the proposal in its broader context.

The traffic report conservatively predicts a peak traffic demand of 1 trip per car parking space, during AM and PM peak periods. Based on the masterplan drawing prepared and contained within the architectural package, this would roughly estimate a total peak hour traffic volume of 137 vehicle movements each (274 total) during the AM and PM peak periods. Within the context of the broader subdivision, the proposed traffic generation is considered modest with the parent lot site's entire generation estimated at 729 total trips expected during peak periods (378 AM peak, 351 PM peak)

Acknowledging the SIDRA analysis undertaken within Section 7.3 of the report, it is considered the existing road network has sufficient capacity to accommodate the proposed traffic generation resulting from the development.

The SIDRA modelling results for Stage 1, Stages 2-6, and the ultimate subdivision development demonstrate a degree of saturation of 0.87, 0.88 and 0.83 respectively. These degrees of saturation are below the desirable and maximum tolerable limits of 0.9 and 0.95 and are therefore considered appropriate for approval.

The subject site and saturation on the existing network is benefitted from the multiple exit routes available through Barry Road, Sydney Road, and Link Drive. Overall, the analysis determines the proposed masterplan is not expected to have any significant impact on the safety or operation of the Barry Road / Link Drive / Cobden Street intersection, or the surrounding road network, and therefore warrants favourable consideration.

4.7.5 Loading

A loading dock is provided in the north-eastern corner of the Stage 1 building. This area will primarily facilitate regular waste collection and occasional delivery of replacement components for the data halls. Waste collection will occur via private collection using a typical rigid refuse collection vehicle.

In accordance with the estate design guidelines, the proposed loading area is sleeved from public view at the western street frontage to Link Drive, including waste storage and collection areas.

Deliveries for data hall components will typically be delivered by 12.5-metre-long rigid vehicles or articulated vehicles up to 20 metres in length. Waste collection vehicles will be limited to an 8.8m MRV and collected via the loading dock. Based on the swept path assessments undertaken, the proposed access vehicles will be able to suitably manoeuvre the site, entering and exiting the cadastral boundaries in forward direction.

4.8 Waste Management

A Waste Management Plan (WMP) has been prepared by Urbis in the preparation of this proposal and provides a detailed breakdown of the proposed waste management to be implemented within Stage 1 of the development. In accordance with the masterplan proposal, waste management practices for Stages 2 – 6 will be provided at the endorsement phase for each stage, respectively.

The report identifies the following waste provision will be accommodated for:

- 2 x 1100L general waste bins
- 1 x 660L comingled recycling bin
- 2 x 1100L cardboard recycling bins
- 1 x 1100L soft plastic bin
- 2 x 1100L e-waste bins
- 7sqm space reserved for hard waste.

Soft plastics waste will have capacity for collection up to 2 times per week, and hard waste will be collected on an as required basis, given there is no steady generation for these waste components. All other waste streams will be collected by a private contractor once weekly.

The 'Sustainability Victoria Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments (2019)' document does not include standard waste generation rates for a Data Centre, and accordingly the expected generation rates have been deduced based on case study data held by Urbis, existing operator data, and the expected uses of the land. The ancillary office component has been calculated using the 'Commercial Office' generation rates provided within the above document.

Tables 9 & 10 of the WMP identify that the proposed waste bin provision will accommodate sufficient capacity for the expected waste generated at the subject site. Moreover, the proposed Waste storage area adjacent the loading area is of a sufficient size to comfortably store and circulate all waste bins within.

Section 1.6 of the report identifies a sound waste collection methodology for the Stage 1 building, with all waste to be collected by an 8.8m MRV, entering an existing the loading dock area via the internal roadway. Moreover, the swept path paths contained within Appendix B demonstrate the vehicle can safely manoeuvre in and out of the site.

Noting the above, we consider the waste collection strategy for Stage 1 is entirely appropriate and warrants favourable consideration.

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4.9 Stormwater Management

A Stormwater Management Plan (SWMP) has been prepared by Aurecon for the proposed development and assesses the proposed development against Clause 53.18 of the Hume Planning Scheme, and Melbourne Water MUSIC Modelling Guidelines 2018.

The proposed development's stormwater treatment strategy is to capture surface runoff through proprietary treatment products including an initial separation via OceanGuard gross pollutant trap, before going through a hydrodynamic Cascade separator, prior to discharge to a detention tank. Stormwater will then be filtered through a tertiary Jellyfish Filter before final discharge to the drainage network.

separate, adjacent tanks with a total capacity of 150kL will be provided adjacent to the detention basins for the purposes of rainwater harvesting from roof catchments. The rainwater harvested will be reused by tech space amenities & landscape irrigation, further assist with stormwater management & reduction of on-site nutrients. While we acknowledge the rainwater reuse is not acknowledged in the report's MUSIC modelling, its inclusion will only improve the performance figures against best practice management.

