

80 Kinloch Court, Craigieburn

Permit No. PA2403014

Planning Permit Officer Assessment
(Clause 53.22)



Officer Assessment Report
Development Approvals & Design

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Executive Summary



Key Information		Details	
DFP Application No:	DFP-322 (PPA-26)		
Application No:	PA2403014		
Received by DFP	24 January 2024		
Date lodged in POL	28 June 2024		
Statutory Days:	63 days		
Applicant:	[REDACTED]		
Planning Scheme:	Hume		
Land Address:	80 Kinloch Court, Craigieburn (Lot 18 on Plan of Subdivision 205835U)		
Proposal:	Use and development of the land for a utility installation (data centre) including ancillary office and substation and direction signage.		
Development Value:	\$ 250,000,000		
Why is the Minister responsible?	In accordance with the schedule to Clause 72.01 of the Planning Scheme, the Minister for Planning is the responsible Authority for this application because for the use or development of land for which Clause 53.22 applies		
DFP eligibility criteria in accordance with 53.22	Category	Category 1	
	Sector	Digital Technologies (data centre)	
	Land use	Data Centre – nested under 'Utility Installation' of Clause 73.03	
	Location	Hume City Council	
	Alignment with the DFP threshold/criteria	[REDACTED]	
	OVGA	No. Reviewed internally by DTP Urban Design	
	Invest Victoria	[REDACTED]	
	Quantity Surveyor Report	[REDACTED]	
Why is a permit required?	Clause	Control	Trigger
Zone:	Clause 37.07	Urban Growth Zone, Schedule 8 (UGZ8) – Craigieburn North Precinct Structure Plan	<i>The use and development provisions specified in at Clause 2.2 of the UGZ8 apply. The Industrial 1 Zone is applied to the subject land.</i>
	Clause 33.01	Industrial 1 Zone (IN1Z) *applied as per Clause 2.2 of UGZ8	<i>Use the land for 'Utility Installation' (data centre). Construct a building or construct or carry out works</i>
Overlays:	Clause 45.06	Development Contributions Plan Overlay – Schedule 8 (DCPO8)	N/A
Particular Provisions:	Clause 52.05	Signs	<i>To display more than one direction sign to each premise (Category 2)</i>
	Clause 52.06	Car Parking	<i>Car parking spaces must be provided to the satisfaction of the responsible authority.</i>



	Clause 52.34	Bicycle Facilities	N/A
	Clause 53.18	Stormwater Management in Urban Development	N/A
	Clause 53.22	Significant Economic Development	N/A
	Clause 65	Decision Guidelines	N/A
	Clause 71.02-3	Integrated Decision Making	N/A
Cultural Heritage:	The site is not located within an identified area of mapped Aboriginal cultural heritage sensitivity.		
Water Catchment:	The site is not located within an identified water catchment area.		
Total Site Area:	142,398	m ²	
Gross Floor Area (Building A)	8,449	m ²	
Gross Floor Area (Building B)	11,910	m ²	
Gross Floor Area (all built form):	20,682	m ²	
Height:	2	Storeys excluding plant	
	14.9	Metres (maximum height including stairs parapet)	
Land Uses:	Dwellings	Office	Retail
		X	
			X
Parking:	Cars	Motorcycles	Bicycles
	107	N/A	30
Referral Authorities:	WorkSafe (s55 – determining)		
Advice sought:	Hume City Council (Informal) Melbourne Water (Informal) Environment Protection Authority (Informal) Fire Rescue Victoria (Informal) Head, Transport for Victoria (Informal) Jemena (Informal)		
Public Notice:	Exempt from public notification in accordance with UGZ8.		
Delegates List:	Approval to determine under delegation received on 9 September 2024		



Application Process

1. The key milestones in the application process were as follows:

Development Facilitation Program: Pre-application	
Enquiry lodgement	24 January 2024
Pre-Application Meeting	1 March 2024
Development Facilitation Program Formal Lodgement Approval	28 June 2024

Application process	
Application lodgement	28 June 2024
Further information requested	11 July 2024
Further information received	5 September 2024
Further plans submitted on DAY MONTH YEAR formally under s50 of the Act	In summary, the formally substituted plans illustrated:

Decision Plans	Architectural Plans (Rev B) prepared by Design Inc dated 9 February 2024
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Other Assessment Documents	<ul style="list-style-type: none"> • Copy of title(s) – dated 04 December 2023 • Valid Metropolitan Planning Levy certificate • Acoustic Environmental Impact Assessment prepared by Aurecon Rev A.02 (dated 19 January 2024) • Contamination memorandum prepared by Aurecon (dated 1 February 2024) • Cover letter prepared by Aurecon (dated 23 January 2024) • Ecology memorandum prepared by Aurecon (dated 13 October 2023) • Landscape concept plan prepared by Arcadia (dated 19 January 2024) • Quantity Surveyor Report prepared by Line sight (dated 15 March 2024) • Sustainability Management Plan prepared by Aurecon Rev A.01 (dated 23 January 2024) • Supplementary LEED Rating Tool
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memorandum prepared by Aurecon (dated 22 February 2024)

- Town Planning Report prepared by Aurecon Rev A.02 (dated 22 February 2024)
- Transport Impact Assessment prepared by Aurecon Rev B (dated 21 February 2024)
- Urban Context Report prepared by Designing (dated 11 January 2024)

Waste Management Plan prepared by Aurecon Rev A.01 (dated 23 January 2024)

Application lodgement

30 NOVEMBER 2023

2. The subject of this report is the decision plans (as described above).

Planning History

3. The subject site is located within the Craigieburn North Employment Area Precinct Structure Plan (PSP).
4. The subject site has been subject to a previous planning permit application (P25734) submitted to Hume City Council (the council) for the staged subdivision of the land into two allotments with a permit granted on 27 March 2024. The permit condition set out the subdivision works required in accordance with the Craigieburn North Employment Area PSP.
5. The permit includes conditions requiring the vesting of land for public open space (Condition 9); hard stand bus stops with access to a pedestrian path (Condition 12); widening of Brookville Drive road reserve (Conditions 13 and 14); section 173 agreement providing for the implementation of a Public Infrastructure Plan (Condition 15; infrastructure delivery requirements that includes Kinloch Court upgrade, Brookville drive upgrade, provision of industrial access street and construction of roundabout intersections (Conditions 16 to 19); a stormwater management strategy (Condition 20) as well as additional general subdivision conditions.
6. It is noted that the council has excised out the land intended for the data centre and allows the local convenience centre (LCC) to be provided on site as per the PSP (discussed in greater detail below). The council has indicated that they would not enforce the delivery of the LCC provided that the subdivision allows for sufficient land to be set aside for this purpose.
7. Development contributions as required by the PSP (and Development Contributions Plan Overlay) is secured under the subdivision permit.

Proposal Summary

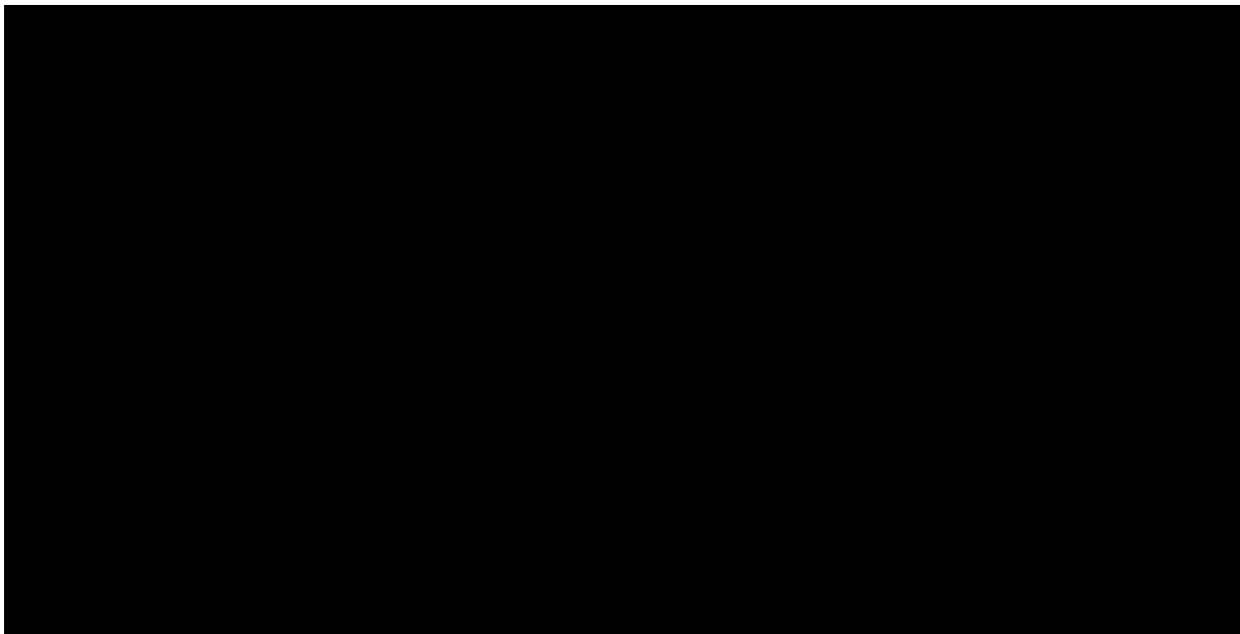
8. The application proposed to develop the site with two double storey buildings (Building A / Building B) for the purpose of a data centre (utility installation) with ancillary offices and shared 8,000 sqm substation (minor utility installation). Each data centre will operate 24/7 and independently of each other.
9. Specific details of the application include:

Use and Site Details

- An overall site area of 142,398 sqm.



- The data centres within Buildings A and B would operate independently of each other and are delineated for the purposes of maintaining security.
- External plant area within the north-east corner of the site.
- Materiality consisting of Colourbond metal panels finished in 'Grey' and 'Cream' along the top elements of the buildings within concrete wall panels finished in 'Grey' and 'Cream' tones. Black louvres would create the illusion of windows / openings along elevations of the building while glazing will apply to the office areas fronting Brookville Drive, Kinloch Court and the new Industrial Access Street.
- An 8,000 sqm substation within the north-east corner of the site.
- The data centres will operate 24 hours a day and 7 days a week.
- 60 on-site staff (approx.). Off-peak skeleton staff of approximately 13 staff per building for security and operations.
- Access to the site from a proposed Industrial Access Street to be constructed off Brookville Drive.
- Separate vehicle entry and exit connecting to a two-way internal road along the eastern site boundary with secondary two-way internal roads extending to the west from the primary internal road providing access to each building, car parking areas and associated infrastructure. Internal roads to each building are serviced by attendant car parks, bike spaces, end of trip facilities and loading facilities.
- Landscaped setbacks along Brookville Drive and Kinloch Court comprising low groundcovers through tree plantings. Larger tree plantings are proposed around the site access and Industrial Access Street to allow for clear identification of the site entry. A total landscaped area across the subject site comprising 33,800 sqm.
- A 2.7 m high palisade style security fence finished in black around the perimeter of the site.
- Three directional / wayfinding signs (7.5 cm (W) x 90 cm (H) x 75 cm (L)).

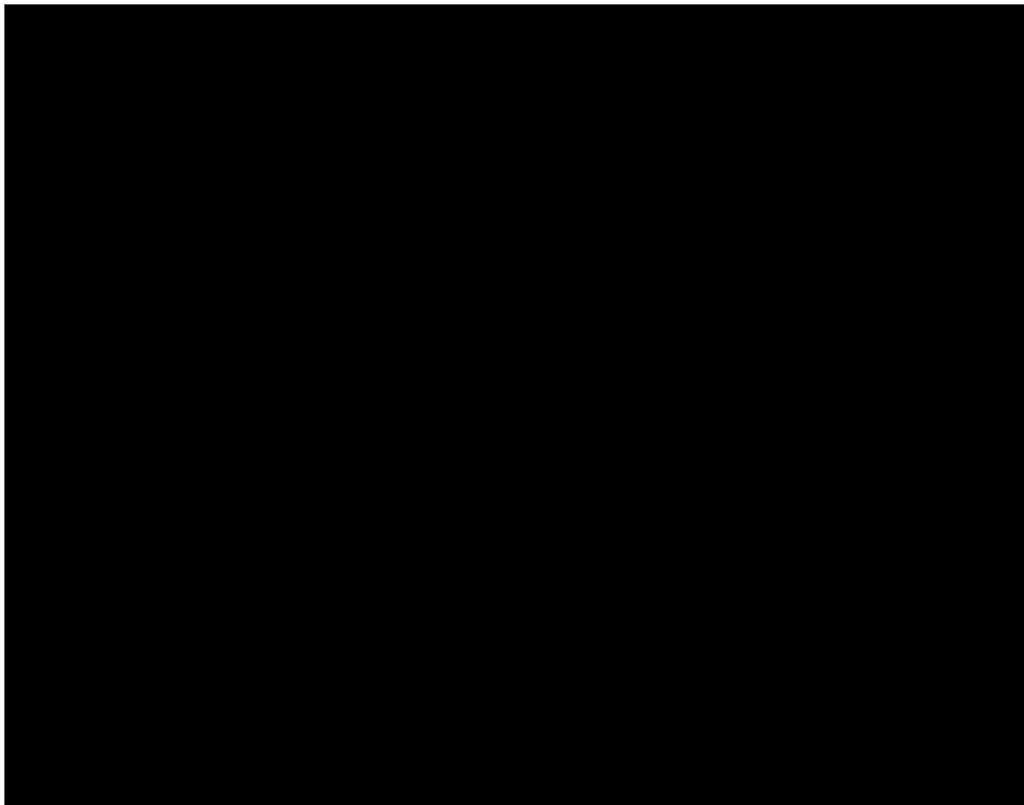


Data Centre - Building A

- Building A site area of 83,115 sqm with a gross floor area (GFA) of 8,440 sqm.
- Double storey warehouse building with maximum height of 16.8m comprising of:
 - Warehouse: 3,128 sqm
 - Office space: 1,932 sqm
 - Internal Plant: 3,232 sqm



- External Guardhouse to the south of Building A at the entry gates to the site comprising 47 sqm.
- External Plant area to the south and southwest of Building A comprising 3000 sqm.
- External Fire Pump and Tanks Room to the south of Building A comprising 260 sqm.
- Loading dock comprising 188 sqm accessed along the southern interface of Building A into the offices area of the building.
- 54 x car parking spaces (including 1 x DDA), 10 x bike parking spaces.
- End of Trip facilities comprising 78 sqm.
- 250,000 L fuel storage is proposed to be contained on site (for the operation of the back-up generators in the event of a power outage).
- A battery storage room would contain 15 pallets with approximately 48-54 batteries each (maximum 800 batteries) while the Data Room would contain 1,428 racks with 24 batteries per rack (34,272 batteries).
- Total landscape area of 13,300 sqm including landscaped setbacks to Brookville Drive and Kinloch Court incorporating low groundcovers through tree plantings. At the interface to the Industrial Access Street to the south of Building A will contain large tree plantings.
- Perimeter fencing comprising of a 2.4m high equipment zone fence and 2.7m high site perimeter security fencing.
- A portion of land comprising 5,860 sqm to the south of Building A adjacent to proposed Industrial Access Road is identified as a potential Local Convenience Centre (LCC) in alignment with the Craigieburn North Employment Area Precinct Structure Plan. This land will be landscaped until future plans for this segment of land are determined.

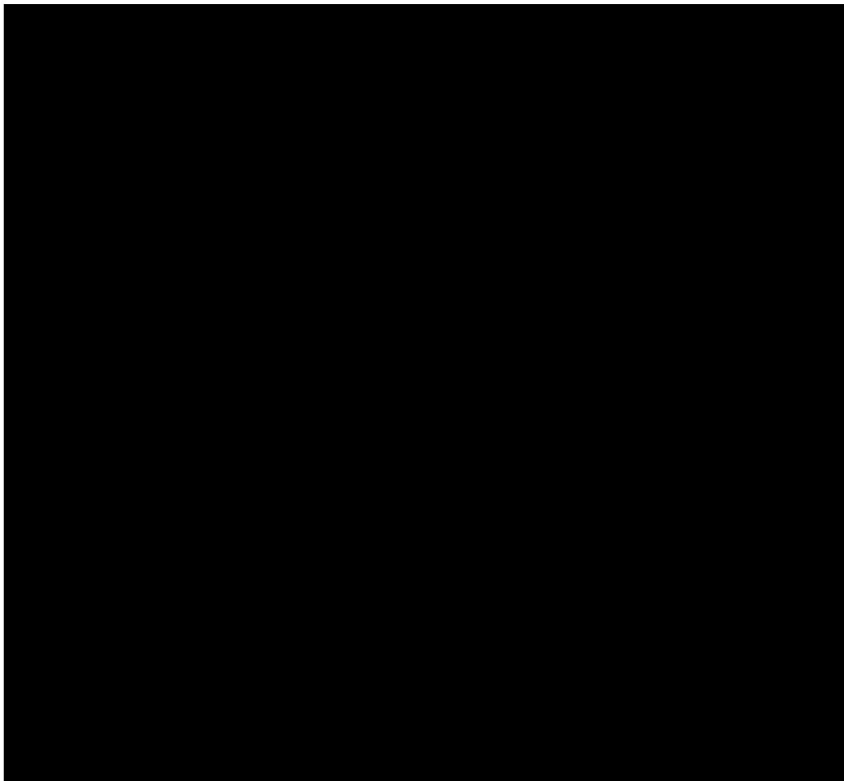


Data Centre - Building B

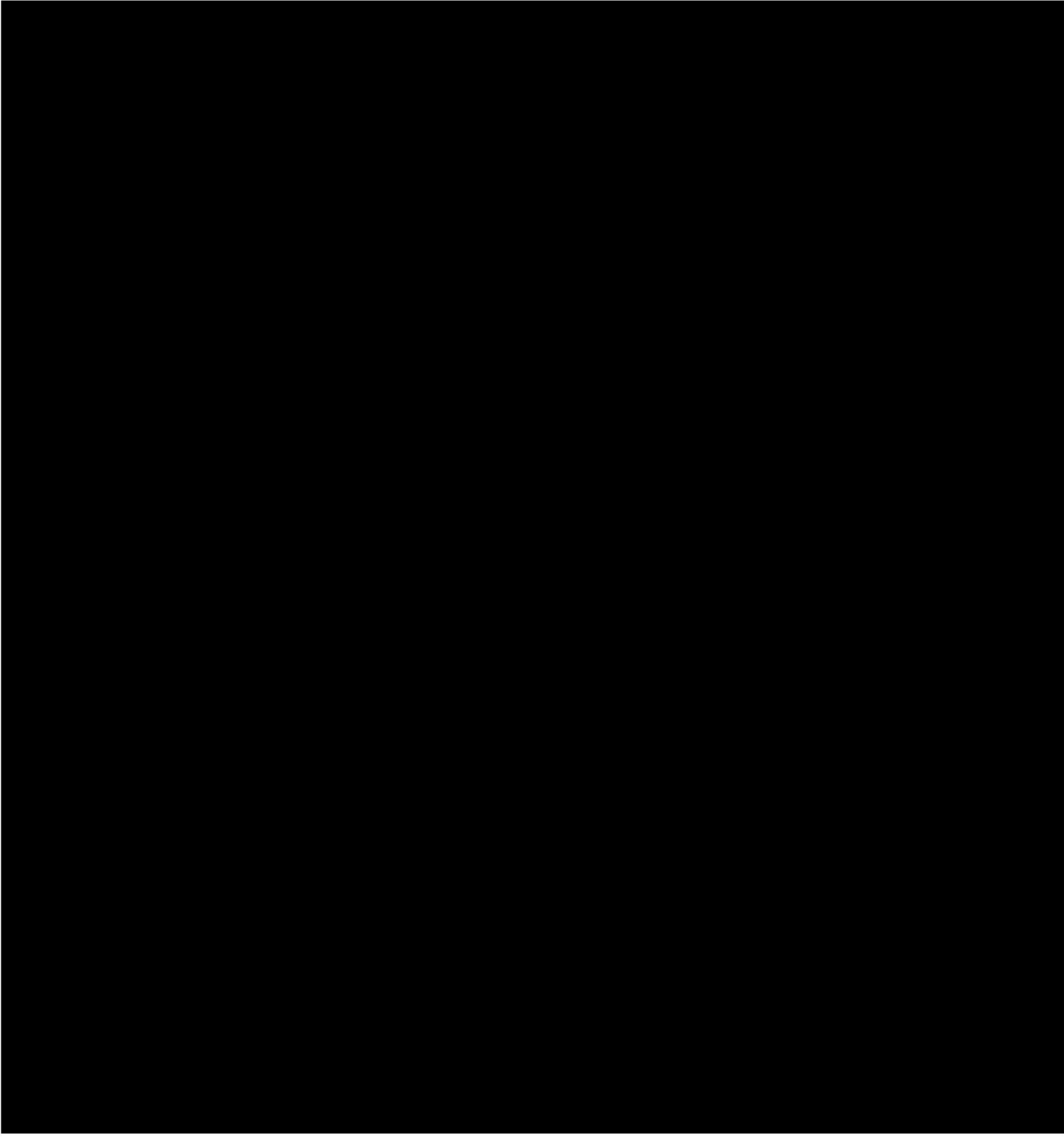
- Building B be site area of 30,351 sqm with a gross floor area (GFA) of 11,910 sqm.



