

Brooklyn Data Centre Urban Context Report & Design Response

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413 Francis Street
BROOKLYN
VIC 3026

Prepared for
Stockland Development Pty Ltd

Issued
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IA335900-JAC-BDC-UD-RPT-001

Executive Summary

This Urban Context Report and Design Response summarises the planning, design and architectural rationale for the proposed data centre (the Project) at at Stage 1 areas of the site at 4-13 Francis St Brooklyn (the Site). Refer Figure 1-1.

The Project responds to the surrounding, established industrial context, incorporates feedback from referral authorities including the Department of Transport and Planning (DTP) and Hobsons Bay City Council, and delivers a coordinated design that prioritises operational performance, security, landscape integration and high-quality built form outcomes. It meets technical and operational needs while contributing positively to the evolving technology-focused character of Brooklyn.

The Project consists of two purpose-designed buildings supported by administrative facilities, internal circulation networks, a consolidated entry sequence, and a robust landscape framework. The design focuses on emphasizing functional efficiency, resilience, clarity of movement, and the ability to support long-term digital infrastructure growth within the region.

A key focus of the design response is integration with the surrounding industrial precinct while enhancing the Millers Road frontage through considered façade articulation, generous setbacks and multi-layered landscaping. The landscape strategy reinforces security requirements while delivering amenity improvements for staff, including outdoor rest areas and a clearly defined arrival sequence.

The architectural approach ensures the buildings maintain a scale appropriate to an Industrial 1 & 3 Zones context while employing materiality, articulation and massing techniques that reduce visual bulk and create a refined built form.

Access is organised to provide safe circulation for staff, visitors, heavy vehicles and emergency services. Sustainability initiatives, such as waterless cooling, optimised plant layout, and passive design strategies, to further support the Project's environmental performance.



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Figure 1-1.

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1 Project Overview

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1.1 Project Overview

Project Introduction

This Urban Context Report & Design Response has been prepared by Jacobs on behalf of on behalf of Stockland Development Pty Ltd for the development of a data centre at 413 Francis Street, Brooklyn.

This report has been prepared by Jacobs on behalf of Stockland Development Pty Ltd in support of the planning permit application relating to the land at 413 Francis St Brooklyn (the Site). This application seeks approval for the Stage 1 portion of the land use and development (shown in image below) for a data centre (the Project) as shown in Figure 1-1.

The Project seeks the staged use and development of a two-storey data centre (250MVA ultimate power capacity) pursuant to the Industrial 1 & 3 Zones. To facilitate these works, the existing warehouse buildings and associated hard stand/car parking area are to be removed. Early works approval will be sought to undertake bulk earthworks across the Site, including the preparation of leveling of the Site to allow AusNet to deliver the substation (utility installation). It is noted that substation area will be subject to separate planning approvals and the use and development associated with the substation will be subject to a separate approval prepared by AusNet.

This application meets the relevant eligibility criteria to be considered under the Development Facilitation Program where the Minister for Planning will be the Responsible Authority pursuant to Clause 53.22 of the Planning Scheme.

In particular, the Project seeks permission for the staged delivery of two, two-storey data centre buildings, generally comprising the following buildings and works:

- Bulk earthworks for site preparation and leveling (early works approval sought);
- Construction of two-storey data centre buildings with a building height of 18.3 metres, with an additional 7.2 metres of building services for plant and chiller equipment (combined maximum height of circa 25.5 metres);
- The buildings comprise a total gross floor area of circa 75,000 square metres across the two storey data halls and ancillary offices, with additional associated major plant open structures (housing generators and chillers);
- Vehicle ingress and egress is proposed centrally along the Site's frontage to Francis St, with circa 110 car parking spaces provided at the frontage of the two data centre buildings;
- Removal of some vegetation to accommodate the functional parameters of the proposed data centre and substation development;
- Additional landscaping provided in the front setback of the building, scattered throughout the Site and to the office entry of each building, providing an improved landscape response; and
- Provision of required utilities, including diesel generator back up power system, associated fuel storage systems, fire pump and associated water tanks.

DEVELOPMENT SUMMARY TABLE	
AUTHORITY	HOBSONS BAY COUNCIL
ZONING	INDUSTRIAL 1 ZONE (IN1Z) & INDUSTRIAL 3 ZONE (IN3Z)
SITE AREA	110 473m ²
GROSS FLOOR AREA	74 560m ²
LANDSCAPE AREA	31 515m ²
STREET BUILDING SETBACKS	15m MIN.
DISTANCE TO BUILDING - FRANCIS STREET	54.4m MIN.
DISTANCE TO BUILDING - REAR BOUNDARY	23.2m
LANDSCAPING SETBACK	9m
NO. OF STORIES	2 MAIN DATA HALL STORIES + 1 ROOF PLANT
RISE IN STORIES	4
CAR PARKING	110 NOS. CARS 5.4m LONG X 2.4m WIDE
DISABILITY CAR PARKS	2 NO. 5.4m LONG X 3.6m WIDE
BIKE PARKING	10
PERIMETER FENCE HEIGHT	2.4-3m
INTERNAL ROAD WIDTH	8.0m MIN.

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Project Overview

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1.2 Project Vision

Future Focused Innovation

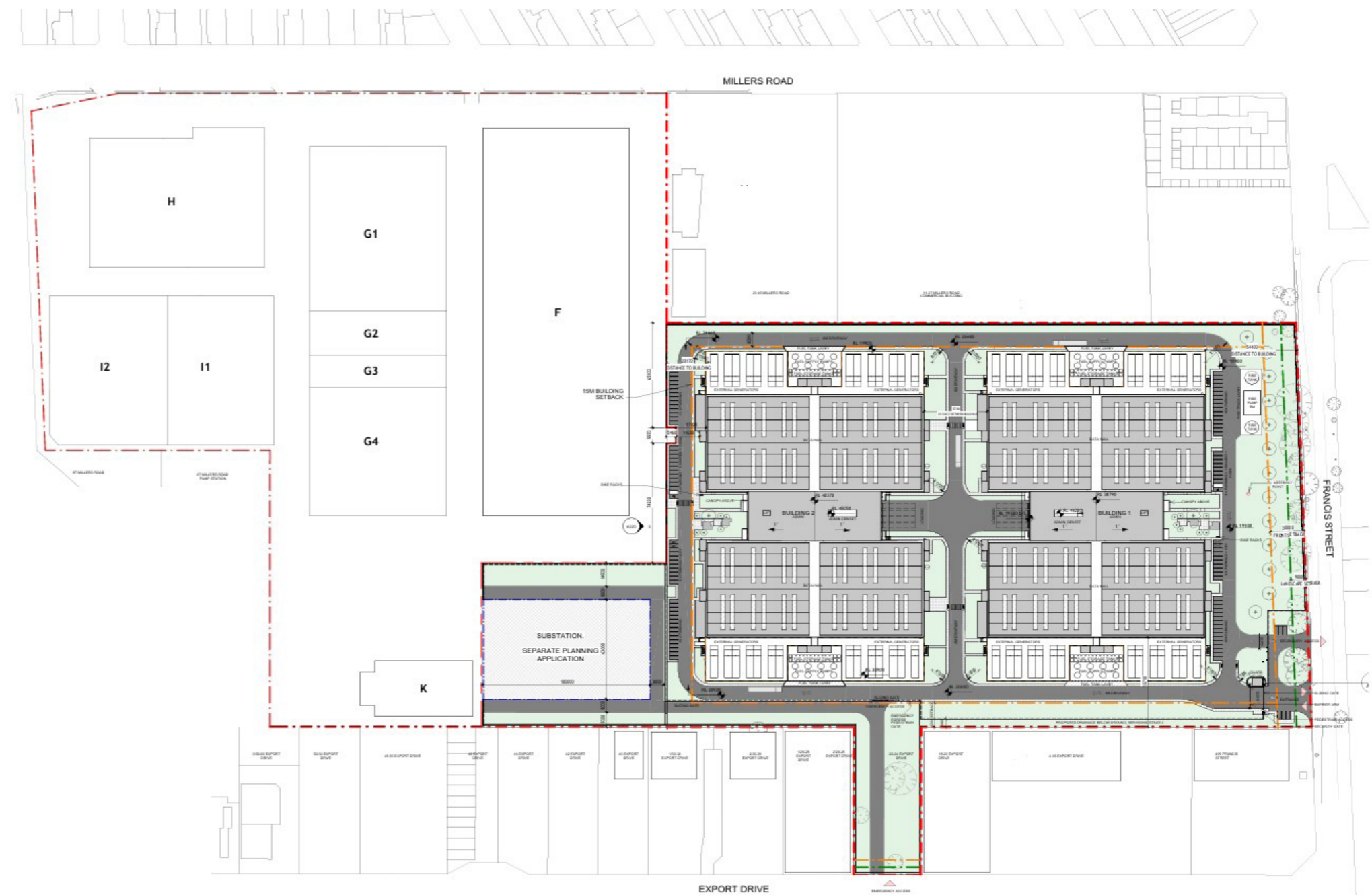
The Project aims to deliver a state of the art data centre within an established industrial precinct in Melbourne's west. The Site is located within the Industrial 2 Zone, supporting high intensity industrial and technology uses and aligning with the surrounding logistics and warehousing activities.