The development achieves the performance targets for Best Practice Stormwater management, confirmed via the MUSIC modelling results below:

Stage 1

- Total Suspended Solids – 80% target, 80.8% achieved
- Total Nitrogen – 45% target, 66.5% achieved
- Total Phosphorus – 45% target, 47.5% achieved
- Total Gross Pollutants – 70% target, 96.2% achieved

Stages 2-6

- Total Suspended Solids – 80% target, 81.1% achieved
- Total Nitrogen – 45% target, 70.8% achieved
- Total Phosphorus – 45% target, 55.8% achieved

- Total Gross Pollutants – 70% target, 96.7% achieved

Acknowledging the requirements of Clause 53.18-5, peak stormwater flows have been reviewed and tested in Section 7 of the report. The report identifies that unmitigated flows would result in an increase to pre-development 10% and 1% AEP max rates, and accordingly on-site detention tanks are required.

Table 7-2 of the SWMP identifies that, once mitigated through detention tanks, there will be a minor reduction in post-development peak flows complying with the objectives and intent of Clause 53.18 of the Hume Planning Scheme, and warrants favourable consideration.

Importantly, the report confirms that based on the broader stormwater drainage strategy prepared for the broader subdivision of the parent lot, the proposed development will not result in upgrades being required to the existing stormwater infrastructure on site in line with the Section 173 Agreement AT905853M.

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4.10 Economic Benefits

It is acknowledged that Clause 53.22 of the Hume Planning Scheme was introduced to facilitate proposals that will make a significant contribution to Victoria's economy, and provide substantial public benefit, including jobs for Victorians.

It is important to recognise the scale of the proposed development which will deliver a 336MW data centre, and over 210,000sqm of Gross Floor area across a 12 year construction timeframe. It is a significant investment into both the Hume municipality and the State of Victoria.

In response to the requirements of Clause 53.22, Urbis have prepared an economic impact statement which quantifies the capital investment amount, number of construction and operational jobs created, and the estimated economic value to the Victorian economy.

As noted previously, the proposed development will have an estimated construction cost of \$1,106,150,000 which represents a significant capital investment to the State of Victoria.

The proposed data centre campus is estimated to generate approximately 168 direct FTE jobs per annum, and another 239 indirect FTE jobs per annum throughout the proposed construction period.

Following completion of construction, the expansion of Project Dune will support roughly 255 direct FTE jobs per annum, as well as 239 indirect FTE jobs per annum on an ongoing basis. Given the project's location and the City of Hume's large and diverse employment base, it is likely that the majority of roles created will be through Hume's local employment base, resulting in a total of 670 additional FTE jobs per year for local residents.

The construction jobs created will provide an approximate \$27 million direct Gross Value Added (GVA), and another \$39 million of indirect GVA per annum for the State of Victoria. This would equal \$66 million in GVA to the State of Victoria throughout the construction period.

Following completion of the development, the data centre campus will contribute an estimated \$158 million GVA to the Victorian economy on an

ongoing basis, consisting of \$78 million direct and \$80 million of indirect GVA contributions. Acknowledging the broader benefits of data centre infrastructure on Victoria's digital economy, and the current lack of data centre capacity within Greater Melbourne, the project will be of generational benefit to all Victorians.

The campus will deliver a range of additional benefits to the local economy, including a range of public, social and off-site benefits including:

- Supporting high value jobs and economic growth throughout Melbourne, acknowledging a study from Oxford University that jobs created by data centres are around 20%-30% higher than the average wage, thereby contributing to GDP.
- Data Centres are a more electricity efficient outcome, when compared to the alternative outcome of individual infrastructure for businesses.
- The placement of the data centre within the northern industrial precinct will provide critical infrastructure for a growing job region and assist with a diversified economy.
- The proposal will provide government-level standards to protect sensitive data through strict physical security requirements.

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5 Conclusion

For the reasons outlined within this report, it is clear that the proposal is an excellent response to the provisions of the Hume Planning Scheme and is worthy of support. Specifically:

- The proposed masterplan has been well considered within the context of the Assembly Broadmeadows estate and presents a high quality piece of critical infrastructure that will deliver important services to the broader locality.
- The proposed 'Data Centre' land use is a highly appropriate land use for the precinct, considered a modern and contemporary interpretation of an industrial land use. Accordingly, the development will continue the subject site's rich industrial history.
- The proposed site layout and building massing is well considered and will not result in an overly intensive development of the land, respectful of adjacent properties.
- The proposed detailed design and architectural concepts of Stage 1 will result in a highly articulated and high quality façade concept, that will provide a landmark within the future subdivided estate.
- The proposed Data Centre development will represent a landmark progression in the sustainability initiatives pursued by these critical pieces of infrastructure, utilising air cooling to reduce water reliance, and a Battery Energy Storage System which will reduce the demand on the regional electricity grid at peak periods.
- The development has been demonstrated to have an appropriate and low impact on the surrounding traffic network, with sufficient car parking provided to address staff needs.
- The proposal will present an appropriate response to potential on-site and off-site amenity impacts through design intervention, including acoustic noise emissions, and light spill.