- Double storey warehouse building with maximum height of 16.8m comprising of:
 - Warehouse: 4,546 sqm
 - Office space: 2,208 sqm
 - Internal Plant: 4,614 sqm
- External Guardhouse to the south of Building B at the entry gates to the site comprising 280 sqm.
- External Plant area to the south and southwest of Building B comprising 4,324 sqm.
- External Fire Pump and Tanks Room to the south of Building B comprising 260 sqm.
- Loading dock comprising 380 sqm accessed along the southern interface of Building A into the offices area of the building.
- 53 x car parking spaces (including 2 x DDA), 20 x bike parking spaces,
- Separate End of Trip facilities situated to the north of Building A comprising 78 sqm.
- 330,000 L fuel storage is proposed to be contained on site (for the operation of the back-up generators in the event of a power outage).
- A battery storage room would contain 15 pallets with approximately 48-54 batteries each (maximum 800 batteries) while the Data Room would contain 2,100 racks with 24 batteries per rack (50,400 batteries).
- Total landscape area of 12.330 sqm including landscaped setbacks to Brookville Drive and Kinloch Court incorporating low groundcovers through tree plantings.
- Perimeter fencing comprising of a 2.4m high equipment zone fence and 2.7m high site perimeter security fencing.
- A substation reserve area is designated within the north-eastern section of the site comprising 8,000 sqm.
- Vehicle access to Building B via new internal access street along the western boundary.



10. The applicant has provided the following concept images of the proposal:







Site Description

11. The site is formally identified at Lot 18 on Plan of Subdivision 205835U (Volume 09769 Folio 559).
12. The overall site area is 142,398 sqm with existing conditions of the land comprise of largely vacant open field that has been previously used for agricultural purposes with a couple steel sheds and water tanks situated along the northern interface to Kinloch Court.
13. The land contains a consistent incline, falling approximately 4m from west to east (2% fall). An established windrow of trees is along the northern and southern boundaries of the site. The southern windrow comprises of eucalyptus trees and the northern windrow comprises of exotic (conifers), planted Red and Sugar gums, and noxious weeds declared under the *Catchment and Land Protection Act 1994* species (Prickly Pear).
14. No watercourses intersect the subject site while the entire site is situated within a Bushfire Prone Area.
15. The site has a frontage to Kinloch Court (north) of approximately 268 metres and frontage to Brookville Drive (west) of approximately 546 metres with a total area of approximately 14 hectares. Both Brookville Drive and Kinloch Court are undivided two-way Council roads.
16. The subject site is located within the Craigieburn North Employment Area Precinct Structure Plan (the PSP) and identified as 'industrial' land on Plan 3 – Future Urban Structure of the PSP. Specifically, the site forms part of the 'Kinetic Business Park', comprising of an amalgamated landholding of approximately 40 ha of industrial land intended to be developed for warehouses and other industrial uses.
17. Existing access to the site is provided via a single crossover located on Brookville Drive. The existing vehicle crossover is constructed of gravel, bound by grass/shrubs on each side adjacent to the post-wire fence line.
18. A subdivision permit for the subject site (Permit No. P25734) was issued by Hume City Council on 27 March 2024 for the staged subdivision of the land into two lots.
19. The Certificate of Title on the land identifies the following easements and restrictions on the site:

Easement:

- Easement E-1 is a drainage easement extending along the southern boundary of the site.

Encumbrances / Notices

- Notice Section 201UB *Planning and Environment Act 1987* (GAIC)
- Notice Section 45 Melbourne Strategic Assessment – applies to habitat for the Golden Sun Moth. A further assessment of ecological impacts is detailed below.

Site Surrounds

20. The subject site is situated approximately 28 km from Melbourne's Central Business District is currently surrounded within a relatively undeveloped landscape comprising of open farmland with associated built form. As signified by the PSP on the land, the area is undergoing change and therefore expected to comprise of predominantly commercial and industrial uses into the future.
21. Specifically, development surrounding the site can be described as follows:
 - To the immediate **north** of the site is 10 Kinloch Court which currently comprises of open farmland and associated dwelling and outbuildings. Adjacent this site to the west is 20 Kinloch Court which has received a planning permit for the subdivision of the land into 2 lots. Currently the land comprises open farmland with associated buildings. Further north is a 220 kV powerline utilities easement that extends east to west and is approximately 400 m from the subject land.

- To the immediate **south** of the site of the site is 790 Summerhill Road comprising of open farmland with associated dwelling along the southern boundary of the land. Adjacent the site to the west is 810 Summerhill Road which has a permit approved for the development of multiple warehouses.
- To the **west** of the site of the site is predominately open farmland with associated dwellings and outbuildings. Specifically, the land comprises of three separate parcels including 85 Brookville Road, 105 Brookville Road and 920 Brookville Road which currently has a permit application being considered by the council for a multi-lot subdivision. Further east is the Hume Freeway with residential development on the opposite site of the highway.
- To the **east** of the site is open farmland containing associated dwellings and outbuildings. Specifically, this land comprises of three parcels identified at 70 Kinloch Court, 60 Kinloch Court and 50 Kinloch Court which is abutted by a train line. Opposite the train line is the Merri Creek.

22. As noted above, there are several permits approved or proposed in the surrounding area. A summary of known permits (approved and under consideration) include:

- Planning Permit P24803 at 810 Summerhill Road, Craigieburn was issued by Council for the development of multiple warehouses.
- Planning Permit P24977 at 745/755 Summerhill Road Craigieburn was issued by Council for bulk earthworks associated with a warehouse.
- Planning Permit P25734 at 20 Kinloch Court, Craigieburn was issued by Council for the subdivision of land into 2 lots.
- A planning application at 920 Hume Freeway Craigieburn for a multi lot subdivision is under consideration by Council (P25526).
- Planning Permit P24803 at 730 Summerhill Road, Craigieburn was issued by Council for the development of multiple warehouses and subdivision.

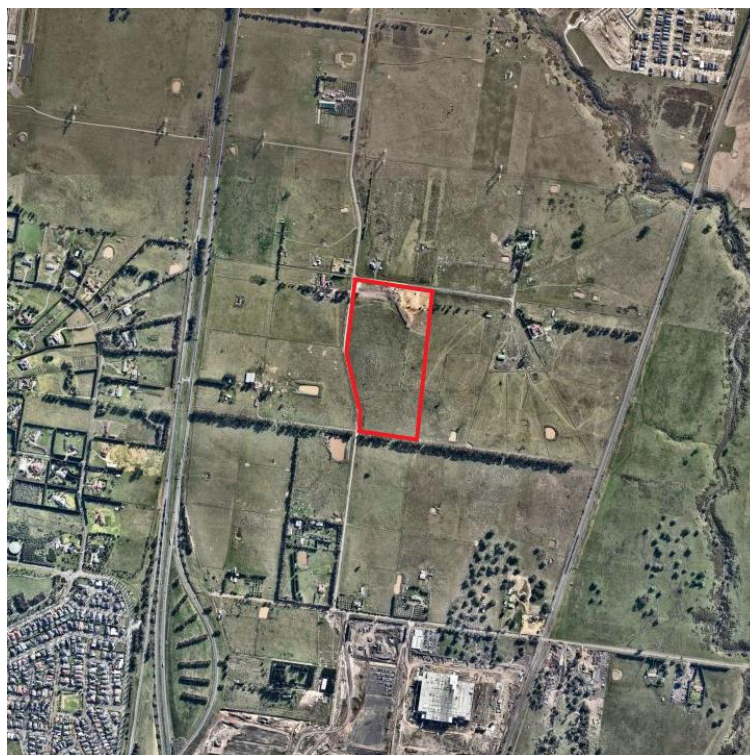


Figure 8: Aerial image of subject site (Source: Nearmaps, dated 12 August 2024)



Referrals

23. Prior to the formal lodgement of the planning permit application, pre-application referrals were provided to Hume City Council, Melbourne Water, WorkSafe and Fire Rescue Victoria. A summary of the comments provided are detailed below.

Hume City Council (the council)

24. On 11 December 2023, the council provided the following pre-application comments:

- The site is located in the Urban Growth Zone – Schedule 8 (UGZ) which implements the adoption of the Craigieburn North Employment Area PSP. The zoning provisions of the Industrial 1 Zone apply to the Site. The proposed land use of a data centre is appropriate to the Industrial 1 Zone.
- The council previously expressed a preference for a new two-lot subdivision to excise out the land intended for the data centre. This would allow the local convenience centre (LCC) to be provided on the site, as per the PSP. The council indicated that we would not enforce the applicant to deliver the LCC, however if they can demonstrate their proposal allows for a lot for the LLC to be provided and that any lot is functional and provide a satisfactory outcome, it could be supported.
- The use and development would require road infrastructure upgrades, if conducted out of sequence from the subdivision. It is likely these would be required prior to the operational use of the data centre (noting this approach was applied to planning permit P24997, issued for the amazon warehouse at 25 Amaroo Road). Based on the plans presented to Council, this would include:
 - Upgrading of Kinloch Court to an Industrial Connector Street standard
 - Upgrading of Brookville Drive along the western boundary to a four-lane arterial road standard
 - Construction of the Industrial Access street along the southern boundary
 - Construction of the north western and south western roundabout intersections (DCP items IN-03 and IN-04).
- The council encourages the retention of high-value trees within the northern windrow of the site and to supplement any tree loss with landscaping on site. The southern windrow of vegetation must be retained in accordance with the PSP as per the southern boundary of the linear local park (LP2). The council would be accepting of any suggested landscaping species and locations along with any fencing needed, given the site security required (the council were willing to work through these during the assessment of the application to find a suitable outcome).
- Any planning permit application should be accompanied with sufficient information including a Traffic Impact Assessment, assessing the proposed car parking demand and provision. It is understood a reduction in car parking would be sought as part of the application.

25. As discussed below, a permit is not required for the use or buildings and works associated the proposed substation proposed within the north-east corner of the site. However, the council has expressed concerns with the potential need for a separate bulk earthworks application being pursued through the council, rather than the Minister for Planning under this application.

26. The applicant has advised that their position is that the use and works associated with the proposed substation is exempt from the need for a permit.

27. DTP officers are of the view that that any earthworks associated with the construction of the substation would constitute 'works' under buildings and works exemption under Clause 62.02-1.

Melbourne Water

28. No formal comments were provided.



WorkSafe

29. On 19 February 2024, WorkSafe advised that if the applicants are proposing Fire Protection Quantities as outlined in column 6, Schedule 2 of the Dangerous Goods Storage and Handling Regulations 2022, a referral to WorkSafe is required under Section 55 (as you note below). The applicant should consider including the following in the submission:

- The applicant site should consider if they also have any battery energy storage systems (BESS) on site (typical with these developments – sometimes overlooked)
- Any information with regards the positioning (map) and specifications of the Diesel tanks and BESS systems (if any)
- Seeking advice from relevant fire authorities
- Details of proposed fire protection systems
- Details of proposed emergency management / evacuation plans
- The acknowledgement to submit a dangerous goods storage and handling notification to WorkSafe Victoria.

30. The applicant has noted in Section 4.4 of the submitted Planning Report that outlines that a referral to WorkSafe Victoria is required under the Dangerous Goods (Storage and Handling) Regulations 2012.

31. A referral to WorkSafe was undertaken and is detailed below.

Fire Rescue Victoria

32. On 29 February 2024, Fire Rescue Victoria advised that is does not have any significant concern about the location of the development, however, highlighted the following considerations to bring to the applicant’s attention:

- The applicant shall estimate amount of Lithium in each proposed facility and the extent of a Date Centre’s Battery Energy Storage System (BESS) size. Adequate separation distances may mitigate this risk. The necessity of any additional risk assessment such as Preliminary Hazard Analysis (PHA) is to be determined by DTP.
- Access and egress routes should be validated with prevailing wind direction data from the Bureau of Meteorology.
- Location of proposed fire protection equipment such as fire water pump, booster location, FIP, static water tank are subject to further assessment by FRV and will be assessed during the design stage of the project.

33. The applicant has submitted a Preliminary Hazard Analysis prepared by Aurecon, dated 29 July 2024.

34. The application was formally referred to the following groups:

Referral Authority Status	Clause/Provision	Organisation	Response and date received
Section 55 Referral – Determining	Clause 66.02-7	Victorian Workcover Authority (WorkSafe)	7 August 2024
Section 55 Referral – Determining	Clause 66.03 (Clause 37.07-5)	Victorian Planning Authority	8 July 2024
Informal Referral	N/A	Hume City Council	29 August 2024



Informal Referral	N/A	Melbourne Water	12 August 2024
Informal Referral	N/A	Fire Rescue Victoria	13 August 2024
Informal Referral	N/A	Jemena	No response received
Informal Referral	N/A	Head, Transport for Victoria	6 August 2024
Informal Referral	N/A	Environment Protection Authority	14 August 2024

35. A summary of the referral responses received is provided below.

Section 55 Referrals

WorkSafe

36. The application was referred to WorkSafe in accordance with 66.02-7 on the basis that a total 580,000L of fuel storage would be provided on site exceeding the threshold of the Dangerous Goods (Storage and Handling) Regulations 2012.

37. On 7 August 2024, WorkSafe advised that it does not object to the grant of a planning permit subject to conditions. The condition include:

- The applicant must, prior to the commencement of operations, submit a comprehensive fire safety study conducted by appropriately qualified person(s) and address any required actions.
- The applicant must, prior to commencement of operations, submit an appropriate emergency response plan that includes, but is not limited to, scenarios for fire and loss of containment for all dangerous goods stored on site, as well as specific procedures for handling and responding to such incidents.

38. The conditions will be included on a permit.

Victorian Planning Authority (VPA)

39. On 8 July 2024, a response was received from the VPA advising that upon review of the referred application, that there is no formal referral requirement under Clause 66.04 of the Hume Planning Scheme (the planning scheme) noting that the site is located within Part B of the UGZ within the Craigieburn North Employment PSP.

40. The VPA advised they could still provide comments if requested.

41. Noting that there is in fact no formal referral requirement to the VPA under Clause 66.04 of the planning scheme it was not considered that further comments from the VPA were required.

Informal Referrals

Hume City Council

42. On 29 August 2024 council advised it is generally supportive of the proposal.

43. The council has commented that an identified ‘Local Convenience Centre’ is an important component of the Craigieburn North Employment Area PSP and is strongly encouraged that it be delivered as part of a future application within close proximity of the identified location.


44. The council has also recommended that the following improvements be made to the proposed development to better achieve compliance with the Craigieburn North Employment Area PSP.

Council Recommendation	Applicant Response (summarised)	DTP Response
Additional landscape screening should be applied at lot boundary to minimise	An updated landscape plan will be provided to include additional canopy	The landscaping response is discussed in greater detail below.



views of the car park from Brookville Drive. This is in response to G9 of the side or rear and to be shielded from view to the street frontage.	tree planting.	Notwithstanding, it is recommended that a condition be included on a permit requiring additional landscape screening be provided along the western frontage to Brookville Drive.
Consider the use of alternative materials to the north, east and south façade of the building to help active the street frontages of the site and provide passive surveillance (G12 of the PSP). Different building materials (e.g. Danpalon Cladding) could be incorporated into the design to give the development the appearance of glazing in locations where glazing is not required.	The inclusion of additional windows are not permissible due to the security requirements of the facility. Overall, the scale of the proposal has been designed to reduce the perception of visual bulk and mass.	The design response and materiality is discussed below. In general, noting the security requirements and nature of the facility, the design response is considered to be appropriate.
Requirement R8 stipulates that development proposals must take into account Crime Prevention Through Environmental Design (CPTED) principles and Safer Design Guidelines. The applicant has provided little details about how these have been addressed and further measures could be explored.	Due to the strict security requirements to operate the facility, there are limited opportunities for Crime Prevention Through Environmental Design (CPTED), though where possible the design incorporates CPTED principles including glazing (where possible) to allow for the natural passive surveillance, guard houses at site entries also provides for screening of approaching visitors to the site. Further, the operation will include security cameras, lighting, and 24-hour security to ensure the premises are well-protected. The provision of land for a future Local Convenience Centre at the intersection of Industrial Access Street and Brookville Drive will facilitate broader passive surveillance opportunities along the street network.	It is considered that that the has reasonably incorporated into the design of the development, noting the nature of the land use and associated security requirements.
Encourage EV charging facilities will be provided.	The development will include provision for EV charging spaces to each data centre.	A condition will be included on the permit requiring EV spaces to be provided and shown on the plans.

45. The council has recommended that conditions be included on a permit related to amended development plans, delivery and vesting of the industrial access road, road widening and public open space to the council, construction site environmental management plan, soil and fill recovery plan, sodic and dispersive soils management plan and sustainability management plan.
46. The applicant is generally supportive of the recommended conditions. Notwithstanding, they have requested that the conditions relating to delivery and vesting of industrial access road, widening works along Brookville Drive and delivery of the open space prior to the commencement of use on the site be deleted as they are requirements included on the approved subdivision permit (P25734) issued by the council and will be delivered in accordance with

- 
47. the subdivision permit. Further, the applicant has also requested that the recommended sodic and dispersive soils condition be deleted as the construction site environmental management plan would generally respond to what this condition seeks.
48. DTP agrees with applicant that the delivery of the Industrial Access Road, road widening works and public open space are secured under the previously approved subdivision permit and therefore beyond the scope of the application under consideration for the use and development of the subject site. The matters to be delivered as part of the existing subdivision process are in train and not related to the permit application for the data centre.
49. Further, DTP agrees with the applicant that construction site environmental management can reasonably incorporate/address the requirements sought by the sodic and dispersive soils condition requested by the council. Sodic soil risk can be managed by site management conditions and do not require specific conditions. No increased risk has been identified in the planning scheme or application assessment documents that warrant additional conditions to address this risk.
50. The recommended conditions are highlighted and discussed as relevant below.

Melbourne Water

51. On 12 August 2024, Melbourne Water advised that the site is not currently supported by drainage infrastructure or assets, which are to be delivered in association with the approved subdivision of the land. As such, any development of the land that would result in a change to the impervious nature of the site could likely result in detriment to properties outside the subject site. Interim drainage measures were requested.
52. Accordingly, Melbourne Water advised that drainage infrastructure is required beyond early earthworks and site preparation works provided that these matters are managed by a suitable site management plan to the satisfaction of the council and EPA. Melbourne Water recommended conditions be included on the permit requiring the delivery of relevant infrastructure prior to the construction (except for site preparation works), management of water flows and water quality, and floor levels.

Environment Protection Authority (EPA)

53. On 14 August 2024, the EPA advised that it does not object to the proposal.
54. The EPA noted that the applicant is bound by the General Environmental Duty (GED) requirements under the *Environment Protection Act (2017)*. Accordingly, the EPA recommends a that a note be included on a permit referencing the GED.
55. The recommended note will be included on a permit.

Fire Rescue Victoria (FRV)

56. On 13 August 2024, FRV advised that it does not have any comments on the proposal.

Head, Transport for Vicotria (TfV)

57. On 6 August 2024, TfV advised that it has no comments on the proposal.

Jemena

58. No response from Jemena has been received. The applicant has advised that negotiation has occurred with Jemena on the proposed substation and been approved by Jemena.

