

The background image shows a server room with rows of server racks. In the foreground, a workstation is visible with a monitor displaying data charts and a keyboard. The lighting is blue and professional.

URBIS

85 SHARPS ROAD, TULLAMARINE

DEVELOPMENT FACILITATION PROGRAM PLANNING REPORT

Prepared for
EMKC3
December 2024

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Report Number	1

SUBMISSION DOCUMENTS

This report is to be read in conjunction with:

- Certificate of Title
- Metropolitan Planning Levy certificate
- Architectural Plans, prepared by Greenbox
- Landscape Plan, prepared by Geoscapes
- Environmental Noise Assessment, prepared by Acoustic Logic
- Preliminary Hazard Assessment, prepared by SLR Consulting Australia
- Ecology Assessment, prepared by WSP
- Sustainability Management Plan, prepared by LID Consulting
- Traffic & Transport Impact Assessment, prepared by Impact Traffic Engineering Pty Ltd
- Environmentally Sustainable Design – Sustainability Management Plan, prepared by Low Impact Development Consulting
- Civil Stormwater Design Report, prepared by Enstruct Group
- Arborist Report, prepared by Melbourne Tree Care
- Native Vegetation Removal Plan, prepared by WSP

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EXECUTIVE SUMMARY

This report has been prepared on behalf of EMKC3 with respect to their proposal for the use and development of a Data Centre located at 85 Sharps Road, Tullamarine. This application is being lodged via the Development Facilitation Program as a Significant Economic Development pursuant to Clause 53.22 of the Brimbank Planning Scheme.

BRIMBANK PLANNING SCHEME

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

CONTROLS/PROVISIONS	PERMISSIONS
Clause 33.01 (Industrial Zone – Schedule 1)	<ul style="list-style-type: none"> Use – Utility Installation (Section 2) – Clause 33.01-1 Buildings and works – Clause 33.01-4
Clause 45.06 (Development Contributions Plan Overlay – Schedule 2)	<ul style="list-style-type: none"> No applicable permissions
Clause 52.06 (Car Parking)	<ul style="list-style-type: none"> To the satisfaction of the responsible authority
Clause 52.17 (Native Vegetation)	<ul style="list-style-type: none"> Remove, destroy, or lop native vegetation
Clause 52.29 (Land adjacent to the Principal Road Network)	<ul style="list-style-type: none"> Create or alter access to a road in a Transport Zone 2
Clause 52.34 (Bicycle Facilities)	<ul style="list-style-type: none"> To the satisfaction of the responsible authority

Table 1 – Applicable Controls and Permissions

ASSESSMENT SUMMARY

The proposed Data Centre aligns with the site's industrial zoning and Tullamarine Industrial Area designation. The proposal represents a high quality, context-appropriate, and functional proposal, complying with the requirements of the Brimbank Planning Scheme and Industrial Design Guidelines. The development contributes to Victoria's economy, aligns with Plan Melbourne 2017-2050, and meets Best Practice standards for sustainability. Arboricultural and ecological assessments have been prepared to ensure the proposal considers environmental matters.

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

- ✔ The proposed use of the site as a Data Centre aligns with its Industrial 1 Zoning and is consistent with the site's designation within the Tullamarine Industrial Area.
- ✔ The proposed built form is appropriate to its context and complies with Brimbank Planning Scheme.
- ✔ The design achieves a balance between security measures, aesthetic appeal and functionality.
- ✔ The development adheres to the adopted Brimbank Industrial Design Guidelines, ensuring high-quality and sustainable industrial development.
- ✔ The development meets the criteria of digital technologies pursuant to the Development Facilitation Program and Clause 53.22, providing a positive contribution to Victoria's economy.
- ✔ The development aligns with Plan Melbourne 2017-2025, fostering economic and employment growth.
- ✔ Ecological impact assessment ensures compliance with local, state, and federal policies and legislation.
- ✔ Landscaping is proposed along all boundaries of the site, including some canopy tree planting.

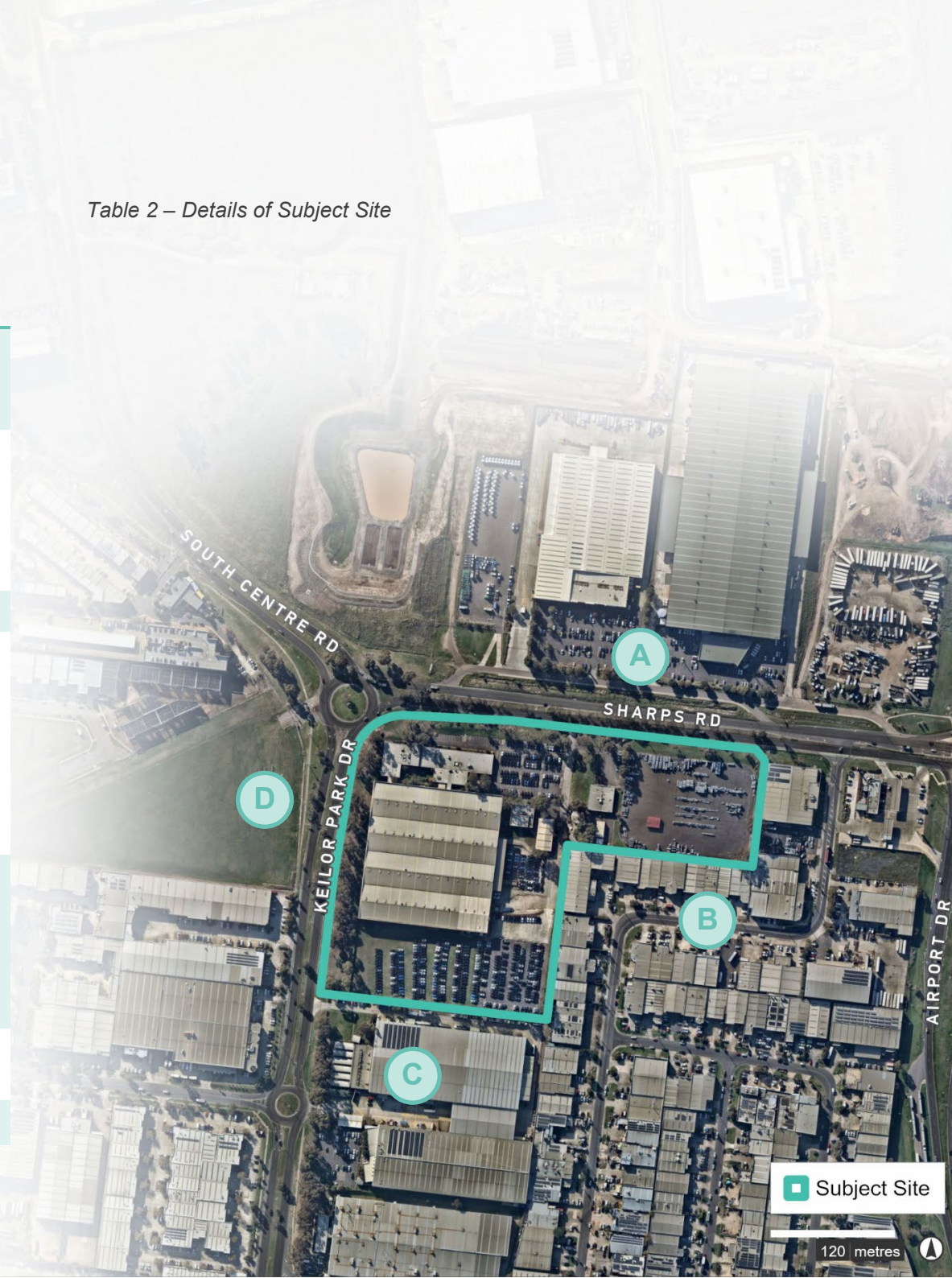
1. SITE CONTEXT

1.1. SUBJECT SITE

Key details of the site are as follows:

CATEGORY	DESCRIPTION
Existing Conditions	Two storey office/warehouse formerly tenanted by Honda, containing three large carparks, sparsely vegetated with grass and various trees.
Location	The site is located on the corner of Sharps Road and Keilor Park Drive, within the Tullamarine Industrial Area identified in the Brimbank Planning Scheme. The broader precinct is characterised by a wide variety of industrial uses of varying size.
Area	8.070 Hectares
Frontages	Sharps Road – 382.46 metres (North) Keilor Park Drive – 273.41 metres (West) 100 Keilor Park Drive – 220.22 metres (South) 41-51 Assembly Drive – 169.49 metres (Southeast) 51-63 Assembly Drive – 180 metres (Southeast) 65-83 Assembly Drive – 102.71 metres (East)
Title	Lot 95 on Plan of Subdivision 135452 The site is subject to a drainage and sewerage easement 3m wide running along the south-eastern boundary. There are no restrictive covenants or s173 agreements registered on title.
Vehicle Access	Two double width crossovers to Sharps Road.
Vegetation	Sparsely vegetated with grass and various trees.

Table 2 – Details of Subject Site



1.2. IMMEDIATE SURROUNDS

North

To the north of the subject site is a four-lane arterial road (Sharps Road) which features two east and westbound lanes. Central to the roadway is a landscaped nature strip featuring an array of street trees, a service road is located further north. At 130 and 140 Sharps Road are two large multi-level office/showrooms with warehouse facilities.

130 Sharps Road is operated as a Laminex showroom, the facility is approximately three storeys tall and is clad in white concrete panelling with a central glazed front showroom area to Sharps Road. The sites front setback maintains a large at-grade carparking area, set behind a landscape buffer. Site access is afforded by two double width crossovers to Sharps Road Service Road. A larger ramped crossover is located directly adjacent to customer and staff access areas, providing access to the rear warehouse facility.

140 Sharps Road is operated by Startrack, the facility is approximately three storeys tall and is clad in mixed cement and aluminium panelling and heavily glazed to its southern façade. The site also maintains a large at-grade carparking area to Sharps Road, set behind a landscape buffer zone. Site services (i.e. fire boosters, electrical maintenance, Hazchem) and drainage are located within the landscape buffer zone. The front entrance features a large business identification panel sign with the Startrack logo. A larger ramped crossover is located directly adjacent to customer and staff access areas, providing access to the rear warehouse facility.



Picture 1 – 140 Sharps Road, Tullamarine - Startrack

Source: Google Maps



Picture 2 – 130 Sharps Road, Tullamarine – Laminex Showroom

Source: Google Maps

East

Assembly Drive, located to the east of the subject site, is characterized by a variety of small to medium-sized industrial warehouses. These sites typically feature double-storey buildings, which are often clad in cement render, rendered panels, or aluminium sheeting. Each building usually has glazed office windows facing the front setback.

The buildings on Assembly Drive are generally set back between 15 and 20 metres from the road frontages. This arrangement allows for at-grade site car parking or external storage in the frontages, although it offers limited opportunities for vegetation. The colour schemes of these buildings are typically simple, with a mix of greys, greens, and browns. Notably, number 41-43 is the only building featuring brickwork on the eastern portion of Assembly Drive.

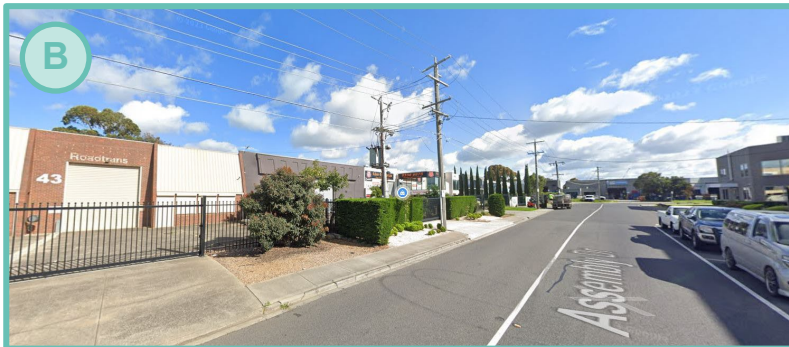
The roofing of each site is usually aluminium-clad, with straightforward pitched roof forms. Photovoltaic panelling is utilized at numbers 41-43, 47, and 67. Sites in this area typically have wire mesh or black palisade fencing, along with single or double-width crossovers.



Picture 3 – 67 Assembly Drive, Tullamarine – InProof Towing



Picture 4 – 65a Assembly Drive - Daemco



Picture 5 – 43 Assembly Drive, Tullamarine & Surrounds

Source: Google Maps

South

To the south of the subject site is 100 Keilor Park Drive, Tullamarine. This large, commercial and industrial property houses the operations of KTM Construction Group, Hyper Extension Pty Ltd, and Carrabba's Group. The site spans approximately 40,470 square metres, with the majority of the area occupied by two three-storey box gabled warehouses, located to the north and south. Both warehouses are clad in aluminium panelling and maintain photovoltaic panelling. Additionally, there are single-storey offices with a sawtooth roof profile facing Keilor Park Drive.

The site is bisected by a central accessway, which facilitates access to both warehouses' loading and unloading facilities, as well as to an at-grade car park located on the site's southwestern frontage. Access to Keilor Park Drive is provided through a centrally located double-lane crossover, with one lane dedicated to both entry and exit. The site also features an access lane to the north of the lot, which runs for the entirety of the subject sites southern border and offers rear and side access to the northern warehouse building and additional parking.

The site's frontage on Keilor Park Drive is set back approximately 20 metres and is heavily vegetated, with a buffer of native trees and grasses.



Picture 6 – 100 Keilor Park Drive, Tullamarine

Source: Google Maps

West

To the west of the subject site is a four-lane arterial road (Keilor Park Drive) which features two north and southbound lanes. Central to the roadway is a landscaped nature strip featuring an array of street trees and lighting poles and is predominantly grassed.

Further west is 125 Keilor Park Drive, Tullamarine, a vacant lot of approximately 45,130 square metres. The site which fronts the Keilor Park Drive and Sharps Road intersection, maintains a multi lane crossover entrance and is bordered by a wire mesh fence.

Further south to the subject sites western interface is 101-105 Keilor Park Drive, Tullamarine, an industrial park which houses RSEA Safety Tullamarine, Skybridge and Book Grocer Warehouse. The industrial park is of a uniform double-storey design with rendered cement cladding, architectural fins protruding to the public realm and glazed windows from ground to upper levels. The site is accessed via a multi-lane crossover with at-grade car parking and loading provided via a central accessway. The site features a small, landscaped buffer of approximately 3 to 4.5 metres.



Picture 7 – 125 Keilor Park Drive & 101-105 Keilor Park Drive, Tullamarine

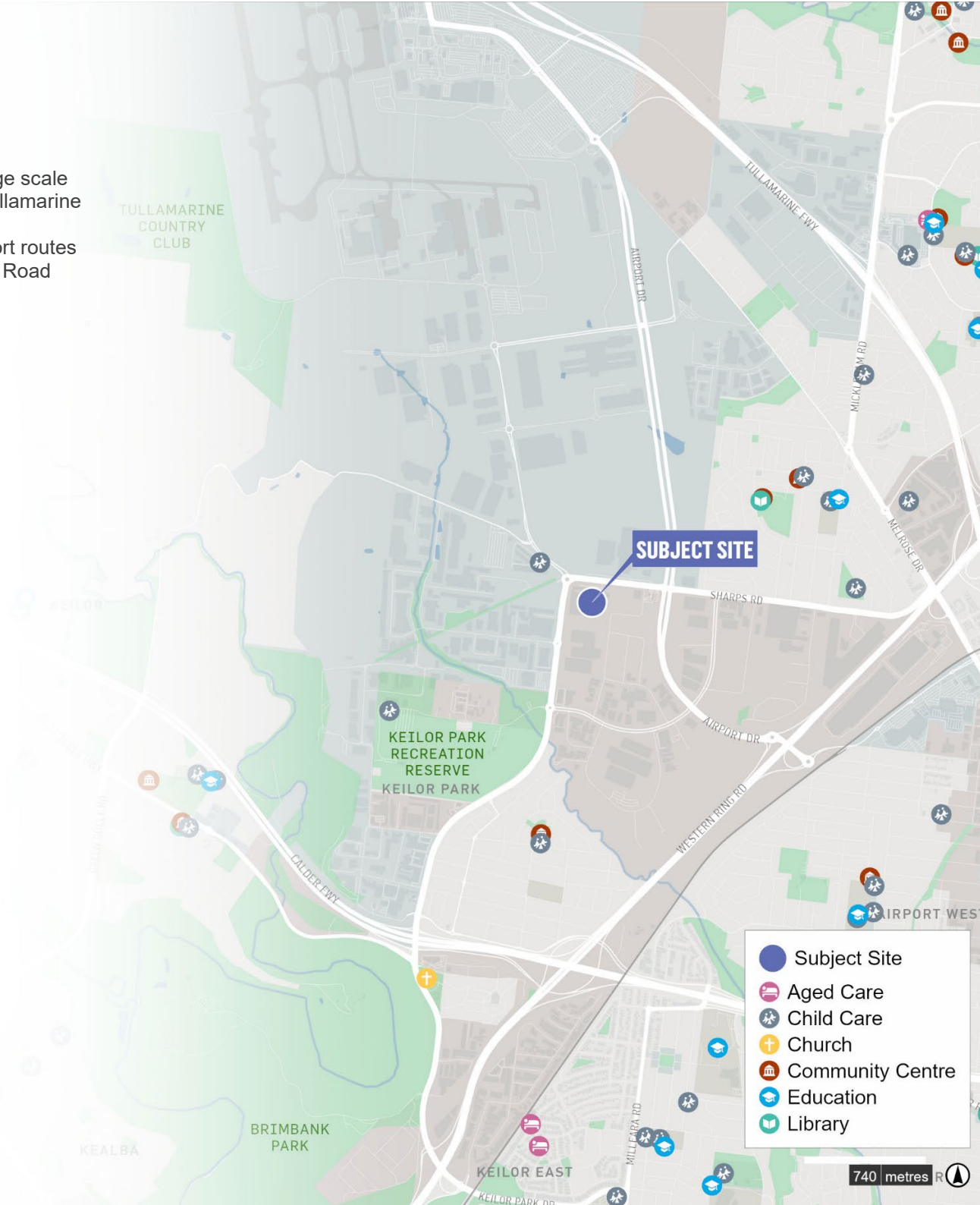
Source: Google Maps

1.3. SURROUNDING CONTEXT

The area surrounding the subject site is characterised largely by large scale industrial and commercial warehouse and factory uses within the Tullamarine Industrial Area and sits within the broader context of the Melbourne Tullamarine Airport. The site maintains connections to major transport routes via Sharps Road (north), Keilor Park Drive (west) and Western Ring Road (east).

Key locations within the vicinity include:

- 1 Melbourne Airport
- 2 Steele Creek
- 3 Tullamarine Industrial Precinct
- 4 Keilor Park Industrial Precinct
- 5 Westfield Airport West
- 6 Keilor Park Recreation Reserve
- 7 Gladstone Park Shopping Centre
- 8 Essendon Fields Airport
- 9 Tullamarine & Keilor Park Residential Areas



2. PROPOSAL

2.1. OVERVIEW OF PROPOSAL

This application is proposing the use and development of the land for a Data Centre at No. 85 Sharps Road, Tullamarine. Planning permission is sought under the provisions of Clause 53.22 (Significant Economic Development). The facility is intended to operate 24 hours a day, 7 days a week.

The buildings and works include the construction of buildings six-storey's high along with ancillary requirements (substations, water tanks, guard kiosk). The application is also proposing the removal of native vegetation and access to a road in a Transport Zone 2.

Key details of the proposal are as follows.

ELEMENT	PROPOSAL
Maximum Building Height	32.5 metres (Top of Plant Area = 38.15 metres)
Minimum Main Building Setbacks	<ul style="list-style-type: none"> ▪ South (100 Keilor Park Drive): 49.40 metres ▪ South (51-57 Assembly Drive): 15.496 metres ▪ West (Keilor Park Drive): 19.157 metres ▪ East (43-51 Assembly Drive): 17.508 metres ▪ North (Sharps Road): 23.376 metres
Car parking	164 Parking Spaces 6 Motorcycle Spaces
Bicycle Parking	8 Bicycle Spaces

Materials	<ul style="list-style-type: none"> ▪ Façade: <ul style="list-style-type: none"> – Precast Concrete, Louvers (powder coated), Grey Tinted Glazing ▪ Roof/Guttering <ul style="list-style-type: none"> – Metal & Aluminium (powder-coated) ▪ Substations <ul style="list-style-type: none"> – Blockwork ▪ Water Tanks <ul style="list-style-type: none"> – Galvanised Steel
Landscaping	<ul style="list-style-type: none"> ▪ 3-metre-wide landscape area border setback inclusive of low groundcovers/creepers ▪ Various tree plantings to Sharps Road and Keilor Park Drive with the provision of 67 trees across the site. ▪ 1.8-metre-high chain link fence around site boundary. ▪ 2.4-metre-high anti climb welded mesh security fence located behind the landscaped border.
Diesel Storage	Diesel storage will comprise of belly tanks, day tanks and bulk fuel tanks with a total storage capacity of 1,409 tonnes.
Staging	The proposed development is to be constructed across 4 stages.

Table 3 – Details of Proposal

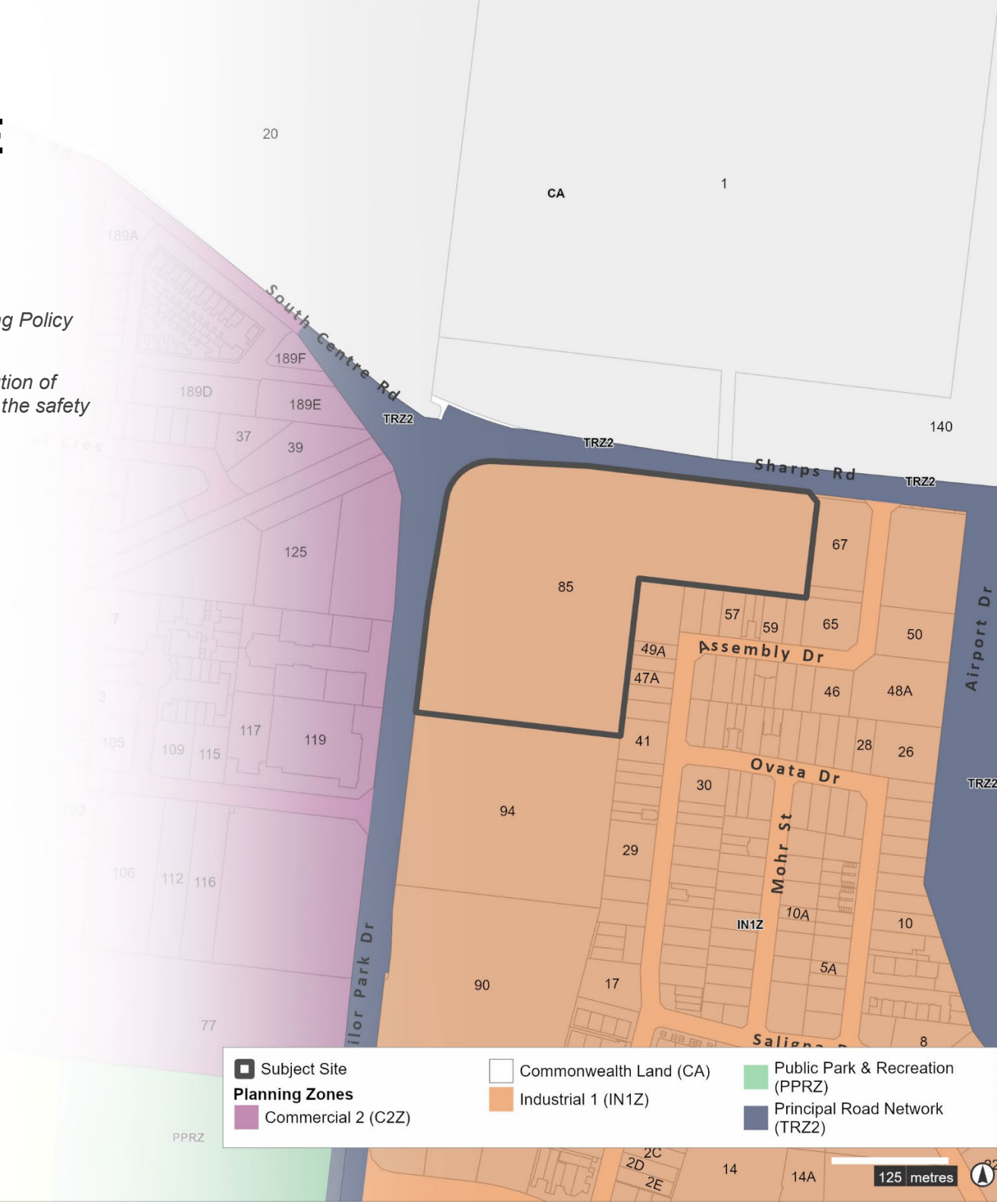
3. BRIMBANK PLANNING SCHEME

A summary of the key controls and policies is provided below.

3.1. INDUSTRIAL 1 ZONE

The purpose of the Industrial 1 Zone is as follows:

- 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



3.2. DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

The purpose of the Development Contributions Plan Overlay is as follows:

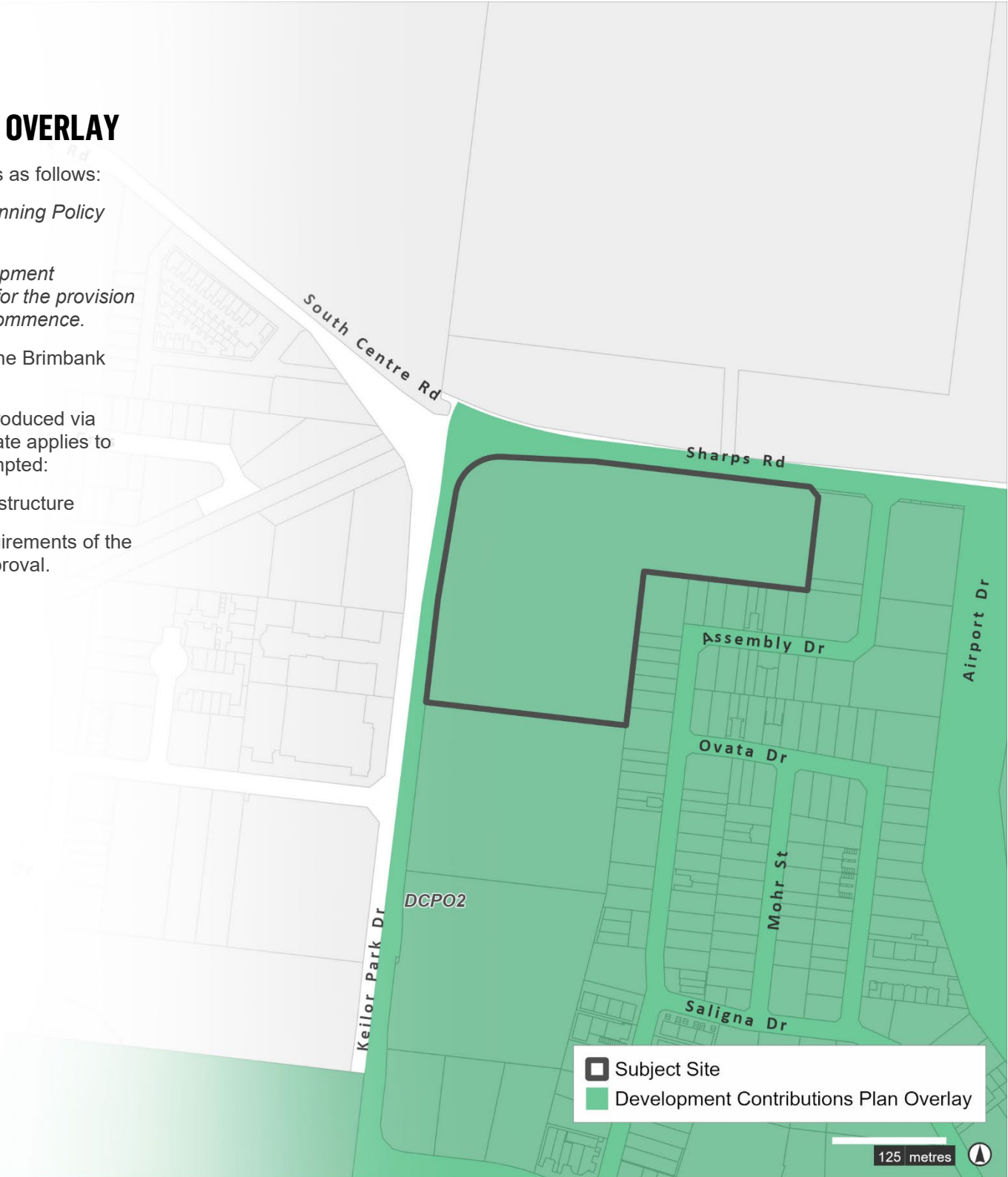
- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.*

The site at 85-95 Sharps Road, Tullamarine is located within the Brimbank Development Contributions Plan Area No. 6.

Pursuant to the Municipal Development Contributions Plan introduced via Amendment C187 on 25 January 2018, the following charge rate applies to industrial developments, to which the development is not exempted:

- \$0.19 per square metre of floorspace to development infrastructure

We request that the required payment in accordance with requirements of the DCPO (Charge Area 6) be conditioned on the permit upon approval.



3.3. GENERAL AND PARTICULAR PROVISIONS

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

- **Clause 52.06 – Car Parking**
- **Clause 52.17 – Native Vegetation**
- **Clause 52.29 – Land Adjacent to the Principal Road Network**
- **Clause 52.34 – Bicycle Facilities**
- **Clause 53.10 – Uses with Potential Adverse Impacts**
- **Clause 53.18 – Stormwater Management in Urban Development**
- **Clause 53.23 – Significant Economic Development**
- **Clause 65 – Decision Guidelines**

3.4. MUNICIPAL PLANNING STRATEGY

- **Clause 2.01 (Context)** – Brimbank, located 11-23km northwest of Melbourne's CBD, is a culturally diverse municipality with significant Aboriginal heritage. It's home to 197,000 residents, projected to grow to 220,000 by 2036. Despite being the second most disadvantaged area in Melbourne, it boasts a diverse economy and extensive open spaces, including several environmentally significant areas.
- **Clause 02.02 (Vision)** – Brimbank City Council aims to create a vibrant, inclusive, and prosperous community. Goals include ensuring safety, health, community participation, well-maintained public spaces, sustainable living, biodiversity protection, urban growth management, strong local economy, high-quality affordable housing, and positioning Brimbank as a prime destination for business and lifestyle.
- **Clause 02.03-3 (Environmental Risks and Amenity)** – Aims to encourage developments to effectively consider and manage impacts of climate change.
- **Clause 02.03-4 (Built Environment and Heritage)** – Seeks to ensure that design, height and scales are complementary and sustainable within preferred built form character. It further aims to provide complementary transition scales, permeability and fine grain character in urban renewal areas.

- **Clause 02.03-6 (Economic Development)** – Promotes development which contributes to the economic prosperity of the state through provision of various employment opportunities.

3.5. PLANNING POLICY FRAMEWORK (PPF)

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

- **Clause 11.02-1S (Supply of Urban Land)** – Aims to secure ample land for various uses and explore opportunities for urban area consolidation, redevelopment, and intensification.
- **Clause 11.03-2S (Growth Areas)** – Brimbank's growth strategy aims to concentrate urban expansion near transport corridors and services, ensuring infrastructure efficiency and environmental protection. It includes increasing residential densities, timely public transport provision, creating local employment opportunities, and preserving heritage and environmental areas. The strategy also involves developing mixed-use activity centres, diverse housing types, and safe neighbourhoods, guided by Growth Area Framework Plans and Precinct Structure Planning Guidelines
- **Clause 13.01-1S (Natural Hazards and Climate Change)** – Seeks to implement risk-based planning to mitigate natural hazards, adapt to climate change impacts, and guide population growth to low-risk areas.
- **Clause 13.05-1S (Noise Management)** – Aims to manage noise effects on sensitive land uses through strategic development, design, and land use separation, adhering to environmental regulations.
- **Clause 13.07-1S (Land Use Compatibility)** – Aims to safeguard community amenity, health, and safety while enabling suitable commercial, industrial, and other uses. Strategies include ensuring land use compatibility, avoiding location of incompatible uses in areas prone to adverse impacts, minimising off-site impacts through design and operational measures, and protecting commercial and industrial uses from encroachment.
- **Clause 15.01-2L-01 (Building Design – Brimbank)** – Industrial strategies in Brimbank include encouraging transparent fencing for security that integrates with buildings, avoiding barbed wire fencing, positioning loading facilities away from public and residential areas, and designing side and rear walls of buildings to provide visual interest.

- **Clause 15.01-2L-02 (Environmentally Sustainable Development)** – Brimbank's policy for environmentally sustainable development applies to residential and non-residential projects, aiming for best practice from design to operation. Strategies include minimising environmental impacts, reducing energy use, managing water efficiently, improving indoor environment quality, promoting active and public transport, managing waste effectively, and enhancing urban ecology. Buildings over 2000 square metres require a Sustainability Management Plan and a Green Travel Plan.
- **Clause 17.01-1R (Diversified Economy – Metropolitan Melbourne)** – This strategy aims to diversify Melbourne's economy by supporting the Central City's growth, redeveloping urban precincts, developing employment clusters, enhancing health and education precincts, supporting diverse employment in industrial areas, and facilitating investment in outer areas.
- **Clause 17.03-1S (Industrial Land Supply)** – Aims to ensure sufficient industrial land availability. Strategies include providing ample industrial land in suitable locations, identifying land in urban growth areas with good access and buffer zones, protecting existing industrial areas for further development, preserving significant industrial land for employment-generating uses, and avoiding non-industrial uses that could limit future industrial availability.
- **Clause 17.03-1L (Industrial Land Supply – Brimbank)** – For Brimbank's industrial land supply, strategies include encouraging coordinated development of large sites, discouraging retail and non-industrial uses within industrial areas unless they support industrial activities, discouraging sensitive uses in the Industrial 2 Zone, and supporting on-site office uses. The Brimbank Industrial Land Use Strategy 2018 - 2030 is a relevant policy document.
- **Clause 17.03-2S (Sustainable Industry)** – Aims to facilitate sustainable industrial operations. Strategies include appropriate location of industrial activities based on threshold requirements, minimising inter-industry conflict, protecting industrial zones from encroachment, supporting small-scale industries in urban areas, providing adequate buffer zones between sensitive uses and hazardous industries, and encouraging freight-generating industries to locate near transport terminals.
- **Clause 17.03-3R (Regionally Significant Industrial Land – Metropolitan Melbourne)** – The objective for regionally significant

industrial land in Metropolitan Melbourne is to protect such land and promote continual growth in freight, logistics, and manufacturing investment. It also aims to support the transition from manufacturing land uses to other employment uses in areas strategically identified for their strong transport connections.

3.6. PLANNING PERMIT TRIGGERS

The proposed use of the site and buildings and works trigger the following planning permit requirements pursuant to the Brimbank Planning Scheme:

- **Clause 33.01 (Industrial Zone – Schedule 1)**
 - *Use – Utility Installation (Section 2) – Clause 33.01-1.*
 - *Construct a building or construct or carry out works – Clause 33.01-4.*
- **Clause 52.17 (Native Vegetation)**
 - *To remove, destroy or lop native vegetation, including dead native vegetation – Clause 52.17-1.*
- **Clause 52.29 (Land Adjacent to the Principal Road Network)**
 - *Create or alter access to a road in a Transport Zone 2 – Clause 52.29-2.*

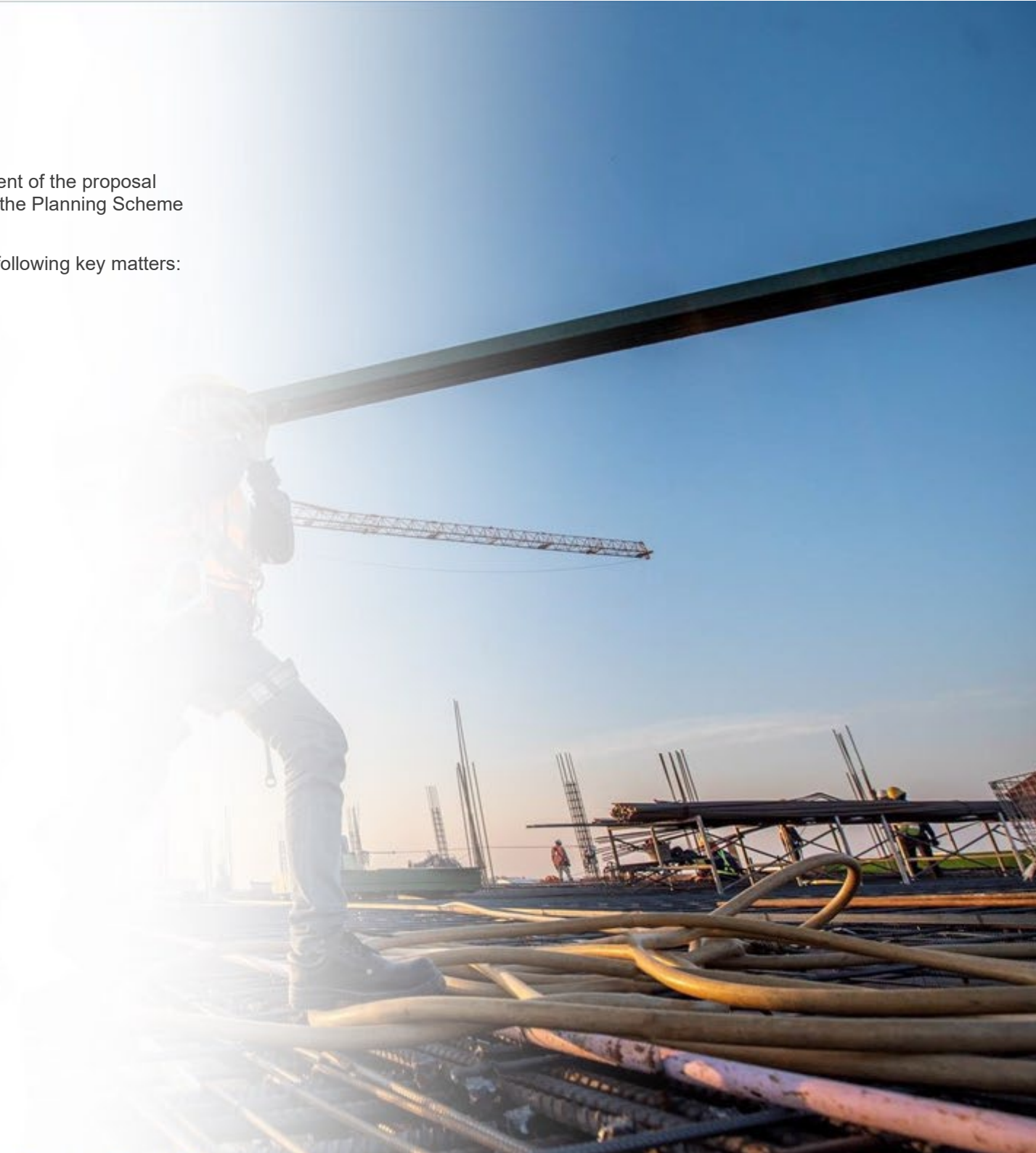
4. ASSESSMENT

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. Appropriateness of Use
2. Built Form
3. Brimbank Industrial Design Guidelines
4. Clause 53.22 – Significant Economic Development
5. Noise Impacts
6. Car Parking, Loading & Access
7. State Strategic Support
8. Ecological Considerations
9. Environmentally Sustainable Design
10. Hazard assessment

Each of these matters is dealt with in turn below.









APPROPRIATENESS OF USE


The use of land for a Data Centre is a Section 2 (permit required) use within the Industrial 1 Zone. Careful consideration must be given to the design guidelines of the zone to determine whether the use is appropriate within the zone. An assessment against the decision guidelines has been included below:

CLAUSE 33.01-2 – USE OF LAND (DECISION GUIDELINES)





 Complies  Variation Required

GUIDELINES	ASSESSMENT
The Municipal Planning Strategy and the Planning Policy Framework	 The proposal achieves the directions of the MPS and PPF. The development is compatible with its location and takes due consideration of the various requirements of the Brimbank Planning Scheme and its strategic directions.
The effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects, having regard to any comments or directions of the referral authorities.	 Whilst the proposal has not yet been reviewed by relevant referral authorities, the proposal has applied considerations and recommendations of various sub-consultants including; urban design, acoustics, traffic, arboriculture, ecology, environmentally sustainable design and hazard assessments. No residential or further sensitive uses are present within the immediate surrounds, however the proposal has presented a considerate design which will retain coherence within its context.

GUIDELINES	ASSESSMENT
The effect that nearby industries may have on the proposed use	 Adjacent industrial uses are expected to have no adverse impacts on the proposed use of the subject site. Appropriate landscape buffering is applied across the entirety of the site, whilst built form setbacks are suitably applied to the developments key industrial interfaces to the South and East.
The drainage of the land	 Brimbank City Council has approved a connection to the existing internal drainage, which leads to a Legal Point of Discharge. The connection is a 525mm pipe running south along the site's eastern boundary, within a drainage easement. Site investigations found that most of the site's western area drains towards pits in the southwest corner, leading to Keilor Park Road. This drainage connection will be reused for the western Shells A-G and the roadway. The vehicle entrance/exit on Sharps Road will be rerouted to bypass the site and connect to the existing drainage on Sharps Road, pending Council and VicRoads approval.
The availability of and connection to services	 The site is appropriately connected to a range of services within the immediate and surrounding vicinity.
The effect of traffic to be generated on roads.	 The proposal is expected to generate minimal additional traffic movements within the surrounding vehicle network.

GUIDELINES	ASSESSMENT
The interim use of those parts of the land not required for the proposed use.	 The entirety of the site will be utilised in relation to the proposal.

In summary, the use of the site as a Data Centre is considered appropriate for the following reasons:

-  The use of the site complies with the strategic directions of the LGA and the Brimbank Planning Scheme.
-  The proposed land use is more passive when compared to other industrial land uses allowed under the Industrial 1 Zone, which is a positive in respect of the site's commercial and industrial interfaces to the south and east.
-  The sites use as a data centre is consistent with approvals near to the location, noting approval of a data centre at 75 Sharps Road (900m from the site) on 30/12/2016, currently operated by NextDC and located within the same zone.
-  Subject to appropriate design detail, it is considered that the proposed data centre and ancillary uses provide an appropriate interface to the adjoining setting.

The proposed use of the site at 85 Sharps Road, Tullamarine, for a Data Centre and associated structures aligns well with its industrial zoning and is consistent with the site's designation within the Tullamarine Industrial Area. With careful design considerations, the proposed data centre is expected to integrate well with the adjoining setting, contributing positively to the industrial landscape of the area.



BUILT FORM

The application has presented a well resolved built form design that is both appropriate to the surrounding context and applies due consideration to both the planning policy framework and the decision guidelines of the Industrial 1 Zone.

Pursuant to 33.01-4 (Buildings and works – Decision Guidelines) the design of the site appropriately responds to the considerations of the Responsible authority in determining the appropriateness of built form. The below table summarises assessment against these guidelines:

CLAUSE 33.01-4 – BUILDINGS AND WORKS (DECISION GUIDELINES)

 Complies
  Variation Required

GUIDELINES	ASSESSMENT
The Municipal Planning Strategy and the Planning Policy Framework	 The proposal achieves the directions of the MPS and PPF. The development is compatible with its location and takes due consideration of the various requirements of the Brimbank Planning Scheme and its strategic directions.
Any natural or cultural values on or near the land	 The subject site comprises industrial terrain within the Victorian Volcanic Plain Bioregion. Relevant assessment has confirmed that the intended development strategy is in harmony with local, state, and national environmental laws and regulations. The deliberate extraction of indigenous flora has been thoughtfully examined, with strategies suggested to lessen the effect, including the removal of regionally banned weeds.

GUIDELINES	ASSESSMENT
Streetscape character	<p>✓ The subject site is encircled by a mix of industrial and commercial properties. To the north, it's adjacent to Sharps Road, with two three-storey office/showrooms. Eastward, is Assembly Drive, home to small to medium-sized industrial warehouses. South of the site is a large commercial property at 100 Keilor Park Drive, housing several businesses and featuring two three-storey warehouses. To the west, the site borders Keilor Park Drive, beyond which lies a vacant lot and an industrial park housing multiple businesses.</p> <p>The proposal has taken into account its immediate context and provided a well-thought out and sympathetic design.</p>
Built Form	<p>✓ The proposed building height is considered to be appropriate given the industrial zoning of the land, the sites' context and limited sensitive interfaces.</p> <p>The proposed design incorporates palisade boundary and welded mesh fencing, which not only ensures the site's security but also maintains visual permeability.</p> <p>The design avoids the use of barbed wire fencing entirely, reflecting a commitment to safety and aesthetics. The site's passive nature eliminates the need for loading facilities, simplifying the layout and reducing potential disruptions.</p> <p>The building's facades feature a combination of power-coated louvres, glass, and pre-cast concrete. This mix</p>

GUIDELINES	ASSESSMENT
	<p>of materials achieves a strong balance between functionality and aesthetic appeal, contributing to a modern, attractive design that still meets practical needs.</p> <p>A key architectural feature of the building is the incorporation of recessed upper levels and internal walkways between data halls. This design element adds visual interest to the structure while serving practical purposes. The recessed design aids in managing the flow of heat and air, which is crucial for maintaining optimal conditions in data halls.</p>
Landscape Treatment	<p>✓ The proposal accords with requirements of the Brimbank Planning Scheme and the Brimbank Industrial Guidelines in relation to landscaping requirements.</p> <p>A 3 metre landscape buffer is proposed around the perimeter of the entire site and features mixed native and exotic species which are hardy and non-irrigated. Pruning is only needed initially, with no risk to native grassland. Canopy trees in accord to height requirements will be placed within the front setback.</p>
Interface with non-industrial areas	<p>✓ The subject site does not interface with non-industrial areas to its southern and eastern boundaries.</p> <p>Road and pedestrian boundaries to the north and west have adopted softening landscape measures and built form appropriately setback.</p>

GUIDELINES	ASSESSMENT
Parking and site access	<p>✓ The proposed development will provide ample parking and access, meeting peak demand suitable to expected generation to the total required workers on site. The design of the site will further be in accord with design guidelines, providing additional canopy trees within parking areas to minimise heat effects. The proposal's traffic impact is minimal, satisfying all statutory requirements.</p>
Loading and service areas.	<p>✓ The site has appropriately located services internally to the built form and exterior northern walls.</p> <p>The proposed site does not rely on loading areas</p>
Outdoor storage	<p>✓ Outdoor storage is not required with exception to rainwater tanks to the externalities of the proposed built form.</p>
Lighting	<p>✓ Security lighting will be provided throughout the site ensuring adequate visibility during 24/7 operations.</p>
Stormwater discharge	<p>✓ The proposed stormwater infrastructure will connect to the existing internal drainage on the site, divided into three catchment areas due to the land's topography.</p> <p>Two On-Site Detention (OSD) tanks are designed to ensure the post-development discharge rate doesn't exceed the pre-development rate for a 10% AEP storm event. Preliminary calculations suggest a storage volume of 454m³ will be needed across the site.</p>

GUIDELINES	ASSESSMENT
	<p>Water Sensitive Urban Design measures are implemented through a treatment train of proprietary devices, including 20 StormFilter Cartridges, one 3250 diameter JellyFish Filter, and 37 OceanGuard pit inserts.</p> <p>Preliminary investigations indicate the site is not flood-prone.</p>

Pursuant to Clause 15.01-2L-01 (Building Design – Brimbank) the proposal appropriately responds to the decision guidelines to be considered by the Responsible Authority and is considered appropriate for the following reasons:

- ✓ Palisade boundary and welded mesh (anti-climb) fencing achieves a balance between adequately securing the sites interfaces whilst providing visual permeability. Fencing will be set behind prominent natural landscaping features, providing a softer pedestrian streetscape.
- ✓ Barbed wire fencing has been avoided throughout the entirety of the site.
- ✓ Loading facilities are not required within the site due to the passive nature of use.
- ✓ Combined use of power-coated louvres, glass and pre-cast concrete are employed across the sites facades, achieving a strong balance between functionality and aesthetic appeal.
- ✓ The design of the building has incorporated recessed upper levels and internal walkways between data halls. This architectural feature adds aesthetic elements to the structure but also serves practical purposes. The recessed design assists in managing the flow of heat and air, crucial for maintaining optimal conditions in data halls.
- ✓ Furthermore, the recessed design provides additional protection to the data halls, shielding them from direct sunlight or potential external impacts. This approach contributes to the overall functionality and sustainability of the building.

Specific built form requirements within the Brimbank Industrial Design Guidelines are dealt with in turn in the following section. Urbis note the applicability of Clause 53.22-2, to the discretion of the Responsible Authority, which makes provision for the waiver or variance of any building height or setback requirement as appropriate.

BRIMBANK INDUSTRIAL DESIGN GUIDELINES

The Brimbank Industrial Design Guidelines (BIDG) July 2021 are a set of principles and standards aimed at ensuring high-quality and sustainable industrial development within the Brimbank area. These guidelines cover a range of aspects including building design, landscaping, access and mobility, environmental sustainability, and amenity.

Urbis note that the BIDG is not an incorporated or referenced document within the Brimbank Planning Scheme and is directed to supplement rather than conflict with any existing policy in the planning scheme. Adherence to requirements of the Brimbank Planning Scheme retains precedence over non-compliance to any items within the BIDG.

Assessment of these guidelines are demonstrated below:

Development & Building Design

- ✓ Building setbacks to both Sharps Road and Keilor Park Drive are in excess of 20 metres, complying with the desired front setbacks contained within the BIDG.
- ✓ Office components are located within the larger building form.
- ✓ Useable landscaped areas have been provided in accordance with sites greater than 2000 square metres.
- ✓ Bicycle facilities have been provided to facilitate staff numbers which will be required on site.
- ✓ Appropriate façade delineation and colour variation has been applied to the site in consideration of limiting external solar heating, whilst on balance providing a visually attractive facility.
- ✓ Appropriate ESD measures have been employed into the design of the facility, inclusive of PV panelling and rainwater tanks as an improvement to the self-sufficiency of the site.
- ✓ The height of the development is larger than the majority of its surrounds, however due to the space intensive requirements of the use, additional vertical space is required to that of other industrial uses. The design of the building has however been resolved by way of increased

articulation and material variance of precast concrete, glass and powder-coated panelling.

- ✔ Car parking provision upon the site is greatly reduced, inclusive of non-provision of loading areas, due to the passive nature of the proposed use and limited staffing requirements. Additional accessways to the site have however been designed in line with Council requirements and additional measures such as deceleration lanes and dedicated entrance and egress ways.
- ✔ A dedicated waste room is provided within Level 1 of the facility.
- ✔ Security lighting is proposed to be provided throughout the site as it operated on a 24/7 basis.
- ✔ Given the strict security requirements of this facility for their clients, the facility requires a security zone along all boundaries which consists of a 1.8 metre palisade fence on the boundary along with a 2.4 metre anti-climb welded mesh fence setback a minimum of 3 metres.
- ✔ The site does not contravene any heritage consideration.

Material & Colour Palette

- ✔ Lighter coloured paving has been applied where possible, inclusive of water tank and substation areas.
- ✔ Darker colour tones are applied to the roof of the facility, with the majority of the form requiring reserved space for photovoltaic panels.
- ✔ The remainder of the building has been clad in largely darker materials and glazing as requirement to the reduced interior thermal needs of the data centre to ensure the functionality and long-term viability of equipment. Glare and reflection has been avoided through the design of the building.

Landscaping & Water Sensitive Urban Design

- ✔ The provided Landscape Plan prepared by Geoscapes accords with the requirements of D1 to the Brimbank Industrial Design Guidelines.

- ✔ Provided plant species within the proposal are generally in accordance with the preferred species as per D2 of the BIDG. Selected species throughout the site are hardy, do not require irrigation and do not rely on potable water to survive.
- ✔ Pruning will be required only at the establishment stage of planting as assurance to a balanced canopy structure. All pruned material will be removed from site.
- ✔ The site does not pose risk to any retained or native grassland, with none present on the site.
- ✔ Canopy trees will be provided within the front setback of the site (Sharps Road and corner of Keilor Park Drive) largely in accordance with tree height requirements. Autumn Blaze Maples and Kurrajong trees will achieve a mature height of between 8-15 metres. The remaining Willow Myrtle and Trident Maple trees can achieve a height of between 4-6 metres.

Car Parking Areas:

- ✔ Canopy trees are provided within the car parking area.
- ✔ Trees are planted at regular intervals across landscaped kerbs and driveways.
- ✔ Car parking provision on the site is minimal, requirement for large bays is not deemed as necessary to the proposal.
- ✔ No 1 metre square diamonds are proposed within the site for shade tree provision.
- ✔ Provision of predominantly Willow Myrtles will achieve a clear trunk height above 2 metres at maturity.

Water Sensitive Urban Design:

- ✔ In accordance with D13 of the BIDG, appropriate Water Sensitive Urban Design features are implemented into the provided landscape plan in accordance with requirements.

Precinct Specific Setback Requirements & Gateway Sites (Tullamarine Industrial Precinct)

- ✔ The subject site is not earmarked as a gateway location.
- ✔ Setbacks to Sharps Road are 22.9 metres, exceeding the 20-metre requirement for warehouse structures.
- ✔ A 3-metre landscape buffer is applied across the entirety of the site's frontages, as required for sites with no residential interfaces.
- ✔ Landscaping, ground covers and canopy trees are provided predominantly to the sites Sharps Road frontage, and to the corner of Sharps Road and Keilor Park Drive.
- ✔ The sites eastern and southern interfaces achieve a setback of 10 metres (minimum) with exception to secondary structures such as water tanks and substations.
- ✔ A total of 11 2-metre landscaped planter areas have been provided within the carparking areas.

In summary, due consideration has been applied to the Brimbank Industrial Design Guidelines to ensure a high-quality, sustainable, and community-friendly development.

CLAUSE 53.22 – SIGNIFICANT ECONOMIC DEVELOPMENT

The Development Facilitation Program (DFP) is an accelerated assessment pathway for eligible projects, aimed at injecting direct investment into the Victorian economy to keep people in jobs and to provide housing under the direction of the Minister for Planning. The proposed works meet the criteria of digital technologies, being the provision of a data centre with an estimated cost of works exceeding \$20 million.

As per Decision Guidelines of Clause 53.22-5, the Responsible Authority must consider as appropriate the purpose of the Clause and views of the Office of the Victorian Government Architect. These are reviewed in turn below:

- The Purpose of Clause 53.22 reads as follows:

To prioritise and facilitate the planning, assessment and delivery of projects that will make a significant contribution to Victoria's economy and provide substantial public benefit, including jobs for Victorians.

To provide for the efficient and effective use of land and facilitate use and development with high quality urban design, architecture and landscape architecture

- ✔ The proposed works and use are deemed to be aligned with the purpose of this Clause as a significant contribution to the Victorian economy.
- ✔ Data Centres greatly assist the thriving digital requirements of the majority of Victoria's businesses, providing servers, data storage drives and network equipment which our businesses rely on daily.
- ✔ The site is efficiently utilised and requirements for staffing are minimal, whilst the greater positive impact is felt by Victorian business and government agencies.

NOISE IMPACTS

An acoustic report has been prepared for the site by Acoustic Logic with the testing dates completed between 11 July 2024 and 16 July 2024. Their assessment determined the following in relation to the acoustic suitability of the proposal:

- Background noise measurements were taken using Rion NL42 Noise Monitors, with measurements taken approximately 1.5 metres above grade.
- Measurements were taken during different periods during the day, evening and night and taken in accordance with EPA Publication 1826.4.
- ✔ Predicted noise levels were found to be compliance with the noise emissions criteria for all day, evening and night periods for all receivers.

To ensure the amenity for nearby noise sensitive receivers is preserved, the operation of mechanical plant and equipment shall be designed to ensure compliance with EPA Publication 1826.4 Part 1. The testing and operation of standby diesel generators shall be limited to day periods between 7am and 6pm between Monday and Friday.

CAR PARKING, LOADING & ACCESS

Traffic Impact Assessment, conducted by Impact Traffic Engineering, summarises the key impacts of the proposal in relation to parking, loading and access as below:

- ✔ The proposed development at 85 Sharps Road, Tullamarine will provide 164 car parking spaces, six motorbike spaces, and eight bicycle spaces. The site will have two ingress and one egress connections to Sharps Road, and one egress connection to Keilor Park Drive.
- ✔ The expected car parking demand on site is 93 spaces pursuant to Clause 52.06.
- ✔ Car parking provision is expected to adequately accommodate peak parking requirements, with surplus parking for periods of increased demand.
- ✔ There is no required figure of parking required pursuant to Clause 52.06-5 as 'Data Centre' is not nested within Table 1. The figure of provided parking must be to the satisfaction of the responsible authority pursuant to Clause 52.06-6.
- ✔ The design of the car parking layout and accessways meet the relevant design guidelines.
- ✔ The site will provide 8 bicycle parking spaces to encourage staff to cycle to the site. The design of these spaces also meets the relevant guidelines.
- ✔ The proposed loading arrangements have been assessed and meet the relevant design guidelines. The proposal is expected to generate up to 36 vehicle trips in a peak hour, which will not impact the surrounding road network.

The development satisfies relevant statutory requirements and there are no traffic and transport grounds that should prevent the issue of a permit.

STATE STRATEGIC SUPPORT

Current Metropolitan Planning Strategy, Plan Melbourne 2017-2050, acknowledges that provision of industrial land is required in well located areas to foster economic and employment growth and recognises that major projects play a significant role in underpinning the continued growth of Melbourne. Importantly, from a planning policy perspective:

- ✓ The Melbourne Industrial and Commercial Land Use Plan identifies the site as within 'regionally significant industrial land'
- ✓ The site is accessible to a number of key arterial roads within the Melbourne Road network, including the Western Ring Road and Calder Freeway.
- ✓ The site is also adjacent to the Principal Bicycle Network and located within a reasonable distance from Glenroy Station, ensuring access to alternative forms of transport.

This development will provide a positive strategic opportunity for development within a well-resourced, urban environment with a proposed built form that generally responds to the diverse pattern of urban form in the neighbourhood and with limited off-site amenity impacts.

ECOLOGICAL CONSIDERATIONS

WSP Australia Pty Ltd conducted an ecological impact assessment of the subject site. The assessment aimed to identify the ecological values of the site and ensure compliance with local, state, and federal environmental policies and legislation.

The study involved a desktop review of relevant databases and policies, a site assessment to identify biodiversity values, an evaluation of potential threats to flora and fauna, and an assessment of relevant biodiversity policy and legislation.

- ✓ The study area is industrial land within the Brimbank City Council municipality and the Victorian Volcanic Plain Bioregion.
- ✓ No threatened species or communities listed under the Environment Protection and Biodiversity Conservation Act 1999 or Flora and Fauna Guarantee Act 1988 were observed within the study area.
- ✓ No threatened species are likely to be impacted.
- ✓ A permit is not required for the removal of any trees on site given they have all been planted.
- ✓ A permit will be required Clause 52.17 of the Brimbank Planning Scheme to remove 0.325 hectares of native grasslands, falling under the Basic Assessment Pathway. These grasslands are considered to be of low quality, modified and fragmented patches and there is a high likelihood that if left as is, they will continue to degrade as a result of weed incursion and will eventually be lost.
- ✓ Measures to eradicate regionally prohibited weeds and prevent the growth and spread of regionally controlled weeds should be undertaken prior to construction.

The assessment has ensured that the proposed development plans align with local, state, and federal environmental policies and legislation. The planned removal of native vegetation has been carefully considered, with measures proposed to mitigate the impact, including the eradication of regionally prohibited weeds. This thorough and conscientious approach to the assessment ensures the balance between development and environmental conservation.

ENVIRONMENTALLY SUSTAINABLE DESIGN

The development was evaluated by Low Impact Development Consulting using the 'Built Environment Sustainability Scorecard' (BESS), and is assessed as achieving a score of 52%. This score, which exceeds the 50% threshold, along with compliance in water, energy, stormwater, and Indoor Environmental Quality (IEQ) categories, indicates that the development meets Best Practice standards for environmentally sustainable development for a non-residential development. This assessment further details sustainability initiatives as below:

Energy

- ✓ The site primarily uses electric energy with backup fuel generators. Measures like electrification, building sealing, efficient hot water supply, external shading, and efficient lighting systems are implemented to support decarbonisation goals, reduce energy consumption and greenhouse gas emissions.

Indoor Environment Quality

- ✓ Key outcomes include achieving best practice daylight in 36.6% of regular use areas, increasing outdoor air supply by 50% for mechanically ventilated spaces, and maintaining a CO2 concentration not greater than 800 ppm.

Integrated Water Management

- ✓ Key site initiatives are to use high WELS rated fixtures, fittings, and appliances, and incorporate a 20,000L rainwater tank. Initiatives include stormwater quality management, water-efficient fixtures, rainwater harvesting and reuse, water-efficient landscaping, and water-efficient building systems to promote integrated water management principles and reduce potable water consumption.
- ✓ Landscaping will be water-efficient and will not require watering after an initial period. Building systems will be designed to be water-efficient, ensuring a minimum 80% reduction in potable water consumption. These measures aim to promote integrated water management principles, reduce stormwater runoff volume and pollutant concentrations, and reduce potable water consumption.

Material Selection

- ✓ Initiatives include using lower embodied carbon concretes, sourcing structural steel from a Responsible Steel manufacturer, using light coloured roofing and paving, specifying sustainable timber products, using glasswool insulation with recycled content, and utilising more sustainable carpet products to minimise environmental impacts.

Location & Transport

- ✓ Key outcomes include providing bicycle parking spaces and facilitating electric vehicle charging to promote the use of sustainable personal transport alternatives and reduce reliance on personal cars..

Waste Management

- ✓ Demolition and construction waste and recycling plasterboard waste to be managed in order to minimise environmental impacts, divert material from landfill, and simplify the recycling process.

Urban Ecology

- ✓ A key outcome is to ensure that vegetation covers at least 13.9% of a site's total area. This includes garden beds and turf, but excludes hard landscaping elements like paving and decks. The initiative, BESS Urban Ecology 2.1, proposes developments with vegetated landscaping to help minimise the Urban Heat Island effect and increase biodiversity opportunities.

Management, Innovation, Climate Adaptation and Community Benefit

- ✓ The proposed development will incorporate climate responsive design principles to address risks such as higher temperature threats, extreme wind threats, extreme rainfall events, poor indoor air quality, and weather proofing to result in more resilient, healthy, efficient, and comfortable buildings.



HAZARD ASSESSMENT

SLR Consulting have undertaken a Preliminary Risk Screening and Hazard Assessment regarding the proposed data centre. The preliminary hazard assessment has identified diesel storage and lithium-ion batteries as main potential hazards, both exceeding Fire Protection Quantities. This triggers regulatory requirements for placards, a dangerous goods manifest, and written advice from the emergency services authority for fire protection system design. However, with suitable engineering and design controls, these hazards can be managed, ensuring the proposed development is neither offensive nor hazardous. SLRs findings are summarised as below:

- ✓ The site will house significant quantities of diesel and lithium-ion batteries, both of which have been identified as potential hazards in the preliminary hazard assessment.
- ✓ Diesel storage will be divided among various tanks, including 4 bulk storage tanks with a capacity of 110kL each, 6 generator belly tanks with a capacity of around 14.5kL each, and up to 28 generator day tanks with a capacity of 1kL each. The total diesel storage capacity will be 4,440 kL or 1,409 tonnes.
- ✓ The site will also contain lithium-ion batteries, housed in cabinets installed in SBU enclosures. Each data hall level will have six SBU units, each comprised of twelve battery cabinets. The total number of battery cabinets in the development will be 2,304.
- ✓ Despite the presence of these potential hazards, the site has been designed with safety in mind. Regulatory requirements triggered by the quantities of these materials include the need for placards, a dangerous goods manifest, and written advice from the emergency services authority regarding the design of the fire protection system for the premises.
- ✓ The site will also have established procedures for the safe delivery and handling of fuel, and the risk assessment process has been thorough. It includes hazard identification, consequence assessment, and likelihood assessment, ensuring that all potential risks have been considered and mitigated where possible.

- ✓ The residual risk, which is the risk remaining after all control measures have been implemented, is considered to be tolerable. This means that, while there is still some risk associated with the site, it has been reduced to an acceptable level through careful planning and the implementation of safety measures. This ensures that the proposed development is not considered to be an offensive or hazardous development on site.

A comprehensive risk assessment process, including hazard identification, consequence assessment, and likelihood assessment, has been conducted. The residual risk, after all control measures, is deemed tolerable. This meticulous planning and implementation of safety measures reduce risks to an acceptable level.

5. CONCLUSION

In conclusion, the proposed development will establish a well-designed building in a landscaped setting in a location that is expressly supportive of new industrial development of the nature proposed. The proposal is worthy of approval for the following reasons:

- ✔ The proposal is consistent with the statutory and strategic frameworks of the Brimbank Planning Scheme.
- ✔ The proposed development of a Data Centre and associated structures at 85 Sharps Road, Tullamarine, aligns with the site's industrial zoning and is consistent with the Tullamarine Industrial Area's designation. The design is well-resolved, considering Brimbank Planning Scheme Requirements and the Brimbank Industrial Design Guidelines, ensuring a high-quality and sustainable development.
- ✔ The built form is of high-quality design and includes power-coated louvres, glass, and pre-cast concrete across the site's facades, balancing functionality and aesthetic appeal. The design also incorporates recessed upper levels and internal walkways between data halls, aiding in heat and air management and providing additional protection to the data halls.
- ✔ The development meets the Best Practice standards for environmentally sustainable development within a non-residential development, achieving a score of 52% on the 'Built Environment Sustainability Scorecard' (BESS). It incorporates energy-efficient systems, high-quality indoor environment, integrated water management, sustainable material selection, and waste management.
- ✔ The proposed stormwater infrastructure integrates with the site's existing drainage, efficiently managing water across three catchment areas. Two On-Site Detention tanks will maintain discharge rates, with a calculated storage volume of 454m³. The project incorporates Water Sensitive Urban Design measures and is not flood-prone, demonstrating careful planning and sustainable practices.
- ✔ The site will house significant quantities of diesel and lithium-ion batteries, identified as potential hazards. However, with suitable engineering and design controls, these hazards can be managed, ensuring the proposed development is neither offensive nor hazardous.
- ✔ The proposed development will offer ample parking, exceeding expected demand. With 164 car spaces, six motorbike spots, and eight bicycle spaces, it meets all design guidelines and statutory requirements.
- ✔ The development aligns with local, state, and federal environmental policies and legislation, with measures proposed to mitigate the impact of native vegetation removal. The development also contributes to the Victorian economy, supporting the thriving digital requirements of Victoria's businesses.
- ✔ In summary, the proposed development is a well-considered, sustainable, and safe addition to the Tullamarine Industrial Area, contributing positively to the industrial landscape and the Victorian economy.



6. DISCLAIMER

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