Disclaimer

This report is dated 23 June 2026 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Ltd (**Urbis**) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of Zerra DC (**Instructing Party**) for the purpose of Planning Approval (**Purpose**) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Urbis was required to make judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations.

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Appendix *A*

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Hume Planning Scheme

General and Particular Provisions

The following particular provisions are of relevance to this application:

- **Clause 52.05 – Signs** aims to regulate signage, so it is compatible with an area's character, avoids visual clutter, protects amenity and the environment, and does not compromise road safety or appearance. The site is subject to Category 2 signage requirements. An internally illuminated business identification sign requires a planning permit if the display area exceeds 1.5 square metres and must be located more than 30 metres from a residential zone or pedestrian or traffic lights.
- **Clause 52.06 – Car Parking** aims to ensure that car parking that meets local demand, supports sustainable transport, is efficiently designed and located, and maintains the safety, quality, and amenity of the area. This Clause does not specify a statutory requirement for a Data Centre land use, therefore car parking provision is to the satisfaction of the Responsible Authority.
- **Clause 52.29 – Land Adjacent to the Principal Road Network** seeks to ensure appropriate access to the Principal Road Network or land planned to form part of the Principal Road Network, as well as the appropriate subdivision of land adjacent to the existing or planned network. Barry Road and Sydney Road are both located within the Transport 2 Zone, and pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport 2 Zone.
- **Clause 52.34 – Bicycle Facilities** aims to encourage cycling as a mode of transport by providing secure, accessible and convenient bicycle parking spaces and end of trip facilities. Pursuant to Clause 52.34-5, a Data Centre use (nested under Utility Installation), is not listed within Table 1 of the clause. Therefore, bicycle facilities are not required for this element of the proposal.
- **Clause 53.18 – Stormwater Management in Urban Development** outlines the relevant requirements for developments to ensure the impacts of stormwater on the environment, property and public safety are managed and mitigated. This Clause further stipulates objectives and standards for developments to meet, in this regard.
- **Clause 53.22 – Significant Economic Development** Clause 53.22 Significant Economic Development seeks to prioritise and facilitate the planning and delivery of projects deemed to be making a significant contribution to the Victorian economy. The Responsible Authority may waive or vary any application requirement, building height requirement or setback requirement, for a proposal qualifying under this application pathway. An application under this pathway is exemption from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.
 - The proposal qualifies for this pathway as a 'Category 1' application incorporating a Data Centre with a development cost greater than \$20 million.
- **Clause 65 – Decision Guidelines** specifies a range of general 'Decision Guidelines' that the responsible authority must consider prior to deciding on any application.
- **Clause 66.02 – Use and Development Referrals & Clause 66.03 – Referral of Permit Applications under other State Standard Provisions**, sets out criteria under which an application must be referred to specific persons or bodies, as a referral authority. It is noted that this application is likely to require referral to the Victorian WorkCover Authority and Transport for Victoria. The referral requirement to the Victorian WorkCover Authority is being confirmed through a preliminary hazard assessment, which will be provided following lodgement.

Planning Policy

Municipal Planning Strategy

The Municipal Planning Strategy sets out the following vision and strategic directions to guide development in the City of Hume within the Hume Planning Scheme.

- **Clause 02.01 – Context** outlines the importance of industrial uses to Hume, underpinned by State Significant Industrial Areas along major

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transport corridors, supporting manufacturing, transport and logistics operations that play a vital role in Melbourne's supply chains and regional employment.

- **Clause 02.03-5 – Built environment and heritage** highlights the need for better urban, industrial and building design to improve visual appeal, attract investment and ensure environmental resilience. It emphasises the importance of high-quality architecture, landscaping and infrastructure in industrial and commercial areas, alongside sustainable building practices that respond to climate change and reduce long-term cost.
- **Clause 02.03-7 – Economic development** describes the importance of State Significant Industrial Land to the region, and the need to protect industrial land from incompatible uses, improving functionality through site integration and applying best-practice management to minimise environmental and community impacts while supporting long-term industrial growth.
- **Clause 02.04-2 – Strategic Framework Plan** identifies the site as existing employment land, highlighted by the Red Star below.