Notice

59. Notice of the application is exempt from the notice requirements of section 52(1)(a), (b) and (d), the decision requirements of section 64(1), (2) and (3) and the review rights of section 82(1) of the *Planning and Environment Act 1987* pursuant to the following provisions:

- Clause 37.07-13 (UGZ)



Zoning, Overlays and Particular Provisions

Zoning

Urban Growth Zone – Schedule 8 (UGZ8)

60. The subject site is zoned within the Urban Growth Zone which has a purpose to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To manage the transition of non-urban land into urban land in accordance with a precinct structure plan.
- To provide for a range of uses and the development of land generally in accordance with a precinct structure plan.
- To contain urban use and development to areas identified for urban development in a precinct structure plan.
- To provide for the continued non-urban use of the land until urban development in accordance with a precinct structure plan occurs.
- To ensure that, before a precinct structure plan is applied, the use and development of land does not prejudice the future urban use and development of the land.

61. The decision guidelines of the UGZ, in addition to the decision guidelines at Clause 65, are as follows:

- The Municipal Planning Strategy and the Planning Policy Framework.
- The effect on the future urban development and use of the land, and adjacent or nearby land, having regard to:
 - Any relevant Growth Corridor Framework Plan.
 - Any precinct structure plan being prepared for the area.
 - Any comments or directions of the referral authority.
- Whether the proposal will prejudice the logical, efficient and orderly future urban development of the land, including the development of roads, public transport and other infrastructure.
- The capability of the land to accommodate the proposed use or development, including the disposal of effluent.
- How the use or development relates to sustainable land management.
- Whether the site is suitable for the use or development.
- The impact of the siting, design, height, bulk, colours and materials to be used on the natural environment, major roads, vistas and water features, future urban use of the land, and the measures to be undertaken to minimise any adverse impacts.
- The impact on the character and appearance of the area or features of architectural, historic or scientific significance or of natural scenic beauty or importance.
- The location and design of existing and proposed infrastructure including roads, public transport, walking and cycling networks, gas, water, drainage, telecommunications and sewerage facilities.
- Whether the use and development will require new or upgraded infrastructure, including traffic management measures.



62. Pursuant to the UGZ, the provision of Clauses 37.07-9 to 37.07-16 apply if a precinct structure plan applies to the land.
63. Pursuant to Clause 37.07-9, any requirement in the Table of Uses and any requirement in the schedule to this zone must be met. The Table of Uses specifies that any use in Section 2 of a zone applied by a schedule to this zone must comply with any condition opposite that use in Section 2 of the applied zone and must comply with any condition or requirement specified in the schedule to this zone or precinct structure plan. A permit granted must be generally in accordance with the precinct structure plan applying to the land.
64. Schedule 8 to the UGZ applies to the Craigieburn North Employment Area Precinct Structure Plan (PSP). Specifically, the PSP identifies the subject land as being located within land designated for 'Industrial' and 'Local convenience centre'.
65. Clause 2.2 to Schedule 8 to the UGZ states that land designated for 'Industrial' and 'Local convenience centre' are to apply the zoning provisions of Clause 33.01 – Industrial 1 Zone (IN1Z).
66. In accordance with Clause 37.07-15, if there is an inconsistency between the specific provisions specified in the schedule to this zone and the provision of a zone applied by the schedule to this zone, the specific provisions prevail to the extent of any inconsistency.
67. In accordance with Clause 6.0 to the UGZ8, there are no specific decision guidelines that apply under the schedule to the zone.
68. In accordance with Clause 7.0 to the UGZ8, the sign category for the land is the category specified in the applied zone to the land at Clause 2.2 of the schedule. Accordingly, pursuant to Clause 33.01-5, the subject site is in 'Category 2' of the sign requirements at Clause 52.05.

Applied Zone Provisions – Industrial 1 Zone (IN1Z)

69. In accordance with Clause 73.04-14 (Nesting Diagrams), a 'Data Centre' is nested under the term 'Utility Installation'.
70. Pursuant to Clause 33.01-1, **a permit is required** for a 'Utility Installation (other than a Minor utility installation and Telecommunications facility)'.
71. The application includes a 'Substation' which is defined as a 'Minor Utility Installation'. Pursuant to Clause 62.01 and Clause 62.02.01 a permit is not required for the use and development of the 'Substation' on the basis it would operate at no more than 66,000 volts.
72. The decision guidelines for the use of land under the IN1Z are as follows:
 - The Municipal Planning Strategy and the Planning Policy Framework.
 - 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.
 - The effect that nearby industries may have on the proposed use.
 - The drainage of the land.
 - The availability of and connection to services.
 - The effect of traffic to be generated on roads.
 - The interim use of those parts of the land not required for the proposed use.
73. Further, pursuant to Clause 33.01-4, **a permit is required** to construct a building or construct or carry out works.
74. The decision guidelines for the development of land under the IN1Z are as follows:
 - The Municipal Planning Strategy and the Planning Policy Framework.

- Any natural or cultural values on or near the land.
- Streetscape character.
- Built form.
- Landscape treatment.
- Interface with non-industrial areas.
- Parking and site access.
- Loading and service areas.
- Outdoor storage.
- Lighting.
- Stormwater discharge.

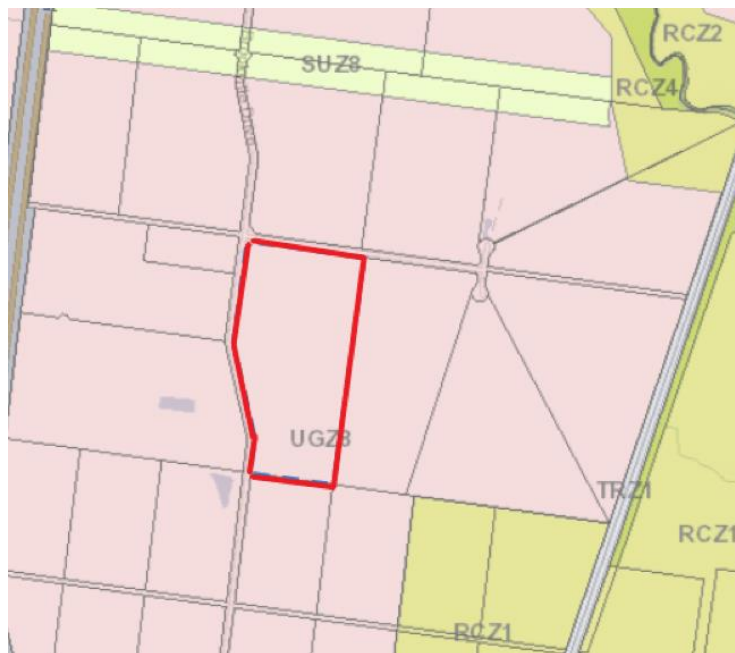


Figure 9: Zoning map of subject site and surrounds (Source: VicPlan, dated 22 August 2024)

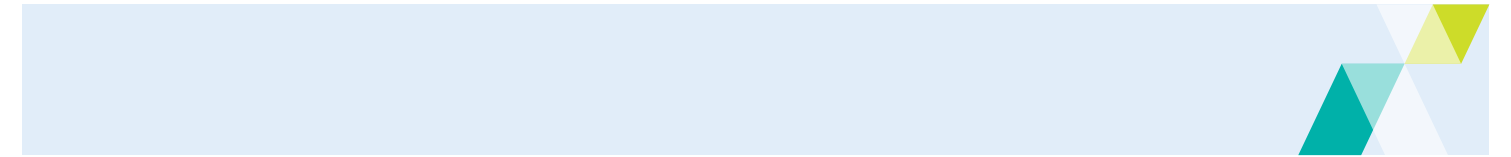
Overlays

Development Contributions Plan Overlay – Schedule 8 (DCPO8)

75. The purpose of the DCPO8 is to:

- 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.

76. Pursuant to Clause 45.06-1, a permit must not be granted to subdivide land, construct a building or construct or carry out works until a development contributions plan has been incorporated into the scheme.



77. A development contributions plan has been incorporated in the scheme at Schedule 8, which applies to the 'Craigieburn North Employment Area Development Contributions Plan'.

78. As noted above, Planning Permit P25734 for the subdivision of the land into two lots was granted by the council which includes a condition (15) requiring a Section 173 Agreement with the council to secure the required contributions.

Particular Provisions

Clause 52.05 - Signs

79. The purpose of Clause 52.05 is to:

- To regulate the development of land for signs and associated structures.
- To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.
- To ensure signs do not contribute to excessive visual clutter or visual disorder.
- To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.

80. Pursuant to Clause 52.05-12 (Category 2), a permit is not required for a 'Direction Sign' on the condition that there is only one to each premises. The proposal includes three directional signs; therefore **a permit is required** to construct or display the signage.

81. It is noted that Clause 73.02 (Sign Terms) defines a 'Direction Sign' as a sign not exceeding 0.3 square metres that directs vehicles or pedestrians and does not contain commercial information.

82. An assessment against the decision guidelines for signage is detailed below.

Clause 52.06 – Car Parking

83. The purpose of Clause 52.06 is to:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

84. In accordance with Table 1 at Clause 52.06-5, the use of land for a 'Utility Installation' or 'Data Centre' are not listed.

85. Pursuant to Clause 52.06-7, where a use is not specified in Table 1 or where a car parking provision is not specified for the use in another provision of the planning scheme, before a new use commences, car parking spaces must be provided to the satisfaction of the responsible authority.

86. The decision guidelines are listed at Clause 52.06-7.

Clause 53.10 – Uses and Activities with Potential Adverse Impacts



87. The purposes of Clause 53.10 is:

- To identify those type of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood.

88. Clause 53.10-1 outlines threshold distances in the table to the clause to:

- land (not a road) in an Activity Centre Zone, Capital City Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone; or
- land used for a hospital, an education centre or a corrective institution; or
- land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution.

89. An application to use land for an industry, utility installation or warehouse for a purpose listed in the table must be referred to the Environment Protection Authority (EPA) under section 55 of the Act if the specified threshold distance is not met.

90. The proposed 'Data Centre' include the storage of fuel in quantities of approximately 250kL (88.2 tonnes) to be stored in belly tanks on-site.

91. The Table to Clause 53.10-2 sets out a threshold distance for the storage of petroleum products in tanks exceeding 2,000 tonnes capacity comprising of 300 m with fixed roof or 100 m with floating roofs.

92. As the proposed petroleum storage on-site does not exceed 2,000 tonnes, a referral to the EPA is not required.

Clause 53.18 – Stormwater Management in Urban Development

93. The purpose of Clause 53.18 is:

- To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.

94. Pursuant to Clause 53.18-1, this clause applies to an application to construct a building, or construct or carry out works.

95. Pursuant to Clause 53.18-3, an application to construct a building or construct or carry out works must meet the objectives and should meet the standards of Clause 53.18-5 (Stormwater objectives for buildings and works) and 53.18-6 (Site management objectives).

Clause 53.22 – Significant Economic Development

96. The purpose of Clause 53.22 is:

- 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.

97. In accordance with Clause 53.22-1, this clause applies to an application under any provision of the planning scheme if the condition corresponding to a category in Table 1 is met. The proposal is a 'Category 1' application.

98. Table 2 of Clause 53.22-1 lists the eligible land use of 'Data Centre' and includes the condition that the estimated cost of development must be at least \$20 million in any part of the land is in metropolitan Melbourne.

99. The application has satisfied the eligibility criteria of Clause 53.22 and therefore has been lodged for assessment with the Minister for Planning as responsible authority.



Clause 65.01 – Decision Guidelines

100. Clause 65.01 sets out decision guidelines the responsible authority must consider (as appropriate) before deciding an application.
101. The decision guidelines have been considered within the assessment detailed below.

Clause 71.02-3 – Integrated decision making

102. Clause 71.02-3 states that planning and responsible authorities should endeavour to integrate the range of planning policies relevant to the issues to be determined and balance conflicting objectives in favour of net community benefit and sustainable development for the benefit of present and future generations.

Relevant Strategic Documents

Plan Melbourne 2017-2050

103. Plan Melbourne is a metropolitan planning strategy that seeks to guide the integration of long-term land-use, infrastructure and transport planning and manage growth within Melbourne and suburbs to the year 2050.
104. Outcome 1 of Plan Melbourne seeks to ensure Melbourne is a productive city that attracts investment, supports innovation, and creates jobs. This is supported by the following Directions and policies:
 - Direction 1.1 – Create a city structure that strengthens Melbourne’s competitiveness for jobs and investment.
 - Policy 1.1.6 – Plan for industrial land in the right locations to support employment and investment opportunities.
105. Plan Melbourne is a background document to the Hume Planning Scheme.

Melbourne Industrial and Commercial Land Use Plan (MICP)

106. The MICP was prepared by the Department of Environment, Land, Water and Planning (DELWP 2020) builds on policies, strategies and actions in Plan Melbourne and associated Plan Melbourne 2017-2050 Five-Year Implementation Plan (Plan Melbourne Implementation Plan) by seeking to put in place a planning framework to support state and local government to plan more effectively for future employment and industry needs, and better inform future strategic directions. The plan seeks to facilitate a more diverse industrial and commercial base, while also providing long-term economic investment and employment opportunities.
107. Specifically, the subject site is located within the Northern Region and is situated in an area designated as ‘State Significant Industrial Land – Existing’. The Northern Region is identified to include health care and social assistance; transport, postal and warehousing; retail trade; education and training; and manufacturing.
108. The MICP is listed as a policy document at Clause 17.03-3S (State Significant Industrial Land) of the Hume Planning Scheme.

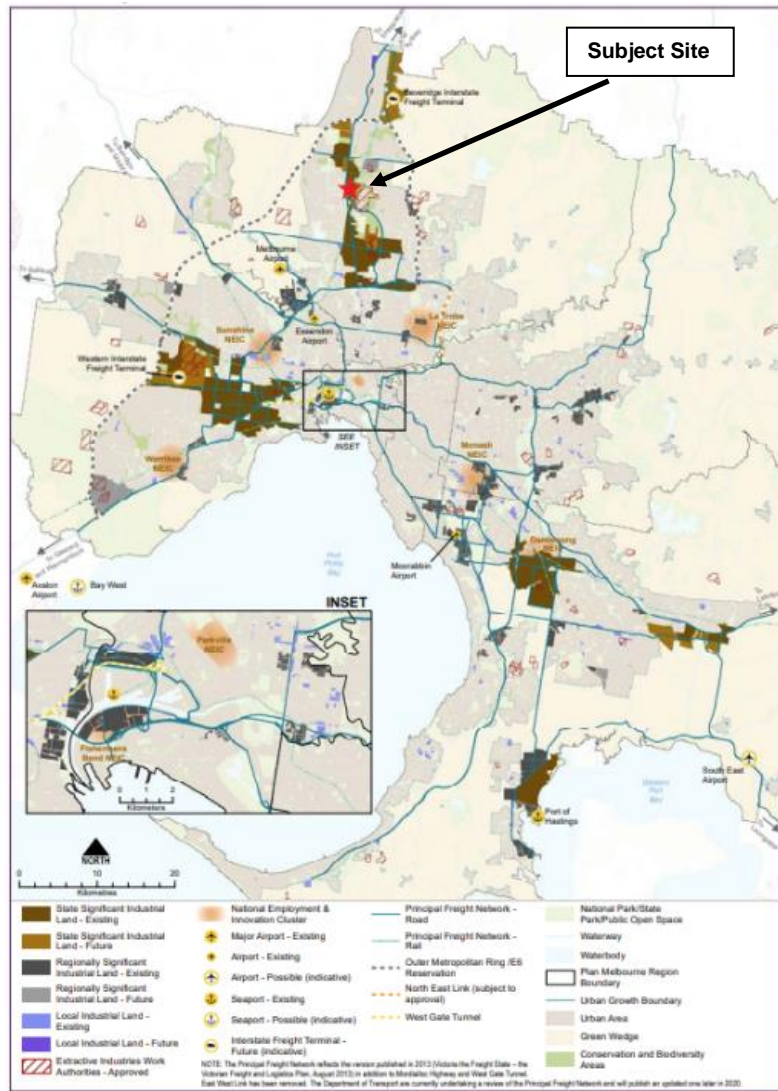


Figure 10: Current and future industrial land (Source: MICP)

North Growth Area Corridor Plan (NGACP)

109. Growth Corridor Plans were prepared by Victorian Planning Authority (VPA 2012), formerly identified as the Growth Area Authority, and set the strategic direction of future development of four separate growth corridors in Melbourne while providing guidance for the development of Precinct Structure Plans.
110. The NGACP sets out the strategic direction for the North Growth Corridor which is envisioned to make a significant contribution to the growth and diversification of housing, employment and lifestyle opportunities.
111. This document is not referenced within the Hume Planning Scheme; however, it has informed the development of the Craigieburn North Employment Area Precinct Structure Plan.

Craigieburn North Employment Area Precinct Structure Plan

112. The subject site is located with the Craigieburn North Employment Area PSP which covers an area of 488 ha and is bound by Donnybrook Road to the north, Merri Creek and Sydney-Melbourne Railway Line to the east and Hume Freeway to the west.
113. The Craigieburn North Employment Area PSP seeks to enable the transition of existing non-urban farmland to land into an integrated commercial and industrial business park. The precinct will form part of the future regional economic cluster and add to the supply of industrial and commercial land needed in the North Growth Corridor. The areas identified as industrial land within the PSP are envisioned to meet local demand for the development of manufacturing, storage and distribution of goods services.
114. The Craigieburn North Employment Area PSP contains a range of objectives to meet the desired outcomes of the precincts development and guide the implementation of the broader PSP vision. The following objectives are relevant to the proposal:
- **Objective 01** - Create a high amenity industrial and commercial precinct to attract a diversity of businesses and employers.
 - **Objective 02** - Provide an attractive urban environment through the provision of well-designed buildings, landscaping to businesses, open spaces, road and linear path networks.
 - **Objective 05** - Encourage high-quality built form that demonstrates environmentally sustainable design principles.
 - **Objective 12** - Encourage a range of industrial and commercial development types to provide a diversity of local employment opportunities in close proximity to existing and future surrounding residential populations.
 - **Objective 16** - Encourage industrial areas with well-designed road networks that offer direct connections to arterial roads and deliver greater operational efficiency for businesses.
 - **Objective 22** - Encourage the retention of existing vegetation to enhance the public and private realm.
 - **Objective 31** - Deliver an integrated and resilient water system that supports liveable and sustainable communities, protects the environmental health of waterways and Port Phillip Bay, provides secure water supplies efficiently, protects public health and delivers affordable, essential water services.
 - **Objective 33** - Provide for the orderly delivery of infrastructure to all lots, to the satisfaction of the relevant authority, with potable water, electricity, reticulated sewerage, drainage, gas, telecommunications, arterial road connections and bridge crossings.
 - **Objective 34** - Provide for the progressive upgrade of Brookville Drive from the south of the precinct as the area develops.
 - **Objective 36** - Ensure that development staging is co-ordinated with the delivery of key local and state infrastructure.
115. The subject site is situated within identified industrial land shown on Plan 3 – Future Urban Structure of the PSP (Figure 11). The areas identified as industrial land within the PSP are envisioned to meet local demand for the development of manufacturing, storage and distribution of goods services. The site also shows a LCC within the south-eastern corner of the site, credited open space along the southern boundary and a new key access street along the southern boundary.
116. A summary of key aspects as shown in the Plans and associated requirements within the PSP that affect the subject site include:
- Plan 2 (Precinct Features) – identifies a windrow / tree stand along the southern boundary and towards the northern boundary of the subject land.
 - Plan 3 (Future Urban Structure) – as described above.



- Plan 4 (Image and Character) – identifies a local open space along the southern boundary of the site and potential convenience centre within the southwest corner of the site.
- Plan 5 (Open Space) – identifies a 3.44 ha local park (LP2) along the southern boundary of the site which connects drainage basis along a constructed drainage line. This park protects the existing windrow of trees.
- Plan 6 (Native Vegetation Retention & Removal) – identifies that no native vegetation on site as being appropriate for removal.
- Plan 7 (Public Transport & Path Network) – identifies a roundabout in the northwestern corner of the site along Kinloch Court with this road identified as a connector road (bus capable). Brookville Drive extending along the western boundary is identified as an arterial road (bus capable) with pedestrian signals shown at the intersection to the new key access street.
- Plan 8 (Street Network) – identifies Kinloch Court as being a connector street and Brookville Drive as a four lane arterial road. An industrial access street is shown along the southern boundary of the site.
- Plan 9 (Integrated Water Management) – identifies a 22 m wide channel (CW1 – Constructed Waterway 1) within the Brookeville Drive DSS.
- Plan 10 (Utilities) – identifies a proposed recyclable water transfer main, proposed potable water distribution main, 66 kV electrical wires, an existing recycled water transfer main and existing potable water transfer main that extend north-south along Brookville Drive (western boundary). A 11 kV powerline extends along the northern side of Kinloch Court.
- Plan 12 (Land Use Budget) – identifies arterial road widening and intersection flaring along the western side of the subject site to Brookeville Drive.

117. An assessment against the requirements of the PSP is detailed at Appendix 1.

118. Overall, the site comprises of 14.27 ha, of which 12.48 ha is developable under the PSP. The remainder of the site is reserved for a LCC of 0.49 ha, road and intersection of 2.6 ha and local park of 3.44 ha.

119. The PSP is an Incorporated Document within the Hume Planning Scheme.

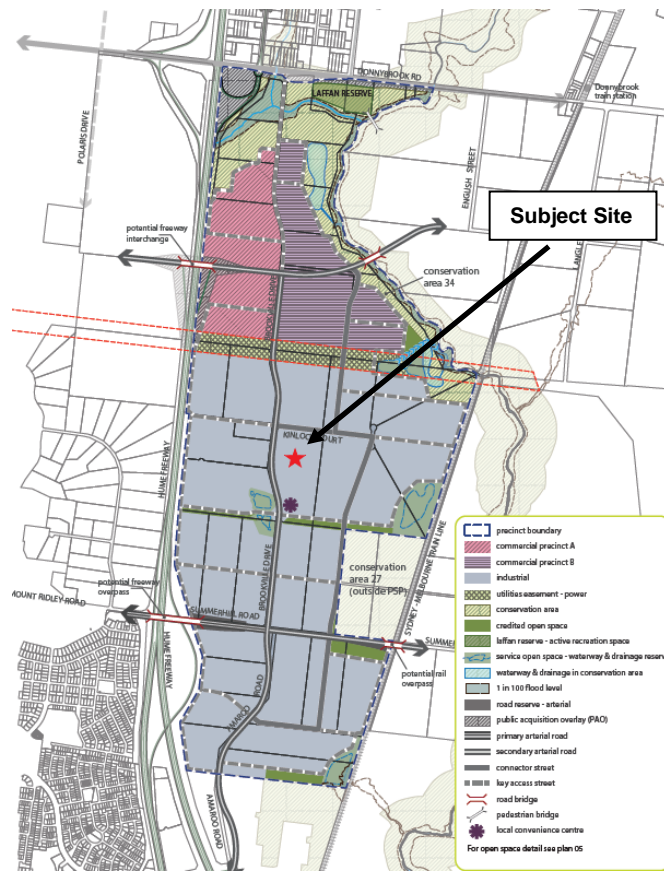


Figure 11: Map 3 – Future Urban Structure (Source: Craigieburn North Employment PSP)

Strategic Framework Plan

- 120. The Strategic Framework Plan is found at Clause 02.04-2 Hume Planning Scheme and identifies land use context of the Hume City Council region.
- 121. The plan identifies the subject site as being located within 'Future employment land'.

Subject Site

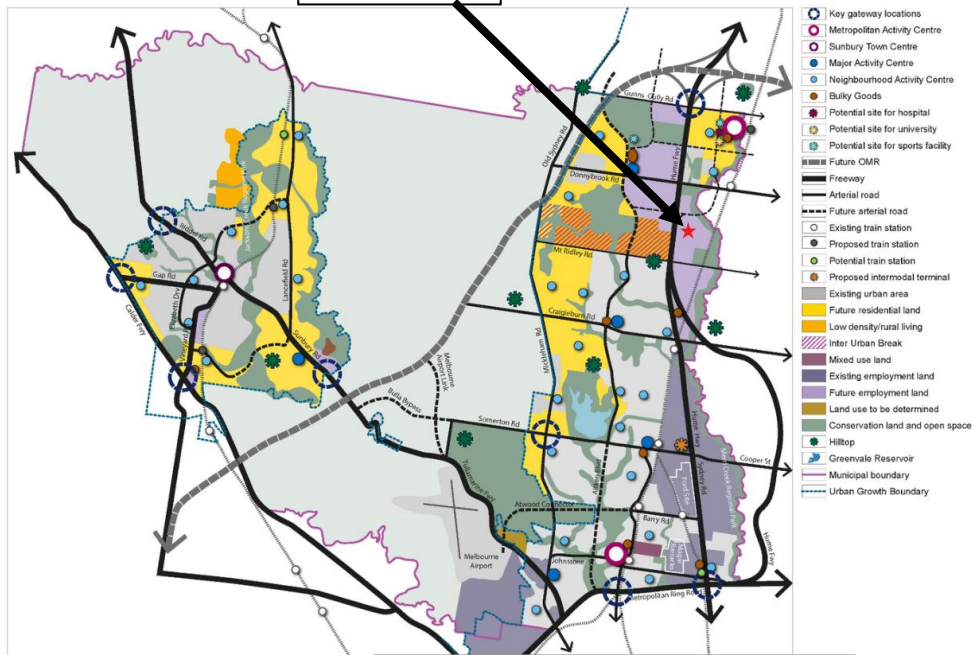


Figure 12: Hume City Council Strategic Framework Plan (Source: Clause 02.04 of Hume Planning Scheme)

Other Relevant Documents

Brookville Drive Drainage Scheme (DS6502)

- 122. Drainage Schemes are prepared by Melbourne Water and comprise a catchment-based drainage strategy outlining the functional designs of relevant infrastructure required to service urban growth. This infrastructure includes pipelines, overland flow paths, retarding basins, wetlands, floodways and other drainage and water quality treatment measures.
- 123. The subject site is located within the Brookville Drive Drainage Scheme (DS6502) and sits adjacent to the Donnybrook East Drainage Scheme (DS6509).
- 124. Specifically, the subject site as affected the Brookville Drive Drainage Scheme which shows a culvert that extends across the northern section of the site (west to east) and extending into the neighbouring allotment at 70 Kinloch Court. Further, the drainage scheme indicates a channel along the southern boundary of the site (west to east) which connects to a retarding basin and wetland that extends across the southern sections of 50 and 60 Kinloch Court.
- 125. As advised during the pre-application phase of the application, the development of the subject site is out of sequence with the Melbourne Water Donnybrook East DSS to the north. Melbourne Water advised that the ultimate drainage solution has yet to be constructed.
- 126. A condition (no. 20) was included within the council granted subdivision permit (P25734) deferring the drainage issue by requiring a Stormwater Management Strategy that included details of the interim and ultimate drainage arrangement.
- 127. On 17 July 2024, Melbourne Water advised that it was satisfied with the submitted Stormwater Management Strategy (SWMS) prepared by Alluvium, dated 11 April 2024.

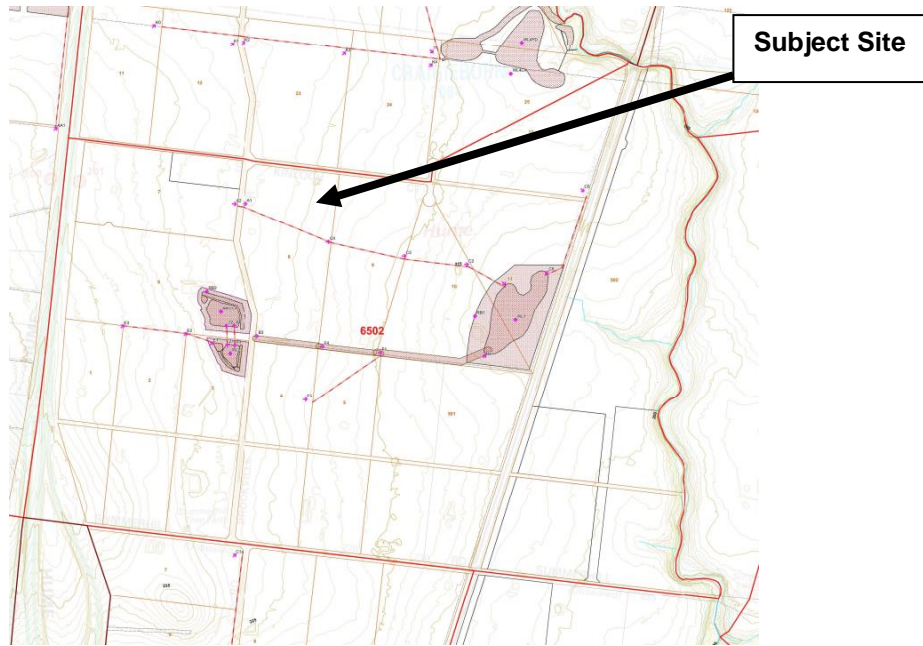


Figure 12: Brookville Drive Drainage Scheme - DS6502

Strategic Direction and Land Use

128. The *Planning Policy Framework* encourage appropriate land use and development which enhances the built environment, supports economic growth, meets the community expectations on retail and commercial provision, delivers diversity in housing supply to meet existing and future needs, and integrates transport and infrastructure planning.
129. The relevant MPS and PPF policies have been considered in assessing the application and the proposal is considered to meet the relevant planning policy as outlined below:

Clause	Description
02.01	Context
02.02	Vision
02.03-1	Settlement
02.03-2	Environmental and landscape values
02.03-4	Natural resource management
02.03-5	Built environment and heritage
02.03-7	Economic development
02.03-8	Transport
02.03-9	Infrastructure
02.04	Strategic framework plans
11.03-2S	Growth areas
12.01-1S	Protection of biodiversity
12.01-2S	Native vegetation management




13.05-1S	Noise management
13.07-1S	Land use compatibility
14.02-1S	Water quality
15.01-1S	Urban design
15.01-1L-04	Industrial areas and business parks
15.01-1L-05	Signs
15.01-2S	Building design
15.01-2L-02	Building design - Hume
15.01-2L-02	Energy and resource efficiency – Hume
15.01-2L-03	Environmentally sustainable development - Hume
17.01-1S	Diversified economy
17.01-1R	Diversified economy – Metropolitan Melbourne
17.03-3S	State significant industrial land
18.02-4S	Roads
19.03-1S	Development and infrastructure contributions plans
19.03-3S	Integrated water management
19.03-3L	Industrial stormwater management

130. The proposal is generally supported the state and local policies. A response to the relevant MPS and PPF policies is as follows:

- Policy seeks the development Hume's State Significant Employment areas along key transport corridors sustainable urban area with high quality development in new growth areas (Clause 02.03-1 and 11.03-2S). The proposal would support and facilitate the development of the Craigieburn North Employment PSP while creating local employment opportunities and significant investment into the broader precinct and its further development.
- Policy seeks to ensure new development areas connect to existing areas of native vegetation and increase tree canopy provision while protecting and enhancing Victoria's biodiversity (Clause 02.03-2, 12.01-1S and 12.01-2S). The proposal provides an area of public open space along the southern boundary of the site in accordance with the Craigieburn North Employment PSP contributing to the provision of a green spine connection to a wetland/basin situated to the west of the subject site. The proposal will also provide a range of vegetation plantings around the site (including small and medium sized trees) that would provide additional tree canopy cover across the site where in compliance with necessary security requirements. The applicant has submitted an Ecology Memo which identifies that the site does not contain native vegetation and that no threatened flora or fauna are likely to occur on-site.
- Policy seeks to ensure that use and development does not detrimentally impact on community amenity is compatible with adjoining or nearby land uses (Clauses 13.05-1S and 13.07-1S). The subject land is situated centrally within the Craigieburn North Employment Area PSP which identifies both the site and surrounding environs as being allocated for industrial land uses. Further the site is situated approximately 600m from the nearest sensitively zoned land to the west comprising of Rural Living Zone. The applicant has submitted an Acoustic Report and Stormwater Management Plan in support of the proposed development (both discussed in detail below) while submitted concept images of the development demonstrate the proposal would be consistent with envisioned industrial character of the area.



- Policy seeks to ensure that wastewater and stormwater discharge from development is managed and detrimental effects on downstream waterways are appropriately mitigated (Clauses 02.03-4 and 14.02-1S). Policy also seeks to ensure industrial and commercial land uses incorporate stormwater treatment measures into the design of development, facilitated well-connected open spaces and waterway corridors, and ensure development includes stormwater treatment measures that improve the quality and reduce the flow of water discharged to waterways (Clauses 02.03-9, 19.03-3S and 19.03-3L). The applicant has submitted a Stormwater Management Plan that details the stormwater management measures to be implemented within the development (discussed in greater detail below). The applicant has also received in principal support from Melbourne Water as it relates to a broader Stormwater Management Strategy (SWMS) prepared by Alluvium, dated 11 April 2024 as required by condition requirements on Planning Permit P25734 for subdivision of the subject land. The SWMS has been submitted to the council for endorsement in accordance with the condition requirement.
- Policy seeks to create safe and functional urban environments while delivering design and siting outcomes that contribute positively to the local context. Further policy seeks to ensure the delivery of high quality development in new growth areas across Hume that enhances visual and streetscape amenity of industrial area to attract investment and high quality work environs (Clauses 02.03-5, 15.01-1S and 15.01-2S). Local policy seeks a range of design outcomes including office components fronting streets, outbuildings and ancillary installations that are compatible with the design theme established by primary buildings, concealing of plant and equipment, materiality suited to the type of building and its use and glazing incorporated into street frontages, transparent fencing and high-quality landscaping (Clause 15.01-1L-04). On balance, the development has been designed to be generally consistent with policy and design requirements/guidelines detailed within the Craigieburn North Employment Area PSP. An assessment of the built form and compliance with relevant requirements and guidelines is detailed below.
- Policy seeks to achieve best practice environmentally sustainable development in precinct wide master planning and within large-scale development in new growth areas. This also includes ensuring development contributes towards an increase in canopy cover across Hume (Clauses 02.03-5, 15.01-2L-02, 15.01-2L-03). The applicant has prepared a Sustainability Management Plan which details the sustainable design initiatives incorporated into the development which includes energy management, water management recycling, building materials, cooling systems and water sensitive urban design. The application is also supported Landscape Plan which details the extent of proposed planting to be provided around the site. An assessment of these documents is provided below.
- Policy seeks to strengthen and facilitate economic growth in Melbourne's outer areas, including within state significant industrial land, through the delivery of jobs across a broad range of employment sectors within existing and future employment land (Clauses 02.03-7, 17.01-1S and 17.01-1R). The proposal is situated within the Craigieburn North Employment Area PSP which seeks to add industrial and commercial land uses to the Northern Growth Corridor. Further the proposal facilitates a significant investment into Melbourne's outer growth areas.
- Policy seeks to facilitate the delivery of an efficient and safe road network that improves connectivity and capacity (Clauses 02.03-8 and 18.02-4S). The proposal would provide an internal 'Industrial Access Street' from Brookville Drive which would provide access to the proposed data centres and to adjacent allotments to the east that have yet to be developed. In accordance with Plan 12 of the Craigieburn North Employment Area PSP and secured through separate Planning Permit P25734, the broader development of the site would also provide land along the western boundary to facilitate the widening of Brookville Drive to facilitate its designation as an arterial road through the PSP as well as associated intersection flaring at Kinloch Court.
- Policy seeks the timely provision of planned infrastructure to communities through the preparation and implementation of development contributions plans and infrastructure contributions plans (Clause 19.03-1S). As noted above, Planning Permit P25734 has been granted by the council for subdivision of the subject land



which has included a condition requiring the implementation of the approved Public Infrastructure Plan and securing of development contributions.

Use

131. Schedule 8 to the UGZ applies the Craigieburn North Employment Area PSP which identifies the subject land as being allocated for industrial land uses. Accordingly, the UGZ8 specifies that the Industrial 1 Zone (IN1Z) and associated provisions are to apply to the subject site.
132. The proposal generally meets the purpose of the UGZ and IN1Z. Specifically, the use of the land for a Data Centre (Utility Installation) facilitates the provision of an emerging technology-based industry infrastructure that is critical to support of the digital economy through data storage, processing and management of information.
133. The proposal is also consistent with the vision and objectives of the Craigieburn North Employment Area PSP as it would support the ongoing development of the regional economic cluster through new employment opportunities in a growing sector of the economy. Further the proposal would facilitate the envisioned creation of a contemporary business park which includes provision of adaptable commercial floorspace suitable for modern manufacturing and technology-based industries.
134. Given the nature of the use, the development (each building) would operate 24 hours a day and 7 days a week (24/7) and would require an ongoing staff of approximately 60 employees (across both buildings) to maintain the data centre operations. An off-peak staff would comprise of approximately 13 employees per building.
135. The site is situated within an expanse of open farmland (existing conditions) with associated dwellings on adjoining properties to the north (50 m), north-west (80 m), west (130 m) and east (300-350 m). Currently, there are no industrial land uses surrounding the site, however various approvals for subdivision of land and for the use and development of land for industrial purposes have been approved in the immediate surrounds of the site.
136. The proposed use and development of the land would be the first to be constructed within the immediate surrounds of the Craigieburn North Employment Area PSP and therefore would not be detrimentally affected by any existing industry land uses nearby to the site. While the development is located near to existing dwellings, these are located within the Craigieburn North Employment Area PSP and are allocated for future industrial zoned land.

Buildings and Works

Site Layout

137. The design and layout of the development is informed by two key operational requirements including security and overall functionality. This is attributed to the nature of data centres which require the protection from threats that could compromise the confidentiality, integrity or availability of business information assets and intellectual property while also ensuring the facilities can maximise their ability to meet servicing requirements.
138. As each building would operate in separation of one another, the site layout has incorporated physical delineation between the two buildings through controlled access points, separate internal accessways, security fencing around the perimeter of the subject site and between the two buildings. A 14 m wide vegetated swale would also be incorporated between the two buildings.
139. Each building would be accessed via internal two-way roads. The primary internal road will provide access to secondary internal roads that in-turn provide direct access to each building. Access to the primary internal road is managed via security boom gates, while access to the secondary internal roads is managed by security gates and guardhouses. The secondary internal roads extend around each building and provide direct access to car park areas, loading bays and buildings.
140. Separate car parks are provided to each building. Building A includes a car park within the setback to the Brookville Drive (west) consisting of 44 spaces, while a further 10 spaces directly abut the building along the



western interface. A bike store is situated adjacent to these spaces at the northwest corner of the building. Building B includes a car park within the northern setback to Kinloch Court comprising 43 spaces, with a further 10 spaces situated adjacent to the building along the northern interface. A bike store is situated adjacent to the car park.

141. A substation reserve (8,000 sqm) is proposed within the north-west corner of the subject site. As noted above, a permit is not required for the use or development of the substation. The site also includes land that has been allocated for the future use and development of a Local Convenience Centre (LCC) in accordance with the Craigieburn North Employment Area PSP. The use and development of this land does not form part of this application while the southern portion of the subject land is to be vested to the council in accordance with Planning Permit P25734 for the purposes of public open space.
142. The council advised in their pre-application comments they are not enforcing the applicant to deliver the LCC component of the Craigieburn North Employment Area PSP if site layout provides suitable land for the delivery of this future use. Further comments from the council provided as part of this permit application have reinforced the council's position that the LCC is an important component of the Craigieburn North Employment Area PSP and encourage the delivery of this centre as part of a future planning permit application within close proximity to identified location.
143. The submitted site layout plans show the requisite area of land allocated to the LCC adjacent to the proposed Industrial Access Street. The plans have been notated to indicate that section of the site will comprise of "landscaped area/potential LCC siting location".
144. Further, the council has recommended that conditions be included on a permit requiring the plans be amended to show the indicative layouts of east-west shared user paths within the public open space reserve along the southern boundary, the proposed widening of Brookville Drive, the proposed Industrial Access Road and of the 5 m interface treatment including a 3 m shared user path along Brookville Drive. It is recommended that these conditions be included on a permit.
145. Overall, the site layout is generally consistent with the design requirements of the Craigieburn North Employment Area PSP. Specifically, the proposal would comply with requirements around the allocation of land uses (R5), vehicular access to the site (R13 and R33), open space provision and buffer (R16 and R19), fencing (R20) and proposed service road transition (Industrial Access Street) across parcels of land (R34, R35 and R36)

Built Form

146. The proposed buildings comprise a two-storey warehouse building form with a maximum height of both buildings at 14.9 m. The buildings would be situated towards the northern and central sections of the subject site and would be surrounded by supporting infrastructure (plant equipment, fuel tanks, guardhouses). Each building site will contain an office space, internal plant, a catcher room, MV room and end-of-trip facilities. A pedestrian path will also extend around the perimeter of each building.
147. Building A would front Brookville Drive (to the west) with the proposed office area extending along this interface. Due to the nature of the facility, only two windows are provided to the ancillary office area to the southwest corner of the building at ground floor. The design is attributed to sensitive nature of the building and the associated security requirements for which openings to the building are to be limited.
148. The building would be setback 80m from the existing western boundary (67 m to approved line of subdivision boundary), 210 m to the southern boundary (151 m to approved line of subdivision boundary), 39m to the eastern boundary and 82 m to Building B situated to the north. The setback to Building B would comprise a vehicle access road associated that extends around the building, security fencing (2.7 m high palisade-style) and vegetated swale.
149. Building B will front Kinloch Court (to the north) with the ancillary office wrapping around the northwest corner of the building. This section of the building would contain windows at both the ground floor and first floor.



150. The building would comprise of setbacks to the western boundary of 56 m (42 m to approved line of subdivision boundary), 40 m to the eastern boundary and 125m to the northern boundary (119 m to approved line of subdivision boundary). A vehicle access road extends around the perimeter of the building.
151. Associated infrastructure for each building also includes external plant areas. Building A contains an external plant area of 3,000 sqm along the southern side of the building to service the use. The external plant area would include diesel electric generators and fuel tanks to provide backup power to the building. A section of plant area which includes the proposed fuel tanks is situated towards the western boundary with a setback of 59 m to the western boundary (42.9 m to the approved line of subdivision boundary) and 178 m to the southern boundary (105m to approved line of subdivision boundary). Building B contains an external plant area of 4,324 sqm which is again situated along the southern interface of the building. Like Building A, Building B includes a separate plant area towards the western boundary that includes the proposed fuel tanks. This area would be setback 51 m from the western boundary (37.5 m to approved line of subdivision boundary).
152. Security fencing (2.7 m high) would extend around the perimeter of the buildings to achieve security outcomes for the facility's operation. The palisade-style fencing would create the illusion of movement as pedestrians and vehicles traverse Brookville Drive, Kinloch Court and the Industrial Access Street providing an active public interface seeking to add visual interest to the site. Further the fencing would be permeable to allow for necessary visual connections responsive to the site security requirements while preventing unauthorised access to the site.
153. The buildings incorporate a range of external materials to articulate the development including colorbond metal panels finished in grey and cream along the top element of the buildings with concrete wall panels finished in a range of grey and cream tones with a non-linear appearance to create visual interest. The buildings will also feature black louvres along the elevations to create the illusion of windows / openings, as well as glazing to the office buildings to enhance the development's presentation to Brookville Drive, Industrial Access Street and Kinloch Court.
154. The council has recommended that the alternative materials should be applied to the north, east and south facades of the buildings to provided for active street frontages and passive surveillance such as Danpalon Cladding to give the appearance of glazing in locations where glazing is not required. The applicant has advised that due to the security requirements of these buildings, the inclusion of more windows or partially transparent cladding would not be appropriate.
155. The development is generally consistent with the relevant built form requirements and guidelines of the Craigieburn North Employment Area PSP, however as currently proposed would not comply with Requirement 6 (R6) which specifies that plant infrastructure associated with both buildings would not be situated behind the building line. The requirement specifies that where the infrastructure is still visible, it must be located behind constructed screening using durable and attractive materials. Figure 13 below, demonstrates the appearance of the external plant areas which would be prominently visible along the western interface to Brookville Drive.



Figure 13: Concept image detailing visual impact and visible plant along western interface to Brookville Drive

156. Due to the nature of the proposed use, the applicant has provided a security requirements plan. In particular, the plan identifies that no tree foliage within 6m of the exterior security fence and that understory planting within the buffer area must be no greater than 1m high (see Figure 14).
157. The extent of the proposed landscaping is discussed in greater detail below, however the submitted landscaping plan indicates that planting will be provided with the setback to the western boundary comprising of 'Planting Mix D' consisting of site peripheral plantings including predominantly low ground cover plantings to meet the security needs.

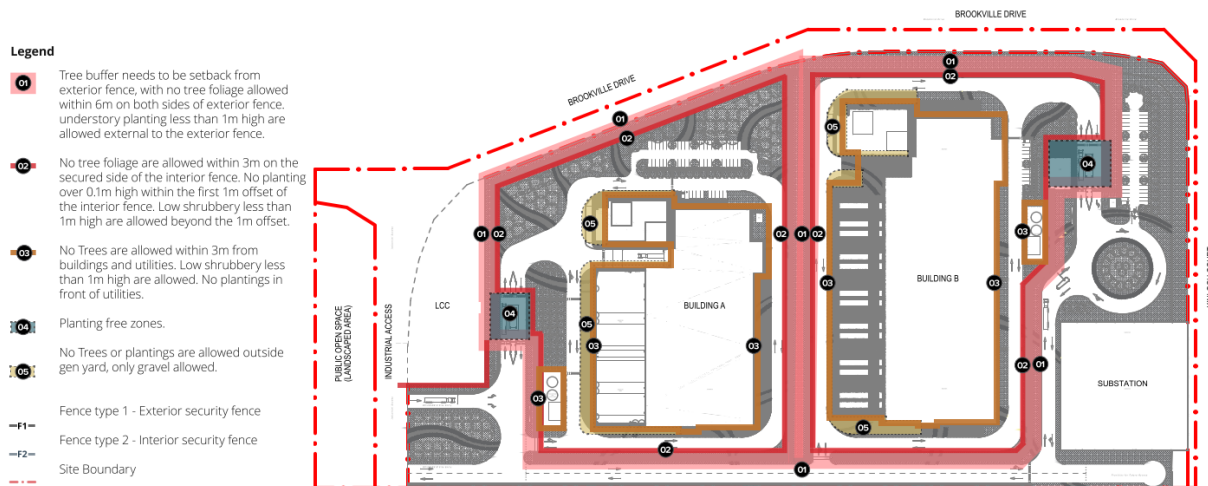


Figure 14: Site security requirements

158. While the security requirements do conflict with the requirements and guidelines of the Craigieburn North Employment Area PSP, these requirements must be balanced with the nature of the nature of the proposed land use. Noting the setback between the perimeter security fence to the approved line of subdivision boundary is approximately 11 m, there is capacity to comply with the security buffer area requirements and accommodate for more appropriate screening (through vegetation) beyond 6m from the security fence along the western interface to soften the appearance of the development.
159. While the council has not raised concern with the visibility of the proposed plant infrastructure along Brookville Drive, it has recommended that additional landscape screening along the lot boundary to Brookville Drive to minimise views of the car park and loading facilities in accordance with G9 of the Craigieburn North Employment Area PSP which seeks to ensure sufficient landscape strips are provided to screen car parking and loading facilities.
160. The council has also recommended that further consideration to the Crime Prevention Through Environmental Design (CPTED) principles and Safer Design Guidelines and measures explored in accordance with R8 of the Craigieburn North Employment Area PSP. Taking into consideration the nature of the proposed use and security requirements associated with it, the proposal has incorporated fencing that would facilitate necessary visual permeability to all interfaces providing for a level of passive surveillance. Further, the proposal includes security arrangements and guardhouses that a staffed 24/7 which provides a further level of surveillance within and surrounding the site. It is considered that the R8 has been satisfied.
161. Overall, the design of the development and façade treatments appropriately respond to the envisioned character of the precinct and effectively break down the main buildings to create a human-scaled form through the bookending of smaller and larger structures with thick concrete walls, vertically ribbed metal cladding and vertical cladding, panels and joints. It is recommended that a condition on a permit require and amended landscape plan to include greater detail of proposed plantings within the western setback to Brookville Drive and consideration of alternative planting arrangements (i.e. canopy trees and other screening vegetation) to appropriately mitigate and detract from

the prominence of the plant infrastructure along this interface and better screen the car park areas associated with both Building A and B.

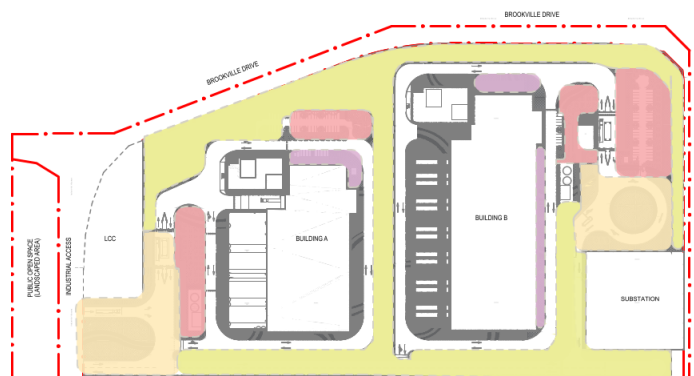
Landscaping

162. The application is supported by a Landscape Plan prepared by Arcadia, dated 19 January 2024.
163. The landscape plan details that the site will include four separate mix planting areas comprising of:
- Planting Mix A – primary feature planting consisting of low shrubbery (less than 1 m high) and no trees.
 - Planting Mix B – secondary feature planting for car park areas consisting of shade trees and ground cover (less than 1 m high)
 - Planting Mix C – tertiary feature planting for public interface outside the secure zone consisting of native grassland and large trees.
 - Planting Mix D – site peripheral planning around security fence line consisting of low ground cover and tree planting that meets security requirements.
164. The landscape plan also contains a diverse planting palette of small and medium sized trees as well as shrubs, groundcover and grasses.
165. Consistent with the discussion, the setbacks of each building to the western and northern boundary of the site would comprise of 'Planting Mix D'. Noting the comments of DTP Urban Design and vision of the Craigieburn North Employment Area PSP, it is considered that there is reasonable scope for increased canopy cover planting along this interface with this section of the site not being restricted by any identified security requirements. It is recommended that a condition be included on a permit requiring the inclusion of additional canopy cover plantings along the northern boundary be provided and the landscape plan be updated.
166. The landscape plan has omitted planting details related to the sections of the site allocated to a future LCC, of which the submitted development plans indicate as being a "landscaped area". While the development of this site is separate to the application, the land does form part of the subject site and as such it is recommended that a condition be included on a permit requiring the details of interim landscaping to be shown on the landscape plan. Landscaping details relating to the public open also has not been included in the landscape plan, however, as the treatment of this land was captured in the separate subdivision permit issued by the council, it is not considered that the landscape plan needs to be amended to include planting details.

Landscape Zoning

Legend

- Planting Mix A**
 - / Primary feature planting for primary road interface
 - / Relationship to architectural facade
 - / Experience at close proximity
 - / Groundcover to Low shrubbery <1m, no trees
 - / Variety of colour
- Planting Mix B**
 - / Secondary feature planting for car park area
 - / Shade trees with clear trunk that meets security requirement
 - / Experience at close proximity
 - / Groundcover to Low shrubbery <1m
 - / Moderate variety of colour
- Planting Mix C**
 - / Tertiary feature planting for public interface outside of secure zone and site entries
 - / Experience at moderate proximity and vehicular speed
 - / Mass planting with native grassland character and large trees
 - / Neutral colour palette at scale
- Planting Mix D**
 - / Site peripheral planting around security fence lines and low priority interfaces
 - / Provide backdrop and experience at scale and vehicular speed
 - / Mass planting with low groundcover and tree planting that meets security requirements
 - / Neutral colour palette at scale



Note: The Industrial Access Street, Brookville Drive, Local Convenience Centre (LCC) and Public Open Space will be delivered as part of a future subdivision of the land, separate to this planning application.

Figure 15: Proposed landscaping layout (Source: Landscape Plan)

Amenity

Noise

167. The applicant has submitted an Acoustic Environmental Impact Assessment prepared by Aurecon, dated 11 June 2024. This assessment and associated noise limits were derived utilising the *Environment Protection Authority Regulations 2021 (EPA 2021)* and *EPA Publication 1826: Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues (Noise Protocol)* (EPA Publication 1826).
168. Noise emissions from the proposal were assessed under two categories of operation, each consisting of three modes of operation, with different equipment operating (mixture of on or off) comprising of ‘Typical Operation’ and ‘Emergency testing’. Each category consists of three modes of operation as shown in Figure 16.

Mode of Operation	Building A Building			Building B Building			Both Building A and Building B Buildings All Other Noise Sources ^{Nota 1}	
	2500 KVA Transformer	Generator	Load Bank	2500 kVA Transformer	Generator	Load Bank		
Category: Typical Operation								
T1	<u>Typical Operation</u>	ALL ON	ALL OFF	ALL OFF	ALL ON	ALL OFF	ALL OFF	ALL ON
T2	<u>Typical Operation</u> with 1 Building A transformer off and 1 Building A generator on	1 OFF (furthest from most sensitive NSA)	1 ON (closest to most sensitive NSA)	ALL OFF	ALL ON	ALL OFF	ALL OFF	ALL ON
T3	<u>Typical Operation</u> with 1 Building B transformer off and 1 Building B generator on	ALL ON	ALL OFF	ALL OFF	1 OFF (furthest from most sensitive NSA)	1 ON (closest to most sensitive NSA)	ALL OFF	ALL ON
Category: Emergency Testing								
E1	<u>Emergency Testing</u> with 1 Building A generator on and 1 Building A load bank on	ALL ON	1 ON (closest to most sensitive NSA)	1 ON (closest to most sensitive NSA)	ALL ON	ALL OFF	ALL OFF	ALL ON
E2	<u>Emergency Testing</u> with 1 Building B generator on and 1 Building B load bank on	ALL ON	ALL OFF	ALL OFF	ALL ON	1 ON (closest to most sensitive NSA)	1 ON (closest to most sensitive NSA)	ALL ON
E3	<u>Emergency Testing</u> with 2 generators and 2 load banks on	ALL ON	1 ON (closest to most sensitive NSA)	1 ON (closest to most sensitive NSA)	ALL ON	1 ON (closest to most sensitive NSA)	1 ON (closest to most sensitive NSA)	ALL ON

Figure 16: Scenarios under typical operation and emergency testing operation modes (Source: Noise Assessment)

169. Under the EPA Regulations, noise emissions emitted during emergency operation from a commercial or industry do not need to comply with the noise limits defined in EPA Publication 1826. Notwithstanding, effective noise levels have been predicted for the emergency scenario in order to assess the risk of harm to human health or the environment with respect to the requirements of the General Environmental Duty (GED). The GED requires ‘any person who is engaging in an activity that may give rise to risks of harm to human health or the environment from pollution or waste must minimise those risks, so far as reasonably practicable’.
170. Noise emitted from the subject site would come from a range of sources including power generators, exhaust fans, DAHU’s, HV Substation, MV Transformers, condensers, load banks, an AHU-HS-01, roof cowls for exhaust air fans, EAFs and toilet exhaust fans. Individually, the noise emitted from each source ranges from 62 to 103 dBA.
171. Attended noise measurements were undertaken on 18 October 2023 (during night period) from three sensitive receptors nearby to the subject land to obtain background noise levels (Figure 17). As the site is proposed to



operate 24 hours per day, noise emissions during the night period would be the most onerous noise limits for the proposal to comply with.

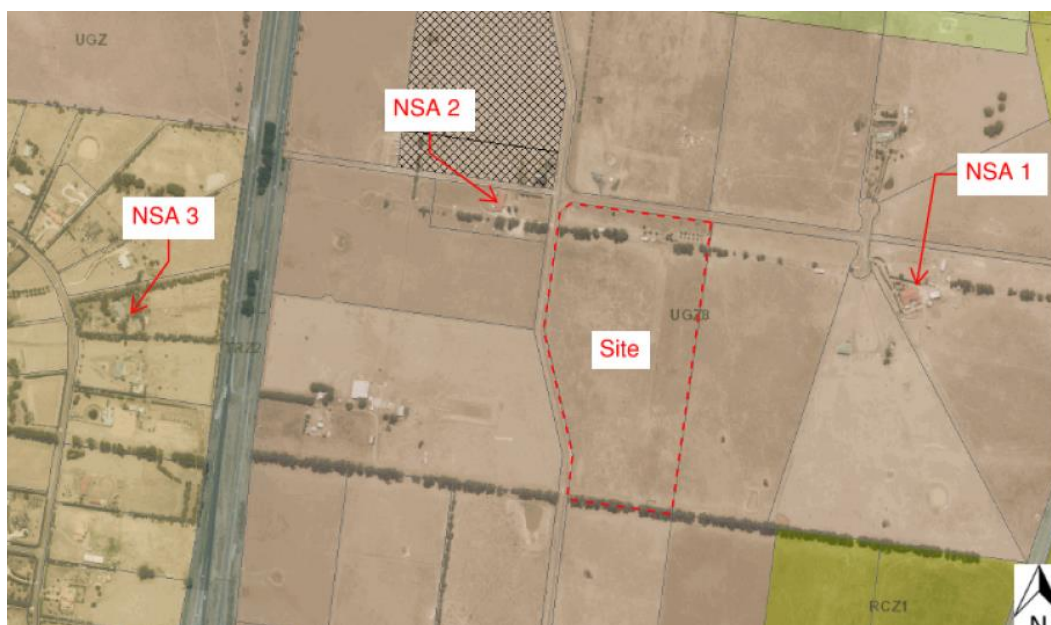


Figure 17: Noise measurement locations (Source: Noise Assessment)

172. The noise limits to each sensitive receptor during the night period would range between 45 to 51 L_{aq} dBA which is applied to 'Typical Operations'. The operation category of 'Emergency Testing', applies an adjustment of +5 dBA added to the baseline noise limits during the evening/night period which result in a noise limit range between 50 to 58 L_{aq} dBA.
173. The noise modelling indicates that predicted noise levels will comply with the night period noise limit criteria for all modes of operation under 'Typical Operations' and 'Emergency Testing', with no exceedances recorded (Figure 18).



Mode of Operation	Receiver address	NSA	Predicted Effective Noise Level L _{eq} dB	Night noise limit dBL _{eq,30mins} , dB	Exceedance of the night noise limit, dBA	Compliance with noise limit?	Dominating noise sources	
Category: Typical Operation								
Mode T1	no generator on	10 Kinloch Ct, Craigieburn VIC	2	48	51	Nil	Yes	Substation and Exhaust Fans
		50 Kinloch Ct, Craigieburn VIC	1	42	48	Nil	Yes	
		165 Brookville Dr, Craigieburn VIC	2	47	51	Nil	Yes	
		40 The Panorama, Mickleham VIC	3	37	45	Nil	Yes	
Mode T2	1 Building A transformer off and 1 generator on	10 Kinloch Ct, Craigieburn VIC	2	48	51	Nil	Yes	Substation and Exhaust Fans
		50 Kinloch Ct, Craigieburn VIC	1	42	48	Nil	Yes	
		165 Brookville Dr, Craigieburn VIC	2	47	51	Nil	Yes	
		40 The Panorama, Mickleham VIC	3	37	45	Nil	Yes	
Mode T3	1 Building B transformer off and 1 generator on	10 Kinloch Ct, Craigieburn VIC	2	48	51	Nil	Yes	Substation and Exhaust Fans
		50 Kinloch Ct, Craigieburn VIC	1	42	48	Nil	Yes	
		165 Brookville Dr, Craigieburn VIC	2	47	51	Nil	Yes	
		40 The Panorama, Mickleham VIC	3	37	45	Nil	Yes	
Category: Emergency Testing								
Mode E1	1 Building A generator and load bank on	10 Kinloch Ct, Craigieburn VIC	2	48	56	Nil	Yes	Substation and Exhaust Fans
		50 Kinloch Ct, Craigieburn VIC	1	42	53	Nil	Yes	Load Bank and Substation
		165 Brookville Dr, Craigieburn VIC	2	47	56	Nil	Yes	Substation and Exhaust Fans
		40 The Panorama, Mickleham VIC	3	37	50	Nil	Yes	Load Bank and Substation
Mode E2	1 Building B generator and load bank on	10 Kinloch Ct, Craigieburn VIC	2	48	56	Nil	Yes	Substation and Exhaust Fans
		50 Kinloch Ct, Craigieburn VIC	1	42	53	Nil	Yes	Load Bank and Substation
		165 Brookville Dr, Craigieburn VIC	2	47	56	Nil	Yes	Substation and Exhaust Fans
		40 The Panorama, Mickleham VIC	3	37	50	Nil	Yes	Load Bank and Substation
Mode E3	2 generators and 2 load banks on (Building A and Building B)	10 Kinloch Ct, Craigieburn VIC	2	48	56	Nil	Yes	Substation and Exhaust Fans
		50 Kinloch Ct, Craigieburn VIC	1	42	53	Nil	Yes	Load Banks and Substation
		165 Brookville Dr, Craigieburn VIC	2	47	56	Nil	Yes	Substation and Exhaust Fans
		40 The Panorama, Mickleham VIC	3	38	50	Nil	Yes	Load Banks and Substation

Figure 18: Predicted effective noise levels to sensitive receptors (Source: Noise Assessment)

174. A low frequency noise assessment has not been included in the assessment as it is expected to be limited.
175. While the proposal would comply with the relevant noise limits, the assessment details additional noise mitigation measures to appropriately respond to the GED requirements. The additional mitigation measures include:
- Increase absorption material on the ceiling of the DAHU gallery to achieve higher acoustic performance of NRC1.15.
 - Assessment of emissions under reduced DAHU loadings from 100% to 90%, which is more representative of typical load operation. The sound power level of the DAHU is reduced by 4 dBA through the operation loading reduction.
176. Further, it is identified that a Site Noise Management Plan would be appropriate ensuring the regular review of available technology, equipment maintenance, procedures to address noise complaints and noise monitoring plans.
177. The EPA have commented that compliance with the noise criteria demonstrated in the noise assessment is plausible given the distance to the nearest residential zone in combination with the proposed increased absorption measures recommended in the assessment.
178. It is recommended that a condition be included on a permit requiring the proposal implement the recommendations of the noise assessment, including the requirement to prepare a Site Noise Management Plan.

Health and Safety

179. The proposal includes petroleum fuel tanks comprising of 250,000 litres associated with Building A and 330,000 litres for Building B to fuel back-up generators in the event of a power outage as well as lithium-ion batteries.
180. The fuel tanks would exceed the fire protection quantity threshold of *the Dangerous Goods (Storage and Handling) Regulations 2012* (the Regulations).



- 181. In accordance with pre-application comments from WorkSafe the applicant submitted two separate Preliminary Hazard Analysis (PHA) prepared by Aurecon, dated 29 July 2024 for Building A and B. The PHA comprises a hazard and risk screening and an analysis with the recommendations across each PHA being generally consistent.
- 182. The PHA recommends the implementation safeguards in compliance with the Regulations as it relates to the screening assessment and for reducing the residual risk associated with the hazardous chemicals within each building, lithium-ion battery safeguards and combustible liquid safeguards.
- 183. WorkSafe was formally referred the application under section 55 of the PE Act and have no objection to the proposal subject to conditions. The recommended conditions will be included on a permit.
- 184. Further to the conditions required by WorkSafe, it is recommended that a condition require the recommendations of the PHA's prepared for each building be implemented.

Visual Impact

- 185. While the development is the first industrial development to be constructed in the immediate surrounds, it is consistent with the envisioned built form character of the Craigieburn North Employment Area PSP. As existing and proposed planning permits are acted upon, the development would be surrounded by similar industrial and warehouses of similar form.
- 186. As detailed above, the proposal will include landscaping surrounding the built form on-site, in particular along key interfaces (to Brookville Drive and Kinloch Court) which would soften the developments appearance within the broader landscape.
- 187. The development will not result in any detrimental visual amenity impacts.

Car and Bicycle Parking, Loading, and Other Services

Car Parking

188. The following car parking rates are relevant to the application:

Proposed Use	Purpose	Rate	No. of Spaces Required	No. of Spaces Provided
Data Centre	Building A	N/A	N/A	54 spaces (one disabled space)
	Building B	N/A	N/A	53 spaces (two disabled spaces)
Total				107 spaces

- 189. As noted above, the use of land for a 'Data Centre' is not provided at Table 1 to Clause 52.06-5. Accordingly, the provision of car parking is to be to the satisfaction of the responsible authority.
- 190. The application is supported by a Traffic Impact Assessment (TIA) prepared by Aurecon, dated 12 Jun 2024, which details that Building A would contain 30 employees and Building B would contain 35 employees on-site at any time. Accordingly, the estimated demand for car parking is 30 spaces for Building A and 35 spaces for Building B.
- 191. The provision of car parking for each building exceeds the anticipated demand for on-site car parking. It is considered the proposed car parking provision is adequate.
- 192. The council has recommended that EV charging stations be provided within the proposed car parks. The applicant has agreed that the provision for EV charging spaces will be provided. Accordingly, a condition would be included on a permit requiring the provision of EV charging station within car park of Building A and B.



Design Standards for Car Parking

193. Each building will contain two separate car parking area, comprising an employee car park and separate visitor car park.
194. The main car park to building A would contain a one-way 4 m wide roadway, while Building B would contain a two-way 6.4 m wide road (3m to each lane) with a median and boom gate. Both car park accessways would comply the access requirements at Clause 52.06-9 (Design Standard 1).
195. The dimension of the car spaces measures 2.6m x 5.4m, while the employee car parks would contain an aisle width of 6.4 m. Further the dimensions of the accessible car spaces would measure 2.4 m x 5.4 m. The proposed design of the car spaces is compliant with the requirements (Design Standard 2).
196. The design and layout of the car parks are functional, and their open nature would maximise visual surveillance and landscaping. It is considered that the proposal appropriately satisfies requirements of Design Standards 5, 6 and 7.

Site Circulation and Traffic Movement

197. Vehicle access to the site is to be provided via a new Industrial Access Road to be constructed towards the southern portion of the site from Brookville Drive. Access to the site is managed via a guard house and sliding security gate.
198. Each building would contain a separate two-way ring road that extends around each building before looping back the primary access road.
199. As to impacts on the transport network, the TIA identifies a surrounding road network comprising of the Hume Freeway, Donnybrook Road (one-lane two-way road), Amaroo Road (two-lane two-way road), Summerhill Road (two-lane two-way road), Brookville Drive (two-way road), Kinloch Court (two-way road) and English Street (one-lane two-way road).
200. The traffic generation for the proposal is estimated at 112 movements for Building A and 102 movements for Building B. It is expected that there would be 52 entry/egress movements in the AM peak hour and 78 PM peak hour movements during normal operation.
201. The TIA finds that the anticipated traffic generation is not expected to notably impact on the capacity or safety of the surrounding road network.
202. Further, the proposal is generally in accordance with the requirements of the Craigieburn North Employment Area PSP noting the previously approved subdivision permit (P25734) having secured the following road upgrades:
 - Brookville Drive upgrade to a four lane arterial road (RD-02) with an off road shared pedestrian path.
 - Kinloch Court upgrade to a bus capable connector street with an off road shared pedestrian path.
 - New Industrial Access Street south of the site providing for local traffic and an off road shared pedestrian path.
 - New roundabout intersection with Brookville Drive and Kinloch Court (IN-03) at the north-western extent of the site.
 - New roundabout intersection with Industrial Access Street Brookville Drive (IN-04) at the south-western extent of the site including pedestrian signals.
203. Overall, the proposed site access arrangements and traffic movement are acceptable and are consistent with the requirements and guidelines of the Craigieburn North Employment Area PSP.



204. The applicant has not provided a cross section of the proposed Industrial Access Street in accordance with R34 of the PSP. Accordingly, as noted above and consistent with recommendation of the council, it is recommended that a condition be included requiring a cross section of the street be provided in accordance with the requirement.

Bicycle Facilities

205. Clause 52.34 does not require bicycle parking for the use of land for a 'Data Centre'.
206. Notwithstanding, the proposal would provide 9 spaces associated with Building A and 20 spaces associated with Building B for a total provision of 29 spaces.
207. Noting the proposal would include ancillary office, a calculation of required spaces for this land use component would require 28 spaces to be provided.
208. End-of-trip facilities would be provided adjacent to the bicycle parking locations.
209. While there is no requirement to provide on-site bicycle parking, it is considered that the proposed bicycle provision acceptable.

Loading / Unloading

210. A loading dock is provided to each building and have been located to be accesses from a two-way ring road that circulates around each building and connects to the primary site access.
211. It is estimated that there would be approximately nine services vehicles a day for each building to the loading dock.
212. Staff entries to each building are located away from the loading docks to avoid conflict between pedestrians and vehicles access the loading area.
213. The proposed loading arrangements are considered appropriate.

Waste

214. A waste/bin area is situated adjacent to the loading bays to each building.
215. The applicant has submitted a Waste Management Plan (WMP) prepared by Aurecon, dated 12 June 2024.
216. The WMP estimated total weekly generation of waste in 551 litres of general waste and 551 litres of commingled recycling requiring 5 x 240 litre bins respectively. The volume and frequency of cardboard collection will vary month to month, however a 3 sqm skip bin is to be provided. The volume of e-waste will also vary month to month and collection will be arranged by the building manager when required.
217. While the WMP does show the location of the proposed bin store adjacent to the loading dock area, it appears that the image included at Section 3.5 of the WMP is not from the current set of plans. Accordingly, it is recommended that a condition be included a on permit requiring an amended WMP to detail the waste collection process and include a correct image of the bin storage layout.
218. The council has not provided any comments regarding waste collection.

Environmental Risks

Vegetation and Native Vegetation

219. The applicant has submitted an Ecological Site Assessment Memorandum (the memo) prepared by Aurecon, dated 13 October 2023.
220. The memo identifies that the subject land includes a range of planted vegetation, including Sugar Gum, Radiata Pine and Olive, with the remainder of the site comprising of open pasture farmland containing introduced grass



species including Chilean Needle-grass and Kikuyu. There were no native vegetation patches observed within the subject site.

221. In accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (DELWP) (the Guidelines), the memo finds that there is no native vegetation in the form of patches or scattered trees within the subject site. Accordingly, a permit is not required for the removal of native vegetation.
222. It is noted that a windrow of trees near to the northern boundary of the site has already been removed.
223. The applicant also submitted a Tree Protection and Removal Plan (TPRP) prepared by Aurecon, dated 22 August 2024. The TPRP that there are now currently a total of 49 trees on or immediately surrounding the subject site. The majority of the trees are situated along the southern boundary of the site and will be retained. Two trees identified as Sugar Gums are situated within the northwest corner of the site adjacent to Brookville Drive will require removal due to the widening of Brookville Drive, however this will not be undertaken through this planning permit application.
224. The offset for the loss of the windrow of trees towards the northern boundary, it is recommended that the new tree planting be required along to the northern boundary of the site and soften the industrial appearance of the site along this interface.

Biodiversity

225. As above, the memo also conducted an assessment of flora and fauna on the site.
226. The memo identifies that no threatened flora species were recorded during the site assessment.
227. The site is found to provide potential habitat for Golden Sun Moth, however the high density of grass and lack of inter-tussock space suggests the site is low quality habitat for the species. In addition, given the lack of native eucalypt trees on the site, it is considered that there is limited habitat for common fauna, despite the observation of one Eastern Grey Kangaroo. Accordingly, the memo finds the site assessment identified no threatened fauna species on the site nor is there a high likelihood of their occurrence.
228. Noting the presence of the Eastern Grey Kangaroo, Planning Permit P25374 for the subdivision of the land included a condition requiring a Kangaroo Management Plan be prepared as required by the UGZ8.

Bushfire

229. The subject site is located within a Bushfire Prone Area
230. The Proposal is not required to consider bushfire risk as the use and development is not considered to be a sensitive use. However, dedicated fire response equipment, including fire pumps and fire water tanks, will be provided beside each main building. There will also be standard fire safety equipment provided within the buildings to ensure the safety of those on site as well as adjoining properties.
231. FRV has advised it has no comments on the proposal.

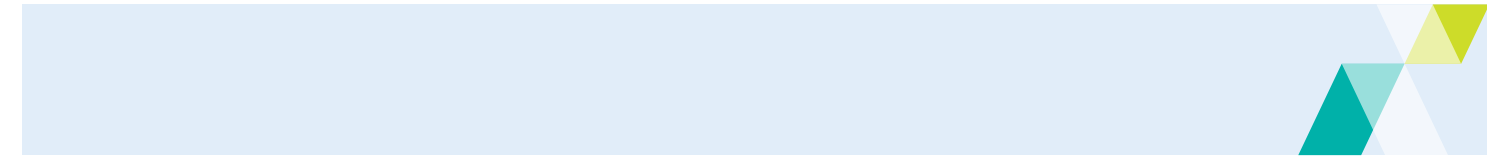
Sustainability

Environmentally Sustainable Design (ESD)

232. The application is supported by a Sustainability Management Plan (SMP) prepared by Aurecon, dated 19 February 2024.
233. The SMP seeks to demonstrate the proposals commitment to sustainability and includes the consideration of energy, water efficiency, transportation, waste and building management.
234. The proposal would incorporate the following sustainable design initiatives that apply to the whole life (construction and operation) of the building:



- Refrigerant based systems to be used only for a small portion of the total site load, with the system primarily based on free cooling and supplementary evaporative cooling
 - Direct Evaporative Cooling (DEC) to the Data Hall Air Handling Units that will only switch on when ambient temperature exceeds 28.4 degrees celsius. Water that is not evaporated to be reused until the concentration of solids within the coolers' sump water reaches three times the incoming water to achieve 3 cycles of concentration, thus reducing discharge to the sewers and reducing overall water consumption.
 - Distributed battery systems which improve energy efficiency due to reduced losses compared to conventional systems.
 - Hot-aisle cold-aisle configuration that maximises the effectiveness with which cooling is provided to computer hardware.
 - High efficiency LED lighting with automatic controls
 - Energy meters providing ongoing tracking and monitoring of building energy consumption
 - Submetering and monitoring of major water uses and sources, connected to the BMS to identify leaks.
 - Closed loop fire protection system with water recirculation during testing.
 - Water efficient native plants will be used for landscaped areas.
 - Low flow fittings, fixtures and appliances.
 - investigate the feasibility of low embodied emissions concrete with minimum 35% lower embodied carbon for in-situ and 25% for precast concrete.
 - Investigate more responsible steel procurement, including steel procured from energy-reducing processes.
 - Macro-fibre reinforcement of slabs to be investigated for on-grade slabs in lieu of reinforcing steel mesh.
 - Design to reduce the volume of materials required to achieve the same function, e.g. through 'lightweighting'.
 - Provision for future connections to EV charging in line with BCA requirements to encourage the use of EV's and reduce local pollution.
 - Bike and end-of-trip facilities.
 - dedicated area for the collection and storage of recyclable materials including mixed paper, corrugated cardboard, glass, plastics and metals.
 - e- waste collection systems and utilising external recovery and recycling programs to minimise the environmental impact.
 - Construction and demolition waste target of 85% diversion from landfill.
235. It is noted that while a number of sustainability initiatives are indicated, the SMP has not demonstrated how the overall ESD initiatives respond to the BESS/Green Star assessment as required by Clause 15.01-2L-03 and instead has utilised the Leadership in Energy and Environmental Design (LEED) rating tool.
236. The applicant has submitted a Memorandum titled 'LEED Rating Tool for Data centre Projects' prepared by Aurecon, dated 22 February 2022 supporting the use of the LEED criteria as it is one of the first certifications to develop a data centre specific category to globally assess the sustainability of data centres. This is attributed to the unique operational requirements of data centres and the high level of energy use required. Included in the LEED criteria is consideration of factors such as energy efficiency, water conservation, indoor air quality, materials selection, waste management and sustainable site development.

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237. The proposal would achieve a LEED certification under LEED BD+C, which applies to new whole-building data centres. It is noted that certification under this criteria cannot be completed until at least 60% of the projects GFA has been constructed.
238. DTP Urban Design has recommended that the incorporation of features such as solar panels and increased canopy cover,(discussed above) to provide a greater performative benefit to the broader area. Further, while the SMP notes a commitment to integrating Water Sensitive Urban Design Principles across the landscape it is recommended that the adoption of these treatments be thoroughly detailed in drawings.
239. The council has not provided any comments on the SMP.
240. Clause 15.01-2L-03 of the Hume Planning Scheme seeks a sustainability management plan be provided for non-residential development which includes an assessment using BESS/Green star, STORM/MUSIC or other methods. While the use of the LEED is not a recognised assessment tool within Victoria, it would fit under “other methods” specified in the policy.

Site Drainage and Stormwater Management

241. The applicant has previously prepared a Stormwater Management Strategy (SWMS) prepared by Alluvium, dated 11 April 2024, in accordance with Condition 20 of Planning Permit P25374 for the approved two lot subdivision of the subject land.
242. The SWMS sets out an alternative Brookville Drive DSS layout (see Figure 19 for DSS layout) to provide a more efficient design system that meets Melbourne Waters requirements and details the proposed drainage system, proposed water corridor, proposed stormwater quality treatment system and interim conditions should development of subject site occur prior to the delivery of drainage infrastructure.
243. In particular, the SWMS identifies that the minor drainage system (internal to the site) would consist of underground piping network extending down the western boundary of the subject land designed to accommodate a 10% AEP rainfall event. A major drainage system comprising of the road reserves and drainage reserve along the southern site boundary will convey a 1% AEP flow. A waterway is to be constructed along the southern boundary of the site within what will become a linear park gifted to the council and will be fed by the drainage system on the site and connecting to a downstream wetland treatment system to the east of the site at 50 Kinloch Court.
244. The SWMS has received in-principal support from Melbourne Water and at the time of writing is awaiting endorsement from the council in accordance with the permit.
245. In support of this development application, the applicant has submitted a Stormwater Management Report (SMP) prepared by Aurecon, dated 22 July 2024, which has been prepared consistent with SWMS. The SMP details specific stormwater management measures related to stormwater quantity and quality control has been approached and implemented in the design of the proposal as well as site erosion and sediment controls.
246. Measures to manage stormwater quality within the subject site include filtering or hydrocarbon spills and gross pollutants through a gross pollutant trap (GPT) to capture larger particles, pollutants and some hydrocarbons; and WSUD elements in the form of vegetated swales.
247. Further, an interim site drainage layout is detailed to facilitate the development of the subject site prior to the delivery of necessary drainage infrastructure which includes the construction of a retarding basin at 810 Summerhill Road adjacent to the site (south-west) of which is owned by the owners of the subject site (Figure 20). The SMP also details the proposed stormwater layout throughout the development site (Figure 21) with the legal point of discharge within the south-east corner of the development site which connects to the broader stormwater network detailed above within the SWMS.
248. While the proposal would not meet stormwater quality performance objectives set out in the *Urban Stormwater Best Practice Environmental Management Guidelines* (BPEM Guidelines) as it relates to the reduction of total suspended solids, total nitrogen and total phosphorous on-site, the BPEM Guidelines would be met in the overall



treatment through the proposed basin at 50 Kinloch Court. The treatment measures would also result in an overall reduction of gross pollutants by more than 90%.

249. As to stormwater quantity, the proposal would significantly increase the impervious catchment areas and subsequently increase stormwater runoff from the site. However, the downstream retarding basin (at 50 Kinloch Court) is designed to cater for discharge from the subject site with an assumed fraction impervious of 0.90 for 1% AEP. The proposal would comprise an approximate fraction impervious of 0.70, thereby requiring no ongoing on-site water detention. The proposed 60,600 m³ retarding basin at 50 Kinloch Court would ensure flow rates back to sitewide predeveloped conditions would be achieved.
250. Sediment and erosion controls would also be implemented on the site including stockpile management, dust control, temporary water diversion strategies during construction with erosion measures, broader site planning, vegetation controls, batter construction controls and sediment basin bunding controls during construction. Appendix 1 of the SMP includes an Erosion and Sediment Control Plan that identifies the location of temporary sediment fencing, clean water diversion channel, dirty water diversion channel and diversion bun overflow.
251. It is noted that the area of site identified for the future use of the local convenience centre accounted for approximately is not included in the report as it would have its own sperate drainage system into the future. The SMP has also not included the Public Open Space gifted to council extending along the southern boundary of the subject land through Planning Permit P25734.
252. Overall, the proposed stormwater management response would adequately respond to the relevant objectives and decision guidelines of Clause 53.18 and the integrated water management requirements of the Craigieburn North Employment Area PSP.
253. Melbourne Water has advised that any development of the land that would result in a change to the imperviousness of the site in advance of the outfall and downstream assets would likely result in detriment to surrounding properties. Accordingly, Melbourne Water states that development (outside preliminary site works) cannot commence until the site is supported by suitable drainage infrastructure. Conditions have been recommended to ensure the site and associated drainage infrastructure are delivered and mitigate impacts to the surrounding environs. The conditions will be included on a permit.
254. Subject to the above conditions, the proposal will result in appropriate stormwater outcomes.

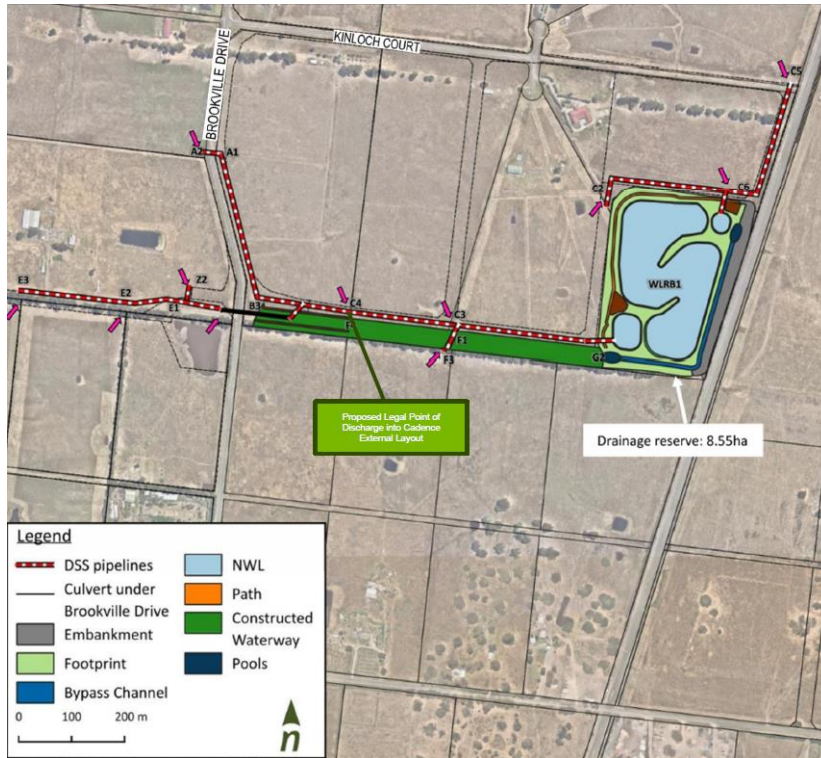


Figure 19: Alternative site drainage layout (Source: Stormwater Management Strategy and Stormwater Management Plan)

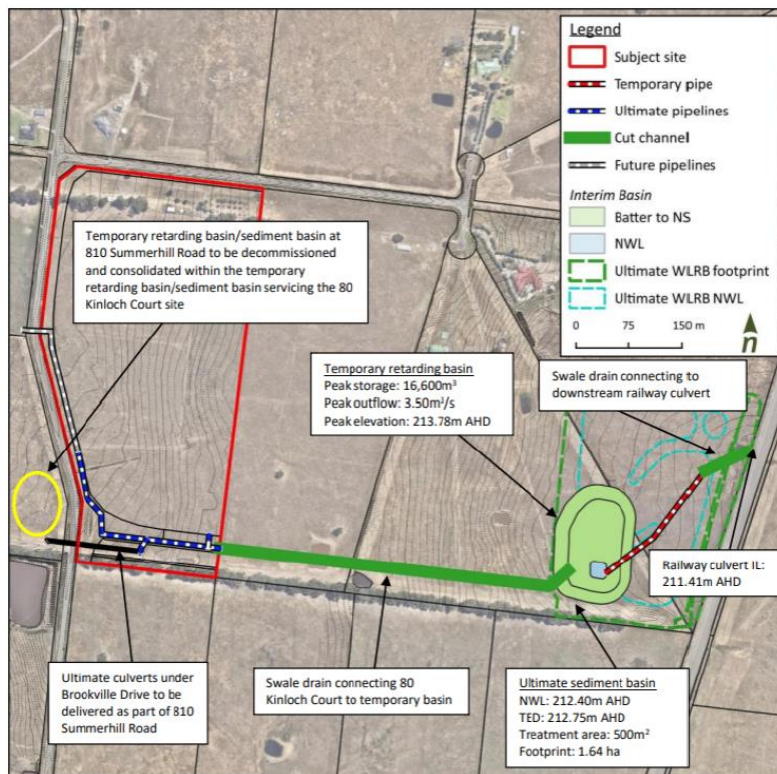


Figure 20: Proposed temporary site drainage layout with retarding basin (Source: Stormwater Management Strategy)

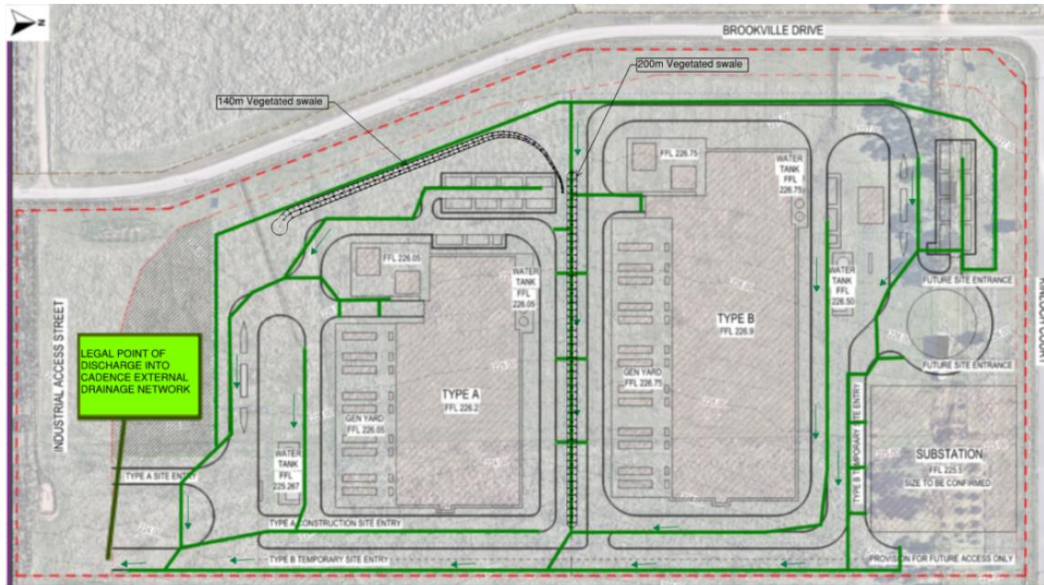


Figure 21: Proposed stormwater site layout (Source: Stormwater Management Strategy)

Signage

255. Three direction signs are proposed to the entry and exit points to the broader site and to each building to guide traffic flow and located at the entry / exit point to the site.
256. Pursuant to Category 2 – Office and industrial of Clause 52.05, a permit is not required for a direction sign on the condition that there is only one to each premises. As there are three signs proposed, a permit is required for the signage.
257. The proposed signs comprise of a powder coated aluminium sign with a display area of 0.3 sqm. The signs would extend 300 mm above the ground to a maximum height of 800mm above ground with footing below ground extending 700 mm. The signs would contain wordmark 'Pedestrian Entry & Exit' and 'Truck & Car Entry'. The signs are not illuminated.
258. The proposed signs would be consistent with the character of the site and would have no impact the amenity of the area.

Other Matters

Land Contamination

259. At Clause 2.6 to the UGZ8, properties within the Craigieburn North Employment Area PSP are identified which require an Environmental Audit or Environmental Site Assessment. The subject site is not listed, however it is noted that a number of properties surrounding the subject site are.
260. Accordingly, the applicant has provided a Desktop Contaminated Land Review (the land review) prepared by Aurecon, dated 1 February 2024. The review responds to Planning Practice Note 30 – Potentially Contaminated Land (PPN30).
261. The land review identifies that while the site is located in close proximity to land with high potential for contamination, given the site is not a sensitive land use, the site is identified as being either a Category C or D



assessment which requires the responsible authority to document consideration of potential contamination impacts on the site.

262. The recommendation of the land review is that no further contamination assessments are required to support the planning application, however it does recommend that a site inspection be undertaken to confirm the absence of dumped waste that may contain asbestos containing materials. Further it recommends that a preliminary soil contamination assessment to assess on-site reuse suitability of soil and likely off-site disposal classification in the even it is required during construction.
263. Further a desktop Environmental, Hydrological and Geotechnical Study prepared by Aurecon on behalf the Growth Areas Authority (Rev 2 13 September 2012) is a background document to the Craigieburn North Employment Area PSP identified the historic activities as being farm building and small-scale agricultural with a LOW-C contamination potential (where no assessment is required).
264. The EPA have commented that the land review submitted by applicant has advised that no further contamination assessments are required. The EPA has recommended that a note be included on a permit reminding the permit holder of their responsibilities under the general environmental duty.
265. The council did not raise any concerns specific to site contamination, however have recommended that conditions be included on a permit requiring a soil and fill recovery plan, as well as a sodic and dispersive soils management plan be prepared due to the site conditions. Sodic soil risks can be addressed by standard conditions for site management and run off.

Infrastructure

266. As detailed in Plan 10 (Utilities) of the Craigieburn North Employment Area PSP, the western boundary of the site contains existing watermain and 66 kv powerline extending along Brookeville Drive.
267. The applicant has advised that negotiations with utility providers including Jemena has occurred and been approved. It is noted that an informal referral was provided the Jemena as part of this application, however no response has been received at the time of writing.
268. The identified road upgrades and their impact on the subject land are detailed at Plan 12 (Land Use Budget) of the Craigieburn North Employment Area PSP. The provision of these upgrade and associated land take has been secured separately through approved Planning Permit P25734.

Cultural Heritage

269. The subject site is not affected by a mapped area of Aboriginal cultural heritage sensitivity, and therefore a mandatory CHMP is not required.



Figure 22: Aboriginal Cultural Heritage mapping (Source: VicPlan)



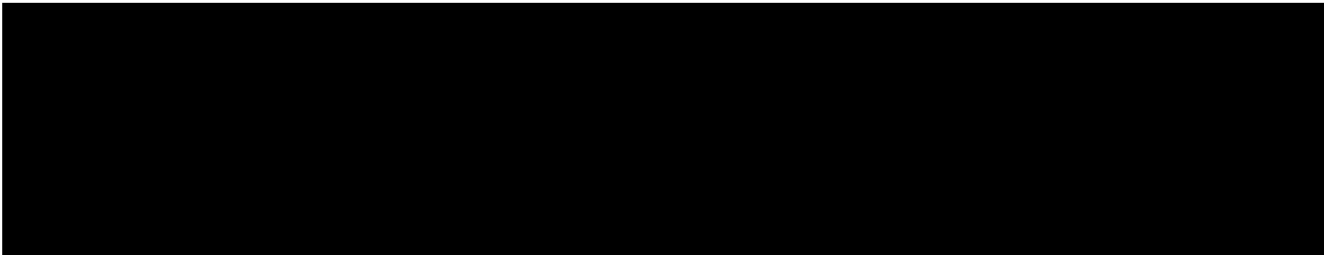
270. The proposal is generally consistent with the relevant planning policies of the Hume Planning Scheme and the vision, objectives and requirements of the Craigieburn North Employment Area PSP by facilitating the provision of an emerging technology-based industry infrastructure, the ongoing development of the regional economic cluster and through new employment opportunities.
271. The proposal is generally supported by relevant referral agencies.
272. It is **recommended** that Planning Permit No. **PA2403014** for the use and development of the land for a utility installation (data centre) including ancillary office and substation and direction signage. at **80 Kinloch Court, Craigieburn**, be issued subject to conditions.
273. It is **recommended** that the applicant and the council be notified of the above in writing.



Prepared by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

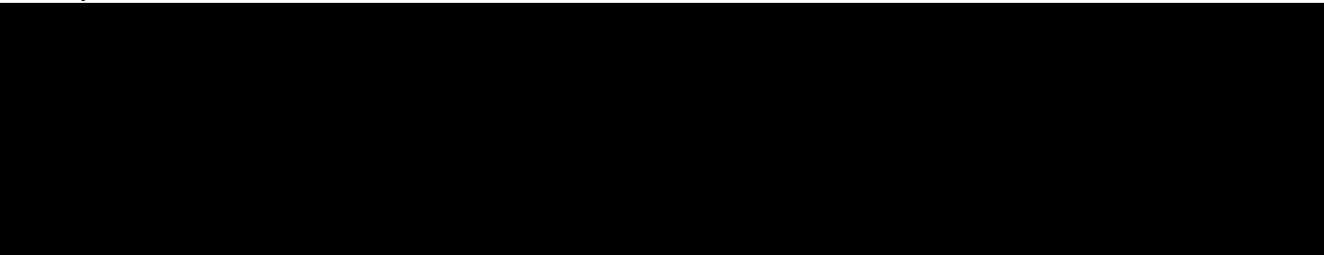
- No Conflict**
- Conflict and have therefore undertaken the following actions:
 - Completed the **Statutory Planning Services declaration of Conflict/Interest form.**
 - Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
 - Attached the Statutory Planning Services declaration of Conflict/Interest form into the relevant electronic workspace.



Reviewed / Approved by:

I have considered whether there is a conflict of interest in assessing this application and I have determined that I have:

- No Conflict**
- Conflict and have therefore undertaken the following actions:
 - Completed the **Statutory Planning Services declaration of Conflict/Interest form.**
 - Attached the Statutory Planning Services declaration of Conflict/Interest form on to the hardcopy file.
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Appendix 1: Craigieburn North Employment Area PSP Requirements



Image and Character (Plan 4)

PSP Requirement and Guidelines	Assessment (Complies or Does Not Comply or N/A)
Requirements	
<p>R1</p> <p>Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity, unless otherwise agreed by the Responsible Authority, and at an average of:</p> <p>AVERAGE INTERVAL/TREE SIZE</p> <ul style="list-style-type: none"> • 8 – 10 metres - Small trees (less than 10 metre canopy) • 10 – 12 metres - Medium trees (10 – 15 metre canopy) • 12 – 15 metres - Large trees (Canopy larger than 15 metres) 	<p>N/A</p> <p>Considered under the separate subdivision permit application issued by the council.</p>
<p>R2</p> <p>Street tree planting must use locally appropriate species and be consistent with any guidance provided on the relevant cross section within this Precinct Structure Plan unless otherwise approved by the Responsible Authority.</p>	<p>N/A</p>
<p>R3</p> <p>Ensure that scenic qualities and visual character of the waterway corridor is not compromised by the inappropriate siting of buildings, the placement of fill or lack of screening vegetation.</p>	<p>N/A</p>
Guidelines	
<p>G1</p> <p>Street networks within subdivisions should be designed to maximise the number of connections and direct views to waterways and public open spaces.</p>	<p>N/A</p>



<p>G2</p> <p>Significant elements of the landscape and built form should be used as focal points for view lines along streets.</p>	<p>Complies</p> <p>The design generally aligns with this direction and provides a visual focal point from the street frontages.</p>
<p>G3</p> <p>Retained windrows and significant trees should be located within the public domain, including parks and road reserves, subject to the agreement of the Responsible Authority.</p>	<p>Complies in part</p> <p>The subject site contains two established windrows on the northern and southern boundaries. The southern windrow comprises of eucalyptus trees and the northern windrow comprises of exotic (conifers), non-native to Victoria (Red and Sugar gum). The proposal retains the southern windrow within the area allocated for public open space.</p> <p>The northern windrow comprises primarily exotic species and does not include any significant trees. The northern windrow is to be removed and replaced by landscaping throughout the site including trees and low-lying shrubs.</p>
<p>G4</p> <p>Development and subdivision design should seek to retain existing trees in private ownership, where practicable.</p>	<p>N/A</p>

Centres and Employment

PSP Requirement and Guidelines	Assessment (Complies or Does Not Comply or N/A)
Requirements	
<p>R4</p> <p>The design of any local convenience centre must:</p> <ul style="list-style-type: none"> • Provide for a mix of tenancies. • Provide for the majority of car parking and servicing infrastructure to the rear or centre of the allotment in a manner that protects the visual amenity of the precinct. 	<p>N/A</p> <p>The subject site includes a segment of land (0.438 ha) that has been allocated to the future provision of a Local Convenience Centre adjacent to the proposed Industrial Access Street. The provision of land allocated to the Local Convenience Centre exceeds the requirement of the Table 1 to the PSP requiring a minimum of 0.15 ha.</p> <p>Notwithstanding, the development of this section of the site does not form part of this application.</p>
Guidelines	



<p>G5</p> <p>The built form of the local convenience centre should positively address Brookville Drive and the east-west access street.</p>	<p>N/A</p> <p>As above.</p>
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Employment

PSP Requirement and Guidelines	Assessment (Complies or Does Not Comply or N/A)
Requirements	
<p>R5</p> <p>Allocation of land uses, building design and interface treatment in the commercial areas shown on Plan 3 must create a positive address to streets and avoid negative impacts on the significance of the Merri Creek environs and the amenity of adjacent residential precincts.</p>	<p>Complies</p> <p>Noting the scale of the proposed buildings and nature of their use, it is considered that the proposed development would positively address the streets, in particular as it relates to “main” building (Building B), through the orienting of the office use to Kinloch Court and Brookville Drive.</p>
<p>R6</p> <p>Water tanks, loading service infrastructure, refuse storage areas and other structures (including plant and equipment) that are not part of the building must be located behind the building line. Where this is still visible, they must be located behind constructed screening using durable and attractive materials to the satisfaction of the responsible authority.</p>	<p>Complies in part</p> <p>Noting the nature of the proposed use, there is a requirement for a substantial provision of associated infrastructure and plant. The proposed building would contain external plants areas of 3000 sqm (Building A) and 4,324 (Building B) respectively which would be predominantly confined to the southern portions of each building and would be generally obscured from view. Additional plant and associated infrastructure (i.e. fuel tanks, fire pump room and guard houses) would be situated around the site and would be partially visible to Brookville Drive. The submitted landscape plan indicates planting within the setback to the western boundary of Building A and Building B, however the extent of vegetation to be provided is restricted by security requirements. As detailed in the assessment above, it is considered that there is reasonable scope to incorporate additional planting within the setback to the western boundary to provide a level of screening to the plant infrastructure along this interface.</p>
<p>R7</p> <p>Goods and materials storage areas and refuse areas must not be visible from public areas.</p>	<p>Complies</p> <p>All storage and refuse areas would not be visible from public areas.</p>



<p>R8</p> <p>Development proposals in industrial and commercial areas must take into account the Crime Prevention Through Environmental Design (CPTED) and Safer Design Guidelines</p>	<p>Complies</p> <p>Noting the nature of the proposed use and requirement for security, the proposal has appropriately maximised visibility and surveillance of the public environment.</p>
<p>R9</p> <p>Development of lots facing the Hume Freeway interface must provide for the outcomes illustrated in Figure 1.</p>	<p>N/A</p>
<p>R10</p> <p>Subdivision and development of lots facing the Conservation Areas must provide for the outcomes illustrated in Figure 2.</p>	<p>N/A</p>
<p>R11</p> <p>Development of lots facing the Melbourne-Sydney railway line must provide for the outcomes illustrated in Figure 3.</p>	<p>N/A</p>
<p>R12</p> <p>Office development associated with industrial or warehouse buildings must be located at the front of buildings and must include a façade addressing the street frontage of the lot and provide for safe pedestrian access and engagement with the public domain.</p>	<p>Complies in part</p> <p>The proposed offices associated with the development address the street frontage to the proposed Industrial Access Street (Building A) and to Kinloch Court (Building B). Noting security needs of the proposal, pedestrian access to the site is not permitted and thereby security fencing would extend of around the site areas associated with both building footprints.</p> <p>Given the unique use of the proposed buildings, the nature and orientation of the buildings facades are acceptable in this instance.</p>
<p>R13</p> <p>Vehicular access to properties fronting primary arterial must be from service roads or internal loop roads. Lots fronting primary arterial roads must provide indented parking lanes to cater for on street parking.</p>	<p>Complies</p> <p>Brookville Drive is identified as a primary arterial road and therefore access to the site is provided via a proposed Industrial Access Road.</p>
<p>R14</p> <p>Key locations within the commercial areas must incorporate features of interest into the built form and surrounding landscape, including:</p> <ul style="list-style-type: none"> • Variations in built form elements (such as building heights, use of parapets, awnings, shade structures, balconies, and roof elements). • Articulation of building facades. • Feature colours and materials. 	<p>N/A</p>



<p>R15</p> <p>The design of any restricted retail centre or area must be integrated even where development is proposed on multiple adjoining properties and:</p> <ul style="list-style-type: none"> • Provide for easy vehicular and pedestrian movement to all restricted retail tenancies within the centre or area; • Provide integrated car parking with dedicated pedestrian routes that enables access to all tenancies and a 'park once' approach; • Limit fencing and landscaping which prohibits vehicular and pedestrian movement between tenancies; and • Provide dedicated access arrangements for servicing and delivery vehicles from the road network or a clearly separate arrangement where access is proposed from the car park. 	<p>N/A</p>
<p>Guidelines</p>	
<p>G6</p> <p>Encourage a limited amount of restricted retail uses, not significantly exceeding 25,000 square metres, to leverage from the exposure provided along the Hume Freeway along with a mix of other commercial and industrial uses (Precinct A).</p>	<p>N/A</p>
<p>G7</p> <p>Buildings within commercial or industrial areas shown on Plan 3 should be oriented (in order of priority where a lot fronts multiple elements):</p> <ul style="list-style-type: none"> • Hume Freeway interface (as identified in Plan 4) • Arterial Roads • Conservation Areas • Waterways and public open space • Connector roads • Local access roads. 	<p>Complies</p> <p>Both buildings are located with the office elements of the data centre buildings fronting Kinloch Court/Brookville Drive and the proposed local access street (Industrial Access Street) in general accordance with the guideline.</p> <p>The proposed building layouts and orientations are acceptable.</p>
<p>G8</p> <p>Subdivision should provide for the creation of a range of regular shaped lots to cater for various uses.</p>	<p>N/A</p>
<p>G9</p> <p>Car parking and loading facilities should be located to the side or rear of buildings. Any visitor car parking and access areas in the front setback area should be setback a minimum of 3 metres from the street frontage to enable provision of sufficient landscape strips.</p>	<p>Complies in part</p> <p>The proposed car park associated with Building A would be located to the side of the building within the setback to Brookville Drive. While visible from the street, it would be obscured through vegetation planting and would exceed the minimum setback to the street.</p> <p>The proposed car park associated with Building B would be located within the front setback. Although not in compliance with the guideline, the car park would be well setback from the street</p>



	<p>frontage and would be obscured by landscaping and the security fence.</p> <p>The proposed car parking arrangement is acceptable in this instance.</p>
<p>G10</p> <p>Staff car parking and loading facilities should be located to the side or rear of any buildings.</p>	<p>Complies in part</p> <p>The proposed car park associated with Building A would be located to the side of the building within the setback to Brookville Drive. While visible from the street, it would be obscured through vegetation planting and would exceed the minimum setback to the street.</p> <p>The proposed car park associated with Building B would be located within the front setback. Although not in compliance with the guideline, the car park would be well setback from the street frontage and would be obscured by landscaping and the security fence.</p> <p>Loading facilities for Building A and B would be obscured from view.</p> <p>The proposed car parking arrangement is acceptable in this instance.</p>
<p>G11</p> <p>Front fencing is discouraged. Where fencing is required forward of building lines and along public streets, it should be visually permeable and not greater than 1.2 metres in height.</p>	<p>Does not comply</p> <p>While front fencing is discouraged, the security requirements associated with the proposal require security fencing to be provided.</p> <p>The fencing is picketed and integrates with the vertical movement of the building façade, enabling visual engagement as a pedestrian or vehicle traversing along the street frontage. Along Kinloch Court and the Industrial Access Street, the fencing will be setback behind generous landscaped areas including a mix of trees and low-lying shrubs to activate the street frontage.</p> <p>The proposed fencing is acceptable in this instance.</p>
<p>G12</p> <p>Large expanses of continuous wall visible to the street should have appropriate articulation and other elements to provide relief and visual interest, and provide appropriate landscaping to minimise visual mass.</p>	<p>Complies</p> <p>The west elevation of the buildings (to Brookville Drive) will include a range of building heights and setbacks and will be finished in cream and grey tones interjected by glazing to the office spaces and louvres to provide visual interest to this interface and reducing visual bulk.</p> <p>The design includes the bookending of smaller and larger structures with thick concrete walls, vertically ribbed metal cladding and vertical cladding, panels and joints. These elements activate the building and provide visual amenity to the street. Further, the colour palette comprising of grey and cream seeks to replicate the colours of volcanic rock of the Victorian Volcanic Plains.</p> <p>Landscaping is proposed around the car parking and accessways.</p>



<p>G13</p> <p>Buildings and signage should be designed to have an integrated appearance so as to avoid the appearance of clutter.</p>	<p>Complies</p> <p>The signage is confined wayfinding and would not add clutter to the building.</p>
<p>G14</p> <p>Streets should be aligned to create views and direct connections to the open space areas and wetlands and encumbered open space within the conservation area, as appropriate.</p>	<p>N/A</p>
<p>G15</p> <p>Environmentally sustainable principles and initiatives should be considered in the design of buildings, such as solar aspect, cross-flow ventilation, materials and finishes, embodied energy, use of solar hot water and on-site collection and reuse of stormwater.</p>	<p>Complies</p> <p>The applicant has submitted a Sustainability Management Plan (SMP) in support of the application demonstrating compliance the LEED certification. As detailed in the assessment above, a condition will be included to amend the SMP to respond to the relevant certification criteria for Victoria being BESS and Green Star rating.</p>
<p>G16</p> <p>Streets should be the primary interface between development and the constructed waterway corridors. Public open space and lots with a direct frontage may be provided as a minor component of the constructed waterway interface. Where lots with direct frontage are provided, they should be sufficiently set back from the waterway corridor to allow for the provision of pedestrian access to the front of those lots, to the satisfaction of Melbourne Water and the Responsible Authority.</p>	<p>N/A</p>
<p>G17</p> <p>Land in the electricity transmission line easement should be utilised to support surrounding employment land activities</p>	<p>N/A</p>

Open Space

PSP Requirement and Guidelines	Assessment (Complies or Does Not Comply or N/A)
Requirements	



<p>R16</p> <p>All parks must be located, designed and developed in accordance with the relevant description in Table 2 unless otherwise agreed by the Responsible Authority. The area of the park may vary so long as it remains inside the guidance for the relevant type of park.</p>	<p>Complies</p> <p>The site includes a local park along the southern boundary of the site in accordance with Plan 5 (Open Space) identifying this park a LP2. Table 2 indicates that an area of 3.44 ha is to be provided. The proposal would provide 3.44 ha and would form part of a connection to a drainage basin to the east of the subject site.</p>
<p>R17</p> <p>Where a local park shown on Plan 5 spans across multiple properties, the first development proponent to lodge a permit application must prepare an indicative concept plan for the entire park unless otherwise agreed by the Responsible Authority.</p>	<p>Does not comply</p> <p>An indicative plan of the entire park has not been provided as part of the application material.</p> <p>A condition will be included on a permit requiring an indicative park concept plan be prepared.</p>
<p>R18</p> <p>Where local parks interface with a drainage corridor, conservation area or encompass remnant native vegetation, the design of that open space must demonstrate that it has integrated the relevant environmental constraints and features into the design of the park, including Tree Protection Zones for retained trees and tree groups/patches.</p>	<p>Does not comply</p> <p>Indicative tree protection zones for retained trees within the public park and any other environmental constraints has not been provided or demonstrated within the submitted plan.</p> <p>A condition will require the updated plans showing any environmental constraints and features, including TPZ's within the proposed park.</p>
<p>R19</p> <p>Where lots abut local parks, a minimum 3m wide vegetated buffer is required along the abutting interface.</p>	<p>Complies</p> <p>A buffer to the park would exceed 3m.</p>
<p>R20</p> <p>Any fencing abutting a local park, whether encumbered or unencumbered, must be visually permeable to facilitate public safety and surveillance and where practical it should also be low scale.</p>	<p>Complies</p> <p>No fencing is to be provided directly abutting the park. Fencing that is to be provided around the perimeter of each building will be visually permeable to facilitate on-site security, public safety and general surveillance.</p>
<p>R21</p> <p>Further to the public open space contribution required by Clause 53.01 of the Hume Planning Scheme, this provision sets out the amount of land to be contributed by each property in the precinct and consequently where a cash contribution is required in lieu of land. All land owners must provide a public open space contribution equal to 2.59% of the Net Developable Area (NDA) upon subdivision of land in accordance with the following:</p> <ul style="list-style-type: none"> • Where land is required for unencumbered open space purposes as shown on Plan 5 and specified in Table 2 and is equal to 2.59% of NDA that land is to be transferred to Council at no cost. • Where no land or less than 2.59% of NDA is shown Plan 5 and specified in Table 2, as required for unencumbered open space 	<p>N/A</p> <p>It is noted that a subdivision permit has been granted for the subject site. A condition is included on the permit requiring an agreement be secured on the Title facilitating required contribution payments.</p>



<p>purposes a cash contribution is to be made to Council to bring the total open space contribution to a value equal to 2.59% of NDA of that site.</p> <ul style="list-style-type: none"> Where land required for unencumbered open space purpose as shown on Plan 5 and specified in Table 2 is more than 2.59% of NDA, Council will pay an amount equivalent to the value of the additional land being provided by that proposed development. <p>The value of land for equalisation purposes is to be assessed as an equivalent proportion of the value of the whole of the land, in accordance with Section 18 of the Subdivision Act 1988.</p>	
<p>Guidelines</p>	
<p>G18</p> <p>Subject to being compatible with Table 2, parks and open space should seek to maximise retention of existing trees and road frontage should be provided to at least three sides of parks and open space, where practicable.</p>	<p>Unknown</p> <p>As noted in R17 and R18, an indicative plan of the entire park has not been provided as part of the application material.</p> <p>A condition will be included on a permit requiring an indicative park concept plan be prepared which includes details of existing vegetation.</p>

Biodiversity and Threatened Species

PSP Requirement and Guidelines	Assessment (Complies or Does Not Comply or N/A)
<p>Requirments</p>	
<p>R22</p> <p>Development abutting any conservation area must be in accordance with the Growling Grass Frog Conservation Area - Concept Plan (Figure 4) and the Conservation Interface (Figure 2) to the satisfaction of the Secretary to the Department of Environment, Land, Water & Planning and the responsible authority.</p>	<p>N/A</p>
<p>R23</p> <p>Any public paths or infrastructure located within a conservation area must be designed to avoid/ minimise disturbance to vegetation or Growling Grass Frog (GGF) habitat. Public paths are to be generally located in accordance with the Growling Grass Frog Conservation Area -Concept Plan Figure 4).</p>	<p>N/A</p>



<p>R24</p> <p>Public lighting must be designed and baffled to prevent light spill and glare within and adjacent to any GGF conservation area, except where agreed by the Secretary to the Department of Environment, Land, Water & Planning.</p>	<p>N/A</p>
<p>R25</p> <p>Native vegetation may be removed as illustrated on Plan 6, as specified within Clause 52.17.</p>	<p>N/A</p>
<p>Guidelines</p>	
<p>G19</p> <p>The layout and design of the waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) should integrate with biodiversity and natural systems to the satisfaction of the responsible authority, Melbourne Water and DELWP.</p>	<p>N/A</p> <p>The delivery of the drainage corridor along the southern boundary is to be secured through the approved subdivision and associated conditional requirement for a Stormwater Management Strategy.</p>
<p>G20</p> <p>Planting in streetscapes and parks abutting waterways should make use of indigenous species to the satisfaction of Melbourne Water and the responsible authority.</p>	<p>N/A</p>
<p>G21</p> <p>Native vegetation and scattered trees that are marked for removal on Plan 6, but are located where a local park is to be proposed, should seek to retain as much native vegetation as possible.</p>	<p>N/A</p>

Transport and Movement

PSP Requirement and Guidelines	Assessment (Complies or Does Not Comply or N/A)
<p>Public Transport</p>	
<p>Requirements</p>	



<p>R26</p> <p>Any roundabouts on roads shown as 'bus capable' on Plan 7 must be constructed to accommodate ultra-low-floor buses in accordance with the Public Transport Guidelines for Land Use and Development.</p>	<p>N/A</p> <p>The applicant has indicated that project will provide all land required to deliver to the road network upgrades, including the roundabout shown at the corner of Brookville Drive and Kinloch Court, public transport and pedestrian connections required by the PSP, but that these matters will be dealt with separate to the planning application under consideration.</p>
<p>R27</p> <p>Bus stop facilities must be designed to the satisfaction of Public Transport Victoria (PTV).</p>	<p>N/A</p> <p>The applicant has indicated that project will provide all land required to deliver to the road network upgrades including public transport and pedestrian connections required by the PSP, but that these matters will be dealt with separate to the planning application under consideration</p>
<p>Walking and Cycling Requirements</p>	
<p>R28</p> <p>Design of all roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the PSP. • Shared paths or bicycle paths of 3.0 metres in width where shown on Plan 7 or as shown on the relevant cross-sections in Appendix 4.4 or as specified by another requirement in the PSP. • Safe and convenient crossing points of connector roads and local streets at all intersections and on key desire lines. • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines, and on regular intervals appropriate to the function of the road and public transport provision. • Pedestrian priority crossings on all slip lanes. • Safe and convenient transition between on and off-road bicycle networks. <p>All to the satisfaction of the coordinating roads authority and the Responsible Authority.</p>	<p>N/A</p> <p>The applicant has indicated that project will provide all land required to deliver to the road network upgrades including public transport and pedestrian connections required by the PSP, but that these matters will be dealt with separate to the planning application under consideration</p>
<p>R29</p> <p>Shared and pedestrian paths along waterways must:</p> <ul style="list-style-type: none"> • Be delivered by development proponents consistent with the network shown on Plan 7. • Be above 1:10 year flood level with any crossing of the waterway designed to maintain hydraulic function of the waterway. • Be constructed to a standard that satisfies the requirements of the relevant authority. 	<p>Does not comply</p> <p>The application has not provided details of the shared pedestrian path to be constructed along the proposed drainage corridor to the south of the site.</p> <p>It is recommended that this detail be provided within the indicative concept plan for the public open space.</p>



<ul style="list-style-type: none"> Where a shared path is to be delivered on one side of a minor waterway as outlined in Plan 7, a path is also to be delivered on the other side of the waterway but may be constructed to a lesser standard. <p>All to the satisfaction of the Melbourne Water and the Responsible Authority.</p>	
<p>R30</p> <p>Bicycle parking facilities are to be provided by development proponents in convenient locations at key destinations such as parks and the local convenience centre.</p>	<p>Complies</p> <p>The proposal has provided bike parking facilities comprising 30 spaces across the two buildings.</p>
<p>Guidelines</p>	
<p>G22</p> <p>Lighting should be installed along shared, pedestrian, and cycle paths linking to key destinations, unless otherwise agreed by the Responsible Authority.</p>	<p>N/A</p>
<p>Road Network</p>	
<p>Requirements</p>	
<p>R31</p> <p>Staging of subdivisions must provide for the timely connection of:</p> <ul style="list-style-type: none"> Road links between properties. Road links to the connector and arterial road network. Pedestrian and cyclist links to the off-road pedestrian and bicycle network. 	<p>N/A</p>
<p>R32</p> <p>Where a subdivision abuts an arterial road, the abutting development may apply any one of the alternative treatments outlined in the relevant cross-sections in Appendix 4.4 to the satisfaction of the coordinating road authority.</p> <p>Alternative cross sections for Brookville Drive must ensure that the street remains suitable for the safe operation of buses.</p>	<p>N/A</p>



<p>R33</p> <p>Vehicle access to lots fronting arterial roads must be provided from a service road, local internal road or rear lane only, to the satisfaction of the coordinating road authority.</p>	<p>Complies</p> <p>Vehicle access to the site is via a proposed Industrial Access Street.</p>
<p>R34</p> <p>Where a single street spans across multiple properties that street may consist of multiple cross sections so long as a suitable transition has been allowed for between each. Where that street has already been constructed or approved for construction to a property boundary, the onus is on the development connecting into that street to adopt a consistent cross-section until that suitable transition can be made.</p>	<p>Complies</p> <p>A cross section of the proposed Industrial Access Street has not been submitted as part of the application.</p> <p>A condition will be included requiring a cross section of the street be provided.</p>
<p>R35</p> <p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the structure plan, by any date or stage of development required or approved by the Responsible Authority.</p>	<p>Complies</p> <p>The proposed Industrial Access Street will be constructed to the property boundaries.</p>
<p>R36</p> <p>Convenient and direct access to the connector road network must be provided through neighbouring properties where a property does not otherwise have access to the connector network or signalised access to the arterial network, as appropriate.</p>	<p>Complies</p> <p>The proposed Industrial Access Road will extend to the eastern boundary of the site providing the ability/connection to properties located to the east of the site.</p>
<p>Guidelines</p>	
<p>G23</p> <p>Culs-de-sac should not detract from convenient pedestrian and vehicular connections.</p>	<p>N/A</p>
<p>G24</p> <p>Slip lanes should be avoided in areas of high pedestrian activity and only be provided at any other intersection between connector roads and arterial roads where they are necessitated by high traffic volumes/turning movements, to the satisfaction of the coordinating road authority.</p>	<p>N/A</p>

Integrated Water Management and Utilities



PSP Requirement and Guidelines	Assessment (Complies or Does Not Comply or N/A)
Requirements	
<p>R37</p> <p>Stormwater runoff from the development must be treated to meet at a minimum best practice standards prior to discharge to receiving waterways and as outlined on Plan 9, unless otherwise approved by the responsible authority and Melbourne Water.</p>	<p>Complies</p> <p>The proposal is supported by a Stormwater Management Plan which details that the proposal would generally comply best practice standards.</p>
<p>R38</p> <p>Final design of constructed waterways (including widths), waterway corridors, retarding basins, wetlands, and associated paths, boardwalks, bridges, and planting, must be to the satisfaction of Melbourne Water and the Responsible Authority.</p>	<p>N/A</p> <p>The final design of the constructed waterway is detailed within the Stormwater Management Strategy to be endorsed under separate Planning Permit P25734 for the subdivision of the site.</p>
<p>R39</p> <p>Development staging must provide for the delivery of ultimate waterway and drainage infrastructure, including stormwater quality treatment, listed in Table 3. Where this is not possible, development proposals must demonstrate how any interim solution adequately manages and treats stormwater generated from the development and how this will enable delivery of an ultimate drainage solution, to the satisfaction of Melbourne Water and the Responsible Authority.</p>	<p>Complies</p> <p>The submitted Stormwater Management Plan and Stormwater Management Strategy to be endorsed under Planning Permit P25734 details an interim solution to manage and treat stormwater in the absence of the completed stormwater network surrounding the site.</p> <p>Melbourne Water has provided in-principle support to the Stormwater Management Plan and Stormwater Management Strategy.</p>
<p>R40</p> <p>Applications must demonstrate how:</p> <ul style="list-style-type: none"> • Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes. • Overland flow paths and piping within road reserves will be connected and integrated across property / parcel boundaries. • Freeboard requirements for overland flow paths will be adequately contained within road reserves. <p>All to the satisfaction of Melbourne Water and the Responsible Authority.</p>	<p>Complies</p> <p>The application is supported by a Stormwater Management Plan and Stormwater Management Strategy to be endorsed under Planning Permit P25734</p>
<p>R41</p> <p>Stormwater conveyance and treatment must be designed in accordance with the relevant Development Services Scheme (DSS) to the satisfaction of Melbourne Water.</p>	<p>Complies</p