The Project's vision is to create a resilient, energy efficient and scalable digital infrastructure asset capable of supporting long term technological growth in Melbourne's west. The design prioritises operational continuity, environmental sustainability, and strong integration with existing industrial land uses.

The Project will be delivered in stages and supported by dedicated building services – including power, cooling and mechanical plant – integrated within the architectural form. The overall design approach emphasises modularity, secure operation and best practice thermal management.

Key Design Rationale Drivers:

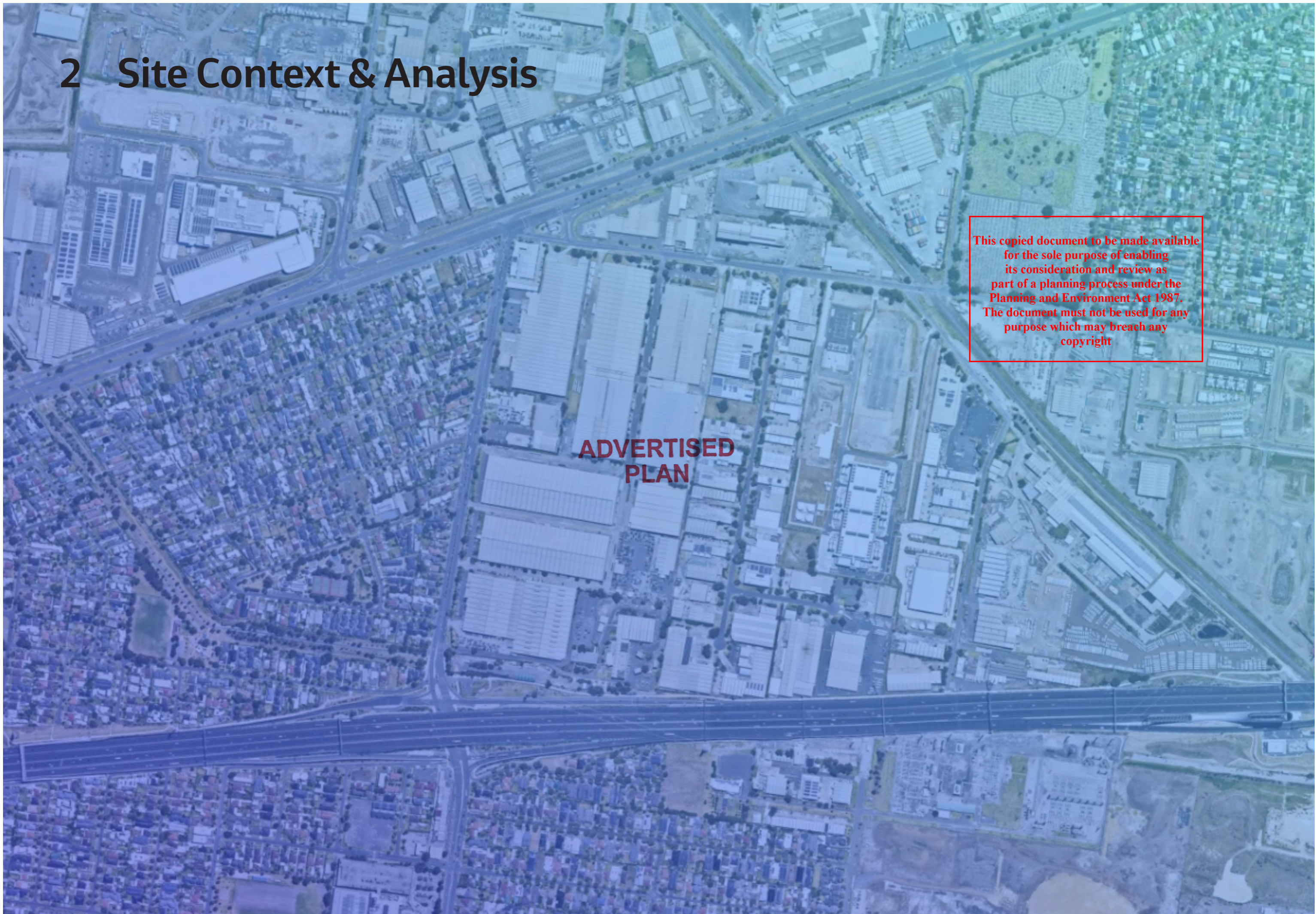
- Reliability & Availability (Uptime): The primary goal is to eliminate single points of failure using 2N or N+1 redundancy in power (UPS, generators) and cooling systems to ensure continuous operation.
- Efficiency & Sustainability (PUE/WUE): Modern designs prioritize low Power Usage Effectiveness (PUE) and Water Usage Effectiveness (WUE) to reduce operational costs and environmental impact, often utilizing advanced cooling (liquid, direct air) and renewable energy.
- Scalability & Flexibility: Modular infrastructure allows for future growth, enabling the addition of IT capacity, power, and cooling without disrupting existing operations.
- Physical & Digital Security: Protecting data from unauthorized access through strict, multi-layered security measures, including physical, biometric access control and robust perimeter protection.
- Thermal Management: Implementing hot/cold aisle containment strategies to efficiently manage the high heat density generated by modern servers.



2 Site Context & Analysis

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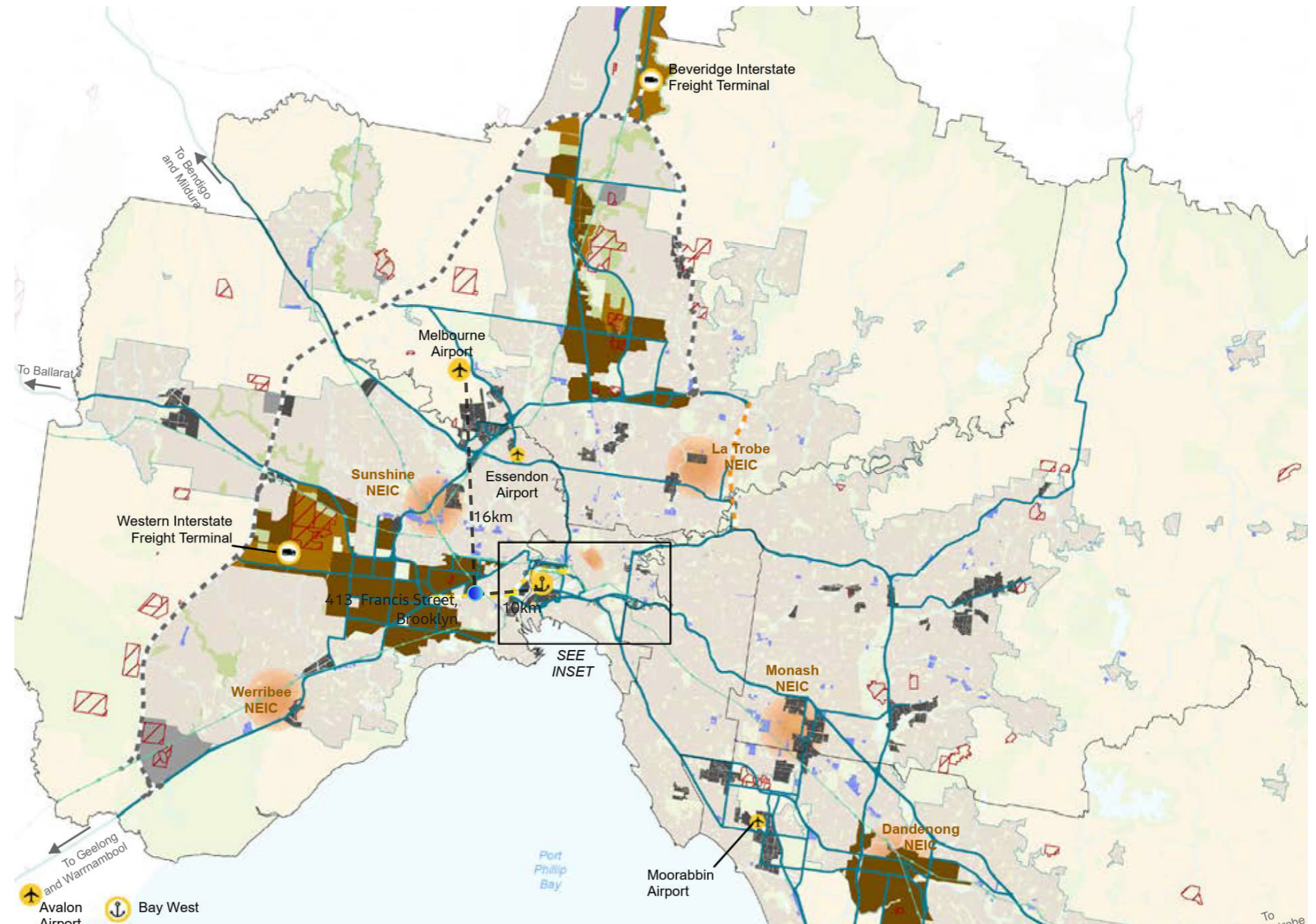
2.1 Regional Context

Site Description

The site is located at 413 Francis Street (Docklands Highway). It occupies the parcel located on the southern end of Francis Street. The parcel also includes the greenfield section located at 22-24 Export Drive to the east.

The Site is located approximately 10 kilometres west of the Melbourne CBD, within an established industrial area in Brooklyn.

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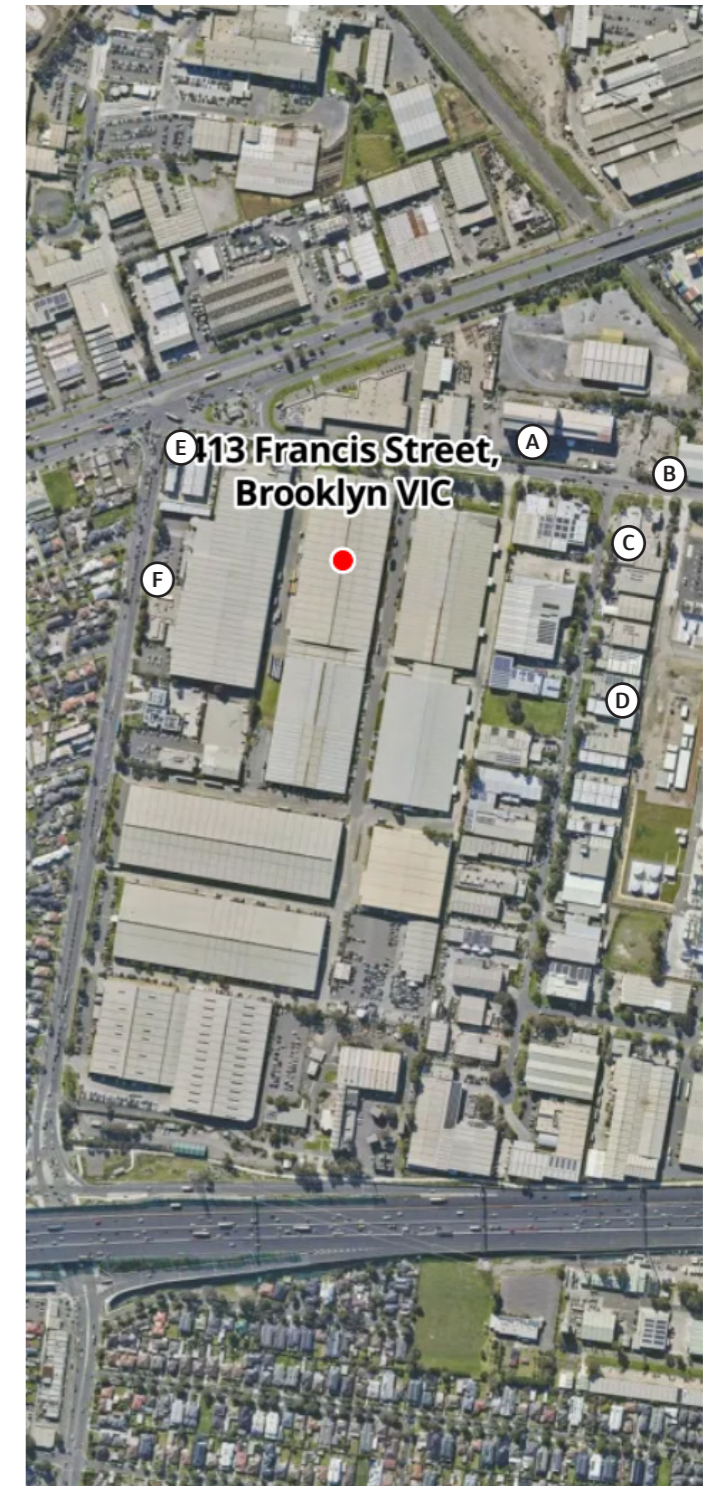
2.2 Existing Character

Site Context

The site is located on the edge of an established industrial area in Brooklyn and is immediately surrounded by industrial land uses with residential areas on the other side of Millers Road. Refer to images A-F below for existing local character, nominated on the Local Context Map below.

Interfaces surrounding the Site are as follows:

- Existing industrial developments of various sizes including distribution centres and warehouse storage facilities forming the Brooklyn Industrial estate. Existing warehouses consist of varying forms, generally of a two to three storey scale.
- Further west, on the opposite side of Millers Road, are existing residential area predominantly consisting of 1-2 storeys dwellings. The surrounding precinct has seen increasing interest from data centre providers, with existing and emerging facilities nearby.



Local Context Map

Site Context & Analysis

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2.3 Site Analysis

Site Description

The site is irregular in shape with a total area of approximately 110,473 m². The site has a frontage to Francis Street of 251.12m and a frontage to Millers Road of 381.19m.

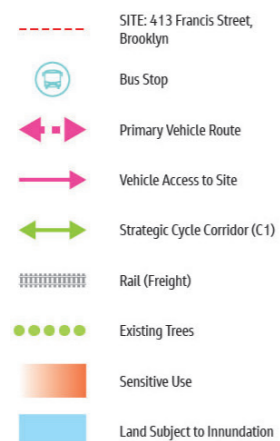
The site has been developed with multiple industrial and warehouse buildings with associated office space and is currently operating as the Brooklyn Distribution Centre.

The site has existing landscaping both internally and around the perimeter of the site consisting of varying forms of low height and mature canopy trees within building setbacks and internal accessways.

The site is on the edge of the industrial zone with a residential zone on the other side of Millers Road.

Site opportunities include:

- Site has direct access to reliable and stable sources of essential utilities to meet the high demand of a data centre.
- Site is suitably located within Industrial Zoned Land that is near high-voltage power supply and major fibre networks
- Site can be easily secured to meet stringent security standards.



Site Context & Analysis

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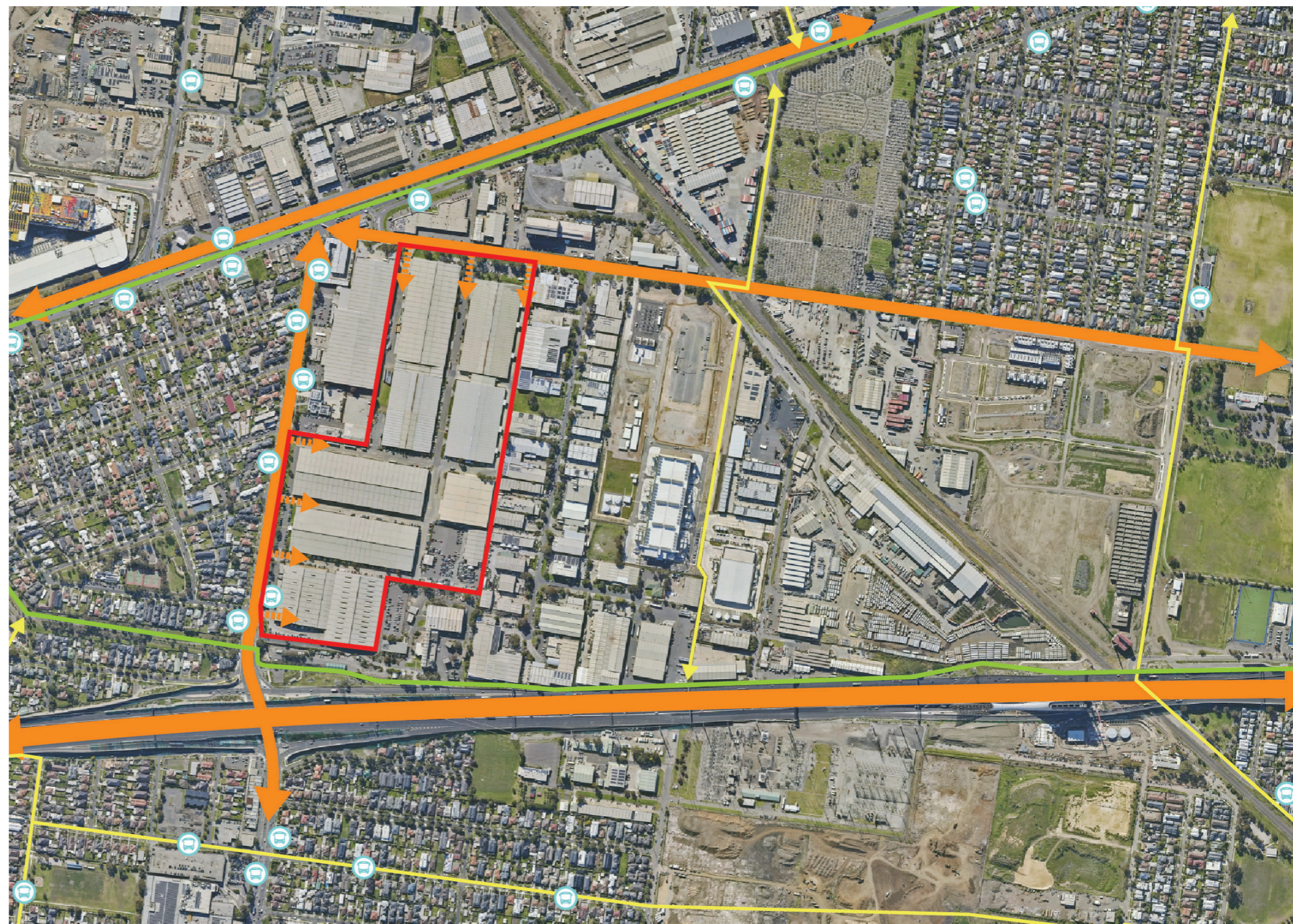
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2.4 Access & Transport

Vehicular Approach and Public Transportation

Brooklyn, is located approximately 10km west of the Melbourne CBD, is in a convenient location for access to the Port of Melbourne, and benefits from proximity to the West Gate Freeway M1, Western Ring Road M80 and other major arterials.

The closest train stations are Yarrville Station at 3.8Km, Tottenham Station at 4.1km and Spotswood Station at 4.3Km. The closest Bus stops are within 20m adjacent to the entrance.



Site Context & Analysis

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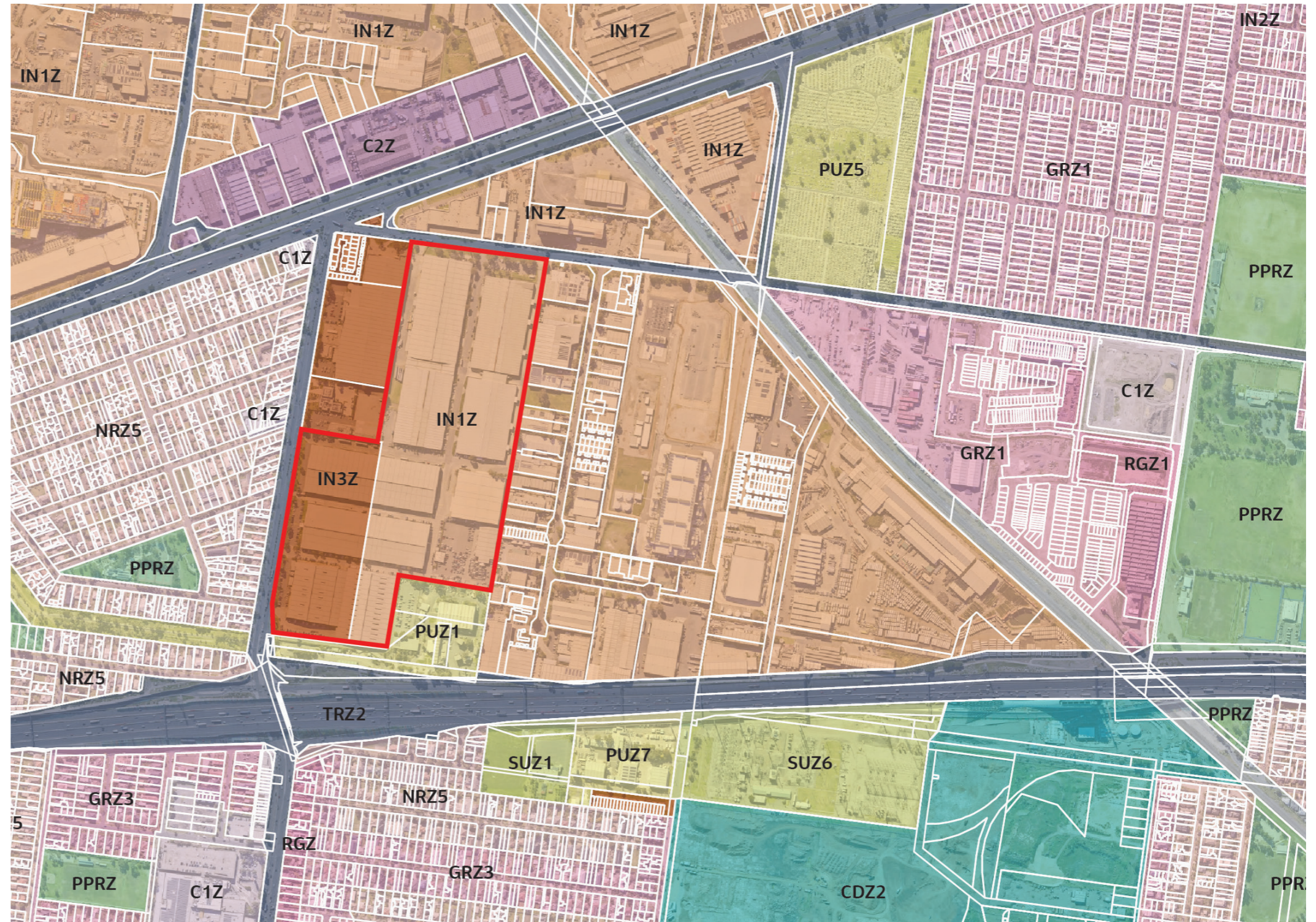
2.5 Planning Controls

Zoning

The site is subject to the following provisions of the Hobsons Bay Planning Scheme. Clause 33.01:

- Industrial 3 Zone (IN3Z)
- Part of the site (eastern portion) is located within the Industrial 1 Zone (IN1Z).

There are some sensitive uses surrounding the site, namely the nearby residential areas on the west side of Millers Road.



3 Built Form

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Built Form

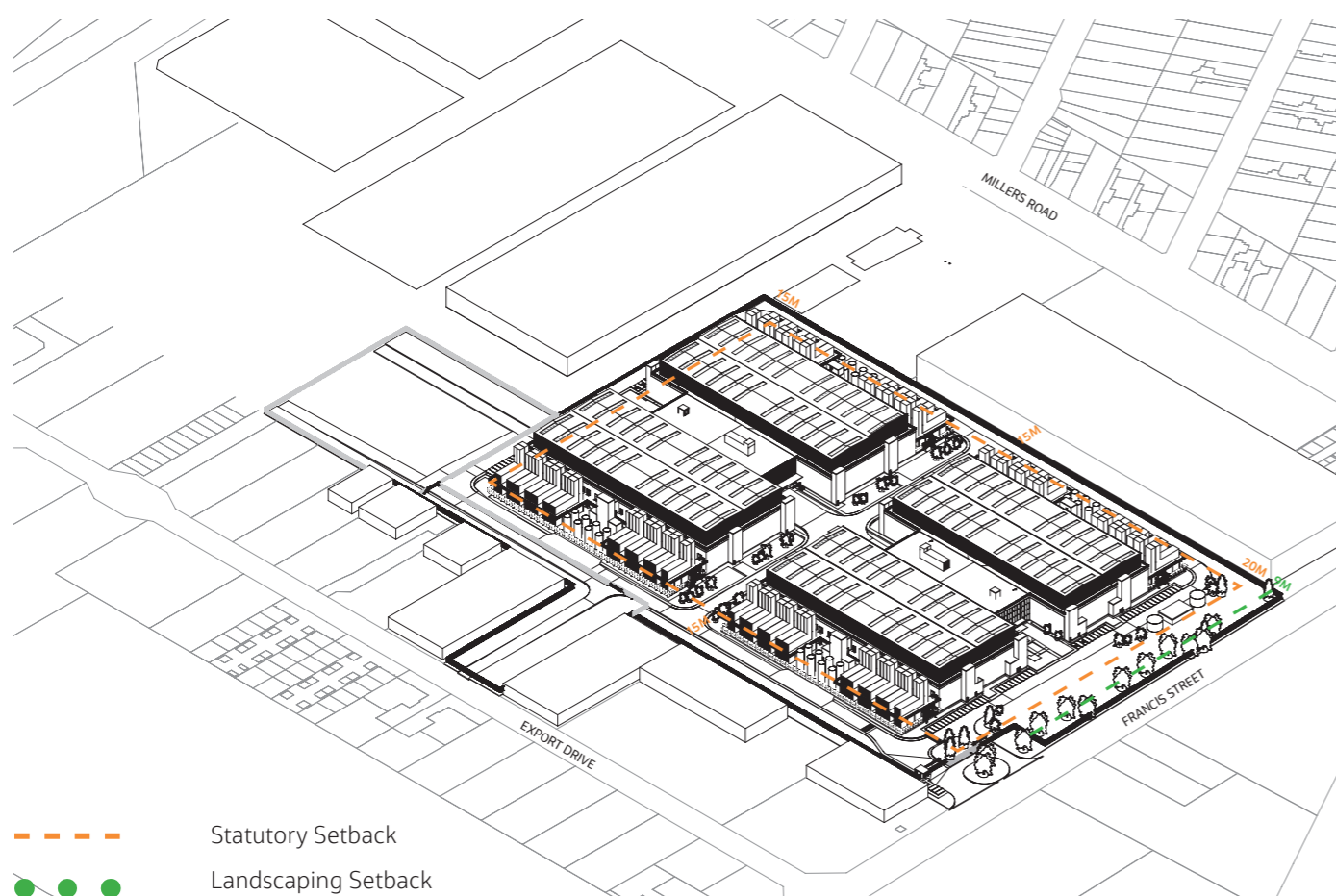
3.1 Setbacks & Building Heights

Setbacks

The Project incorporates a minimum 15 m setback from all Site boundaries to support operational security requirements and provide an appropriate buffer between the buildings and the public realm. This setback allows for controlled access, improved sightlines, and separation from the perimeter fence.

Setback distance to building from Francis Street Site Boundary is 54.4m, and to the rear boundary is 23.2m. Within this Front setback, a perimeter landscape zone is proposed, featuring low-level shrubs, hardy groundcovers, and selected tree planting. The landscaping has been designed to soften the building's base where it meets the ground, reduce the visual scale of the façade, and enhance the streetscape interface. Planting will also screen the fence line, improve amenity along Francis Street (9m Landscape Setback), and provide a more welcoming environment.

Layered landscape treatments, including a mix of textures, heights, and densities, ensure that views of the Project are filtered without compromising security operations or surveillance requirements.



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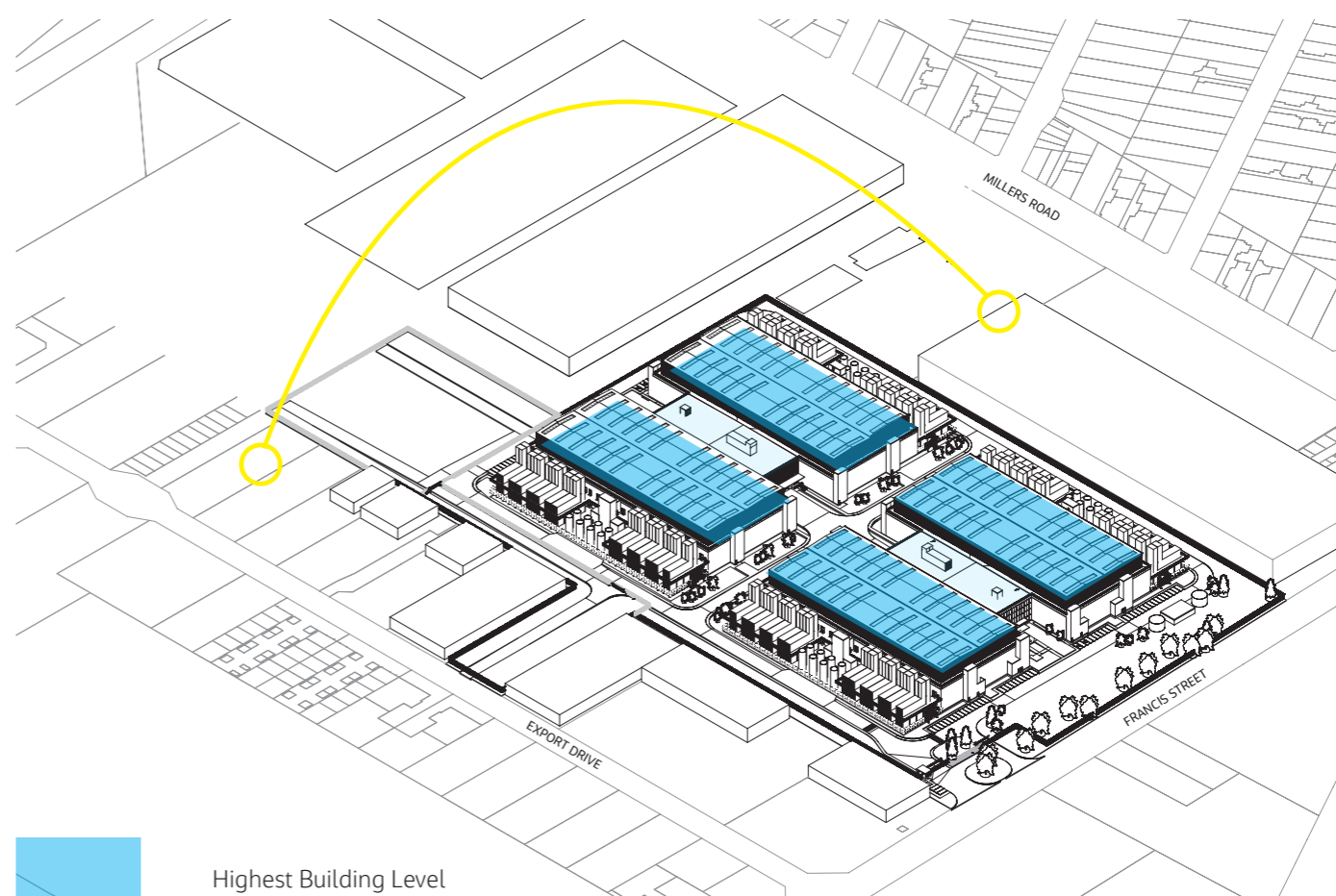
Building Height

The Project has a total built form height of 25.5 m. The main building structure comprises two enclosed data hall levels and ancillary office/technical spaces. The height of 18.3 m allows for:

- Two generous internal floor-to-floor heights, 9 m each, required to support cable trays, ductwork, fire systems, and the extensive mechanical and electrical infrastructure needed to service each data hall and a structurally robust frame designed to support heavy equipment, long-span floorplates and the vibration control necessary for sensitive IT equipment.
- Freeboard, which is minimum 0.3 m above natural ground level, ensuring the buildings sit above potential stormwater or flood impacts, in accordance with engineering advice and industry standards for mission-critical facilities.

Above the main building height, an additional allowance of up to 7.2 m is required to house critical mechanical plant, including two levels of rooftop plant platforms, which accommodate cooling equipment, mechanical air handling units, chillers, and condenser systems necessary to maintain the controlled environments within the data halls.

Overall, the total building height is a direct response to the technical and operational needs of a mission-critical data centre. The height has been carefully considered to balance functional requirements with the industrial context of Laverton North, where large-format industrial buildings are common.



Built Form

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3.2 Access

Access

The Site's main vehicular access is provided via the existing entry point on Francis Street (Docklands Highway), designed to accommodate staff vehicles, service vehicles and light commercial deliveries. A secondary access point is available along Francis Street for vehicles that require redirection or controlled rejection without interfering with the main traffic flow. Each building includes:

- A dedicated pedestrian entrance connected to accessible pathways leading directly from adjacent car parking areas.
- Safe pedestrian areas separated from vehicle movements through the use of footpaths, line marking, landscaping, and clear sightlines.
- Outdoor landscaped amenity areas near each building entry, providing staff with access to green space for rest and short-break use.

Car parking is designed to support each building independently, with:

- Dedicated DDA-compliant accessible parking spaces provided near both primary office entries.
- EV charging bays.
- Bicycle parking areas.

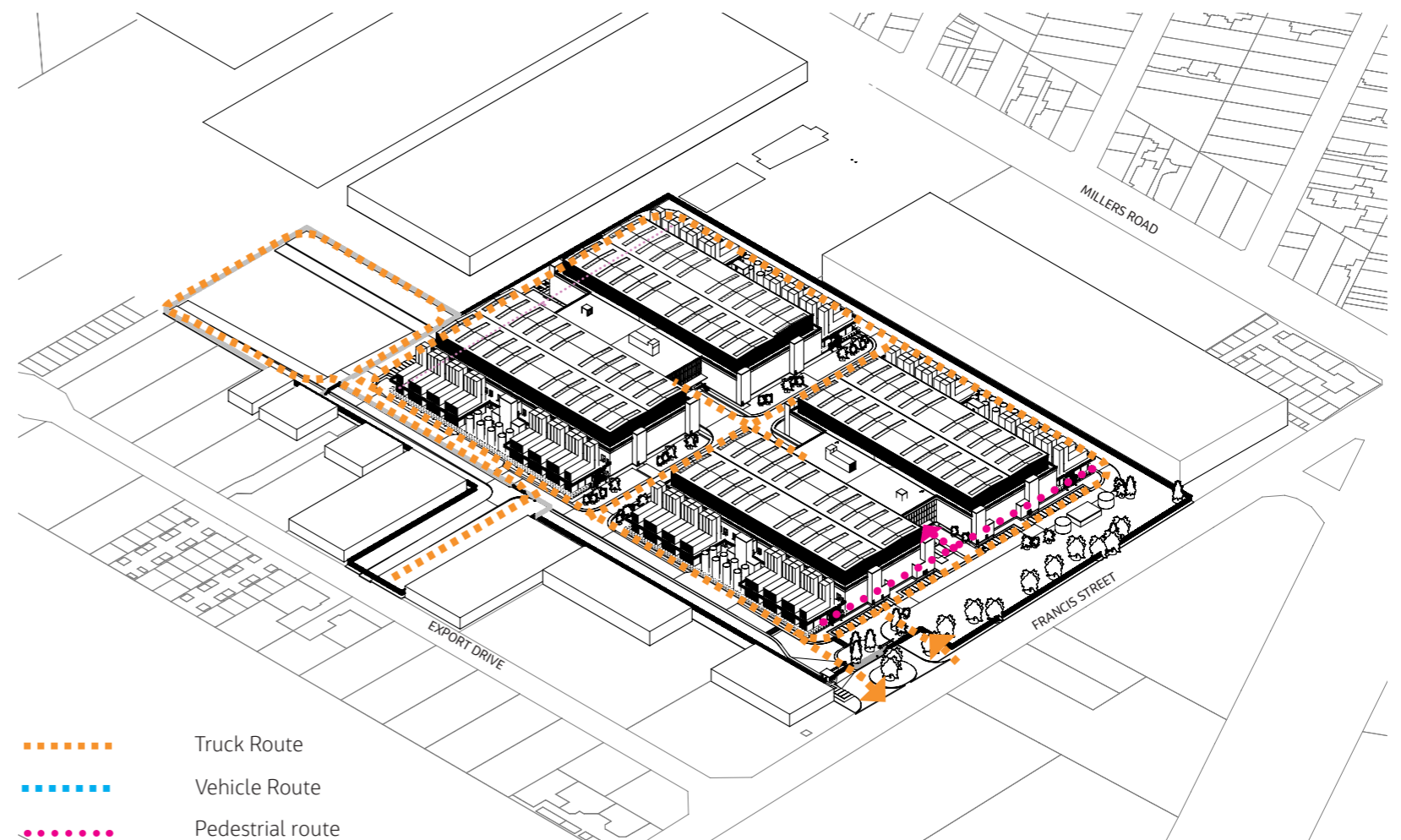
A dedicated loading dock and heavy-vehicle circulation loop is provided at the rear of the buildings, designed to support large-vehicle manoeuvring, equipment deliveries, and emergency generator diesel refuelling. Key features include:

- Separated truck access to minimise conflict with staff vehicles and pedestrians
- A defined internal truck route ensuring consistent and safe circulation between loading docks, plant areas and the designated exit
- Potential truck holding/parking zone located above the proposed underground detention tank, subject to structural engineering confirmation
- Screening through a combination of building orientation, setbacks, and landscape buffers of the loading and service areas from Francis Street.

An additional emergency-only access point is located at 22-24 Export Drive . This dedicated first-responder entry ensures emergency services can access the Site independently of general traffic and remain operational even if the main entrance is compromised.

Emergency egress for occupants is achieved through:

- Multiple exit points distributed along the building perimeter
- Dedicated muster and assembly areas in the setback zones away from truck circulation paths
- Formalised emergency egress pathways connecting to Cherry Lane and James Street, ensuring redundancy in evacuation routes



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3.3 Environmental Considerations

ESD Principles

Passive Design Strategies

The administration office spaces have been designed to maximise natural daylight while maintaining good thermal performance. These passive strategies reduce reliance on artificial lighting and mechanical cooling while maintaining occupant comfort.

Key strategies applied include:

- Optimised glazing ratios and façade performance to balance daylight penetration with solar heat gain.
- Building orientation considered during design to optimise daylight to office areas while minimising direct solar gain.

High Efficiency Cooling Strategy (Waterless Data Centre)

- High-efficiency air-cooled chiller systems
- Closed-loop cooling design
- No water used for cooling towers
- This creates a "waterless data centre" approach, significantly reducing potable water consumption compared with traditional evaporative cooling systems.

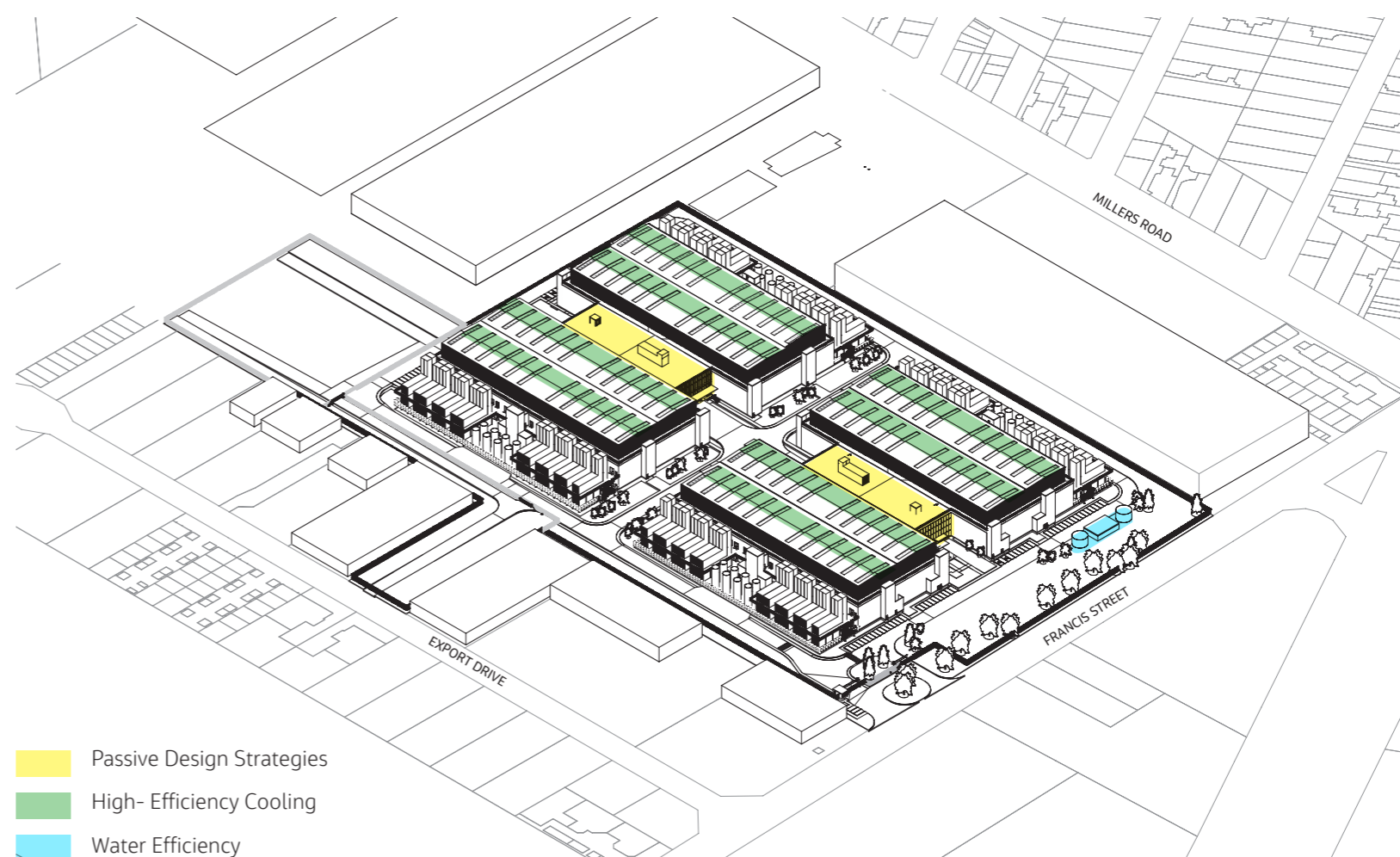
Water Efficiency

- Closed-loop cooling system eliminating cooling tower water demand
- Opportunities for rainwater harvesting and reuse
- Water Sensitive Urban Design (WSUD) for stormwater management.
- Water-efficient fixtures in office areas.
- These initiatives significantly reduce potable water use across the site and in the office buildings.

Stormwater and Site Ecology

Site-wide strategies include:

- Integrated stormwater treatment systems
- Rainwater collection tanks – 30kL rainwater capacity
- Minimum 10% site vegetation coverage to support urban ecology and reduce heat island effects.



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3.4 Built Form

Site Layout & Rationale

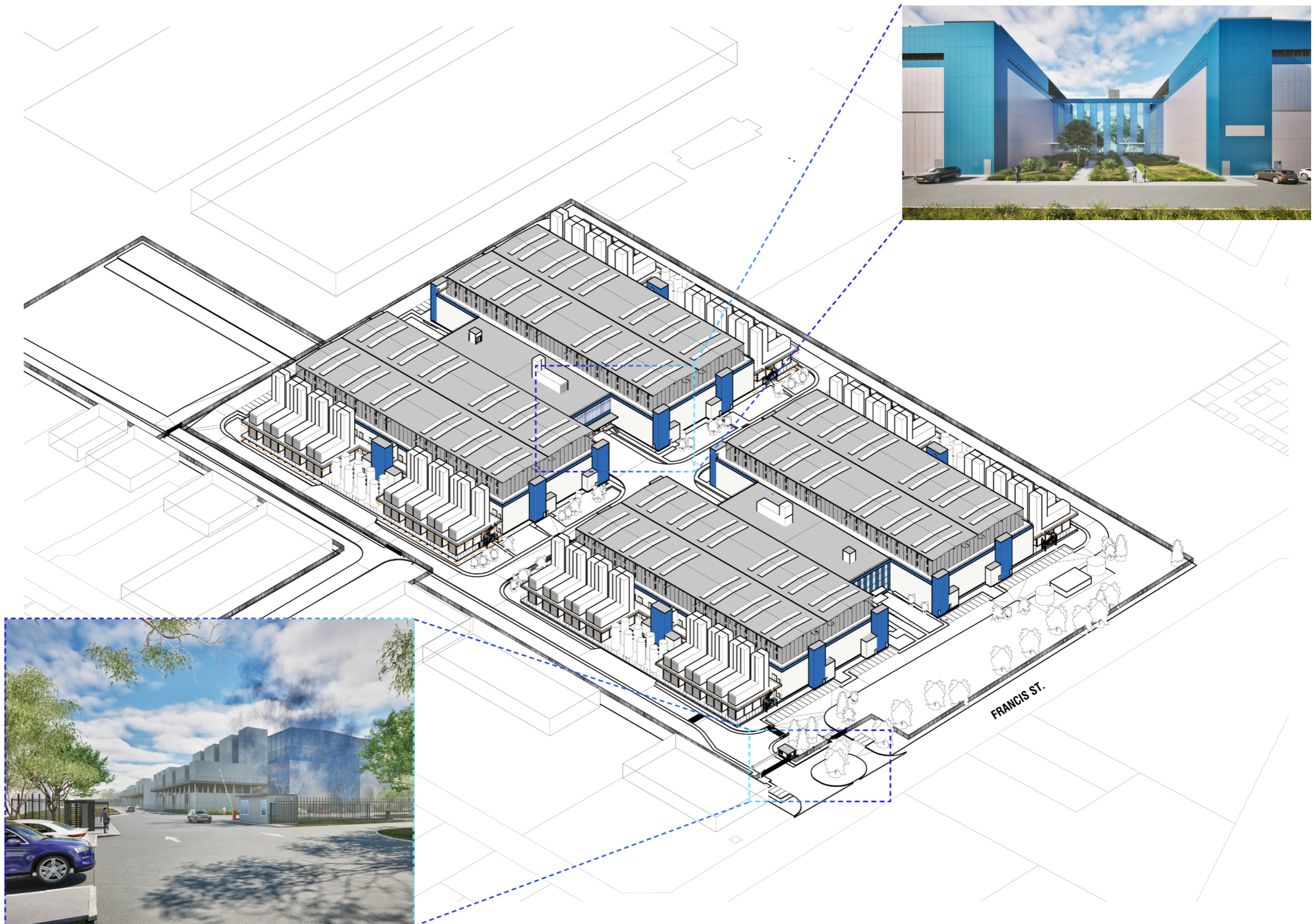
The built form of the Project is intentionally shaped by the operational needs of a high-performance data centre, resulting in a series of large, energy efficient buildings arranged to support secure access, clear circulation, and optimal internal functionality. While the built form reflects the technical requirements of the facility, the architectural response incorporates strategies to create visual interest, improve streetscape presence, and introduce a more human-scaled experience.

Feature colour panels and accent treatments are applied to key external wall surfaces, including the vertically enclosed stair cores positioned at the building corners. These elements provide visual rhythm, highlight important architectural components, and help define the built form hierarchy.

Façade Articulation Strategies

- To manage the scale of the buildings and improve their interface with the public realm, the design incorporates façade articulation approaches, including:
- Variation in materiality and colour, introducing contrast and depth across long elevations
 - Vertical and horizontal breaks, using expressed joints, recessed panels, and stair elements to reduce the reading of uninterrupted mass
 - Textural differentiation, such as changes in cladding profile or finish, to create subtle movement and shadow across the façade
 - Integrated landscape buffers, positioned in front of the building edges to soften the interface and visually anchor the structures to the ground plane.

These strategies work together to ensure the buildings present visually rather than purely functional.



4 Design Response & Materiality

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Design Response & Materiality

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4.1 Overview

Design Response

The Project delivers a purpose built, contemporary data centre campus that responds to its industrial context while establishing a high quality architectural and landscape identity. The design moves beyond meeting technical requirements, instead integrating built form, site planning, sustainability initiatives and human centred principles into a coordinated environment. The Project's design is tailored to the operational needs of a large scale data centre, incorporating secure circulation, efficient servicing, and resilient infrastructure. These functional drivers are complemented by an architectural strategy that manages the visual scale of the buildings, enhances the street interface, and introduces landscaping that contributes to a more welcoming and legible arrival experience.

By adopting a balanced approach, the Project creates a robust and refined built form that aligns with the evolving character of Export Drive and Francis Street and the broader technology focused precinct.



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4.2 Materplanning Principles



HUMAN-CENTRED DESIGN

- Softening of the scale and mass of the building, particularly improving the street presence through boundary planting and varied fence design.
- Human-centric entrance design creating a more comfortable entrance procession for users.
- Enhanced public realm through a landscaping strategy which prioritises user experience through human-scale trees, placemaking through significant tree planting and wide open paths.
- Clear legibility so visitors, staff, and the community can intuitively understand how to approach and navigate the site.



SUSTAINABILITY

- Circular material use through modular components designed for disassembly, reuse, and cradle-to-cradle recovery.
- Lower lifecycle waste by selecting systems that can be repurposed at end-of-life.
- Context-driven planting that reflects local ecology and enhances on-site biodiversity.
- Climate-responsive greenscaping supporting shading, cooling, and reduced heat-island impacts.
- Efficient resource use by avoiding over-building and enabling targeted, demand-aligned expansion.



CONSTRUCTION EFFICIENCY

- Rapid delivery through parallel off-site fabrication and reduced on-site time.
- Consistent quality from factory-controlled assembly of repeatable components.
- Scalable capacity via modular blocks that support phased expansion.
- Lower on-site risk with fewer trades, less congestion, and reduced weather exposure.
- Efficient maintenance using standardised, easily replaceable modules.
- Reduced waste and optimised logistics from controlled manufacturing environments.



DATA CENTRE (DATA HALL) DEVELOPMENT

- Optimised capital spend by fitting out only the capacity required for early operations within the Data Hall zones.
- Reduced delivery risk through smaller, manageable project phases.
- Operational continuity as later stages can come online without disrupting live environments.
- Faster time-to-market with initial stages delivered quickly to meet immediate demand.
- Adaptable planning allowing design adjustments based on evolving technology, loads, or client needs.

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Design Response & Materiality

4.3 Landscape Approach & Building Plan

The landscape design establishes a durable, low-maintenance, and ecologically responsive environment that supports operational efficiency and wellbeing of staff and visitors. The selection of hardy Australian native cultivars reflects the surrounding context and is suited to local climate and soil conditions.

The approach integrates several coordinated principles: a continuous low level perimeter planting zone that softens the fence line while maintaining clear sightlines for security, structured planting along key pedestrian and vehicular routes to ensure vegetation does not obstruct movement corridors or compromise operational visibility, and the careful placement of taller trees only where they do not conflict with underground services, utilities or future expansion needs.

Turf is limited to the primary entry landscapes with all other soft landscape zones comprising resilient groundcovers, shrubs and layered planting assemblies that provide a cohesive and ecologically appropriate character. Landscape integrated amenity spaces are located at key building entries featuring seating, textured paving and small canopy trees to create moments of respite within the secure environment. Planting along the building edges softens architectural massing and subtly screens views from Francis Street. Together, these elements form a unified landscape that enhances the Site's identity, complements the built form and supports a legible movement network.

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4.4 Building Layout

Building Layout & Program

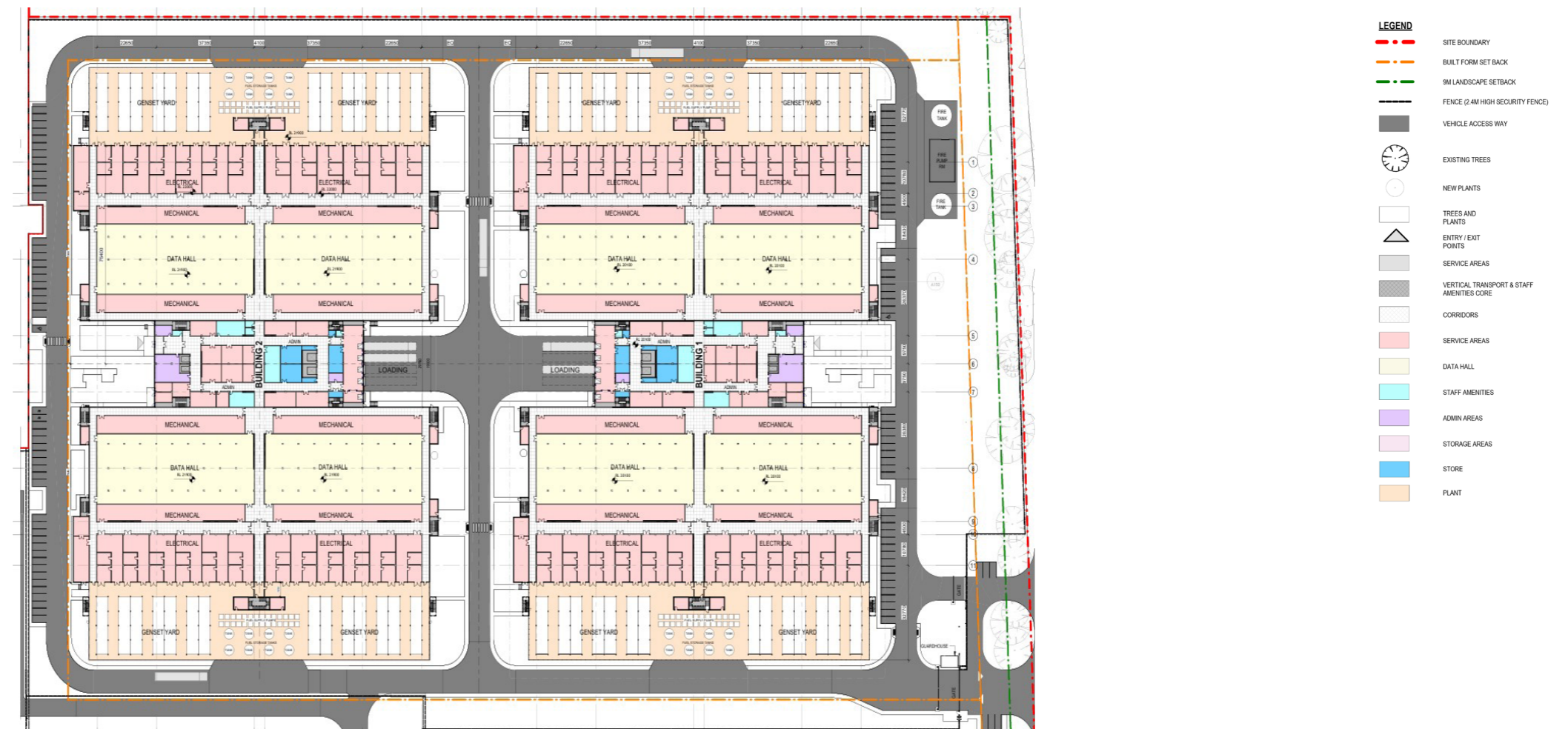
The Project proposes two identical data centre buildings, each designed with a highly functional and repeatable layout that supports operational efficiency, security, and long term scalability. Both buildings follow the same organisational logic, integrating administrative spaces, secure technical areas, service zones and plant infrastructure into a clear and easily navigable arrangement.

At the centre of each building is a dedicated administrative support zone that accommodates a range of workplace and operational functions. This includes meeting rooms, open plan office areas, staff amenities, breakout spaces, end of trip facilities and security control points. These areas are deliberately positioned along the building perimeter to take advantage of natural daylight, improving workplace comfort and reducing reliance on artificial lighting. Internal circulation from the administrative area provides controlled and highly secure access into the adjacent data halls, with security screening, access control and monitoring points integrated into the movement path.

The data halls, arranged as two levels on either side of the administrative support zone are directly accessible from the support spaces through restricted, access controlled zones. This arrangement ensures staff who require entry to mission critical areas can move efficiently between functions while maintaining strict security protocols. The adjacency also supports short, direct service routes for technical operations staff.

Each data hall is designed to support high efficiency rack layouts, optimised aisle widths, and clear service reticulation pathways. Plant rooms and equipment spaces are located strategically to minimise cable and pipe runs, reduce energy losses, and maintain strong separation between data hall and plant areas. Mechanical chiller plant is located at rooftop level and external backup generators on gantry structures are positioned on both sides of each building to provide redundancy.

Loading docks and goods handling are located at the rear, separated from staff and visitor entrances, with controlled internal routes ensuring secure, non-public delivery to equipment and data hall service zones.



Master Plan

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Design Response & Materiality

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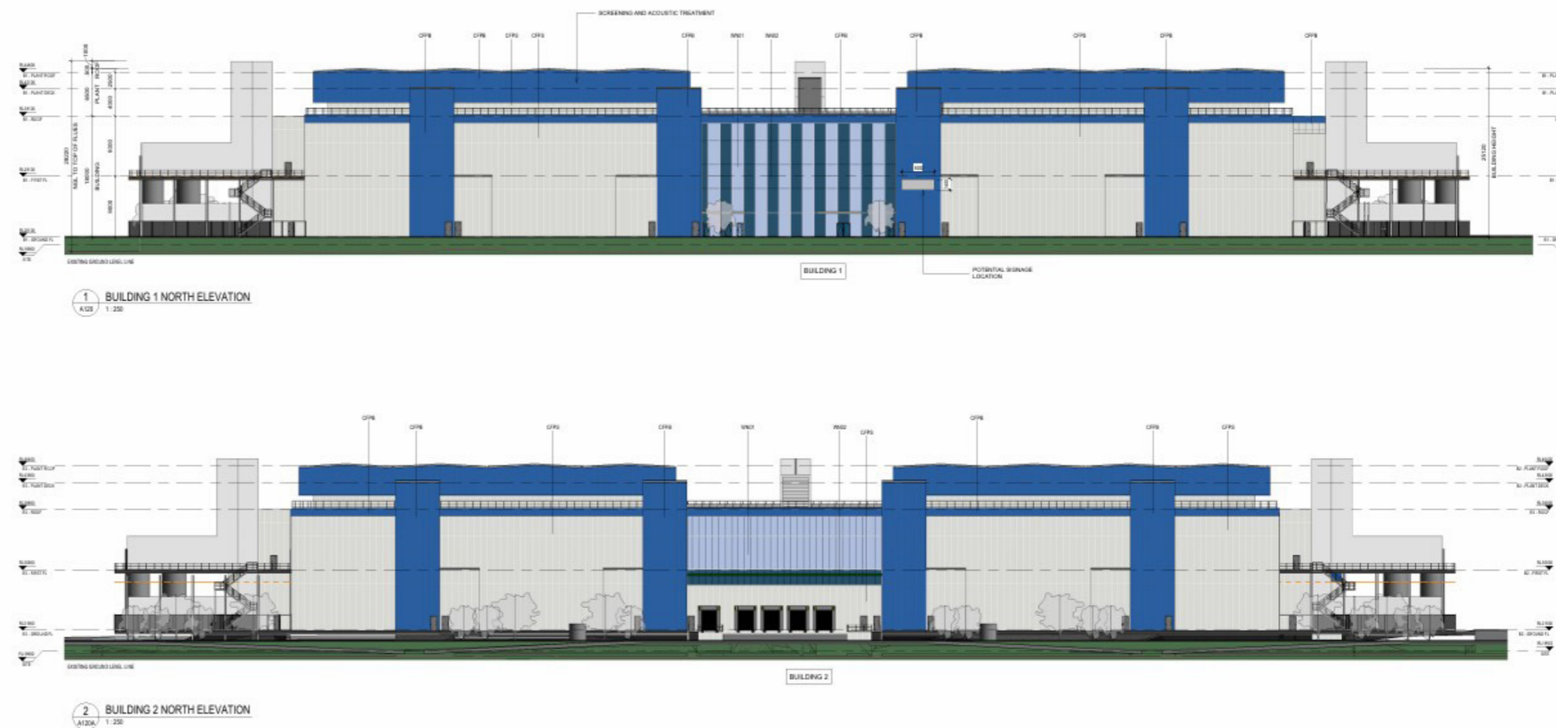
4.5 Materiality

Material Selections & Articulation

The material palette selected provides durability, long term performance and an architectural expression aligned with the surrounding industrial character. The façades employ neutral grey and off white tones presenting a calm, contemporary and contextually appropriate appearance, complemented by blue accent elements adding visual interest and harmonising with the landscape. Roof panels in Shale grey, and all exposed structure in galvanised steel, reinforce the focus to be retained on the visually engaging facade articulation.

Robust metal cladding systems form the primary exterior surfaces ensuring resilience, low maintenance requirements and strong weather protection, while the roof and canopy materials are chosen for endurance, thermal performance and consistency with the overall architectural palette. Material articulation is achieved through colour blocking, textural variation and vertically expressed elements all of which help break down the visual mass, introduce rhythm and reinforce the layered composition.

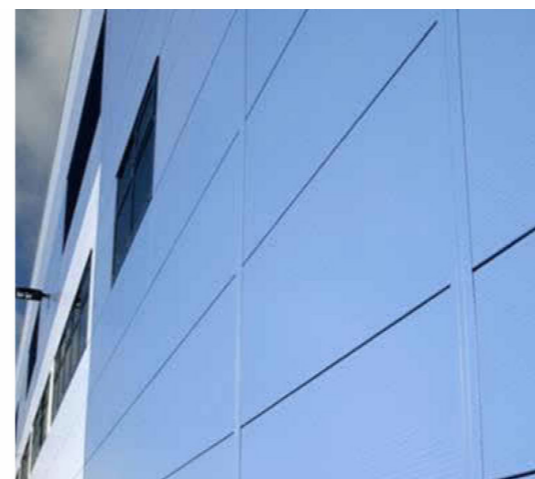
Collectively, these material choices contribute to an industrial yet refined built form that is visually cohesive, durable and well suited to a mission critical facility.



CRF - Roof Panel (Shale Grey)



CFPS - Facade Panel (Shale grey)



CFPB - Facade Panel Blue (Colorbond Blue)



WN01 - Facade Glazing



WN02 - Facade Glazing Opaque (to match Duratec Storm)

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4.6 Proposed Design



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