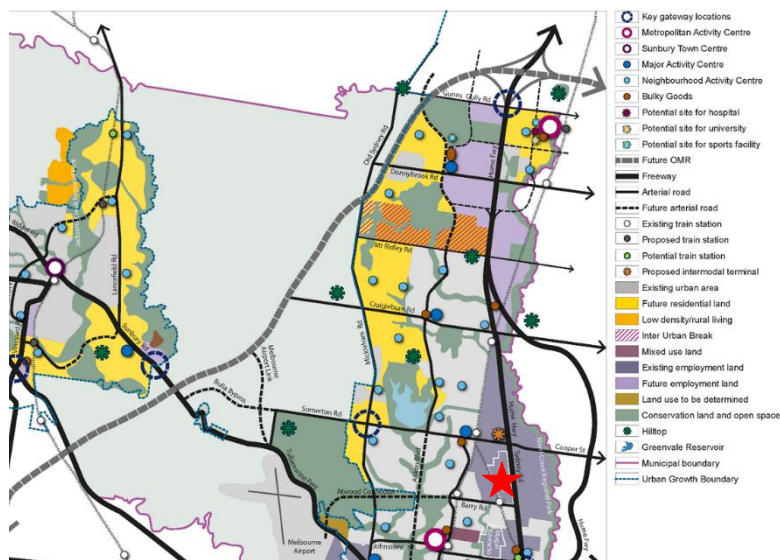


Figure 15 – Strategic Framework Plan

Planning Policy Framework

The State Planning Policy Framework (SPPF) seeks to develop objectives for planning in Victoria to foster high level land use and development strategies which are the same for each municipality in the State. Generally, the SPPF contains objectives for particular policy areas with strategies of how the objectives are to be achieved.

- **Clause 13.05-1S – Noise management** seeks to manage noise impacts from transport and industrial sources by ensuring sensitive land uses are appropriately sited and designed so that industrial operations can continue without compromising community amenity or human health.
- **Clause 13.07-1S – Land use compatibility** aims to safeguard the operation of commercial and industrial activities by preventing incompatible land uses nearby, minimising adverse off-site impacts and protecting employment-generating uses from encroachment that could limit their safe and effective functioning.
- **Clause 15.01-1L-04 – Industrial areas and business parks** intends to ensure industrial subdivisions and developments in Hume are well-designed, functional and visually appealing, with appropriate lot sizes, high-quality architecture, materials, landscaping and site layouts that support safe operations, protect amenity and enhance the city's key gateways and industrial precincts.
- **Clause 15.01-2L-01 – Building design – Hume** seeks to ensure Hume's industrial precincts deliver well-planned, high-quality developments with appropriate lot sizes, strong architectural and landscape standards, and functional layouts that support safe operations, protect amenity, and enhance the city's key gateways.
- **Clause 15.01-2L-02 – Energy and resource efficiency – Hume** intends to improve the sustainability of industrial and other developments in Hume by promoting passive solar design, sustainable and adaptable building practices, vegetation retention, permeable surfaces, and landscaping that enhances canopy cover and environmental resilience

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- **Clause 15.01-2L-03 – Environmentally sustainable development – Hume** seeks to embed best-practice environmentally sustainable design in non-residential development by minimising energy and water use, improving indoor environmental quality, supporting sustainable transport, reducing waste, enhancing biodiversity, and requiring formal sustainability assessments for larger projects.
- **Clause 17.01-1L – Diversified economy – Hume** aims to improve the functionality of existing employment areas through site consolidation and to support clusters of similar businesses.
- **Clause 17.01-2S – Innovation and research** seeks to expand logistics and communications infrastructure, supporting business clusters and enterprise precincts, promoting connected and high-amenity environments, providing infrastructure and affordable premises for innovation and start-ups and improving access to community-based learning and training.
- **Clause 17.03-1L – Industrial land supply** intends to strengthen logistics, communications and community infrastructure to support business clusters, enterprise precincts, and accessible, well-connected environments that foster innovation, skills development and the growth of emerging industries.
- **Clause 17.03-2S – Sustainable industry** aims to ensure the sustainable operation of industry by strategically locating activities to minimise conflict, protect industrial zones from incompatible uses, maintain safety and amenity, and optimise access to freight infrastructure.
- **Clause 17.03-3S – Significant industrial land** identifies Campbellfield being part of the state significant Northern Industrial Precinct. The clause seeks to protect significant industrial land by safeguarding state-important precincts, ensuring adequate supply for major industry, and maintaining buffers to prevent conflicts with sensitive uses.
- **Clause 17.03-3R – Regionally significant industrial land – Metropolitan Melbourne – Northern Metro Region** aims to protect regionally significant industrial land while facilitating growth in freight, logistics and

manufacturing, and to support the strategic transition of some manufacturing areas to other employment uses.

- **Clause 19.03-3L – Industrial stormwater management** seeks to ensure industrial and warehouse developments incorporate stormwater treatment and litter-prevention measures to protect water quality and reduce impacts on waterways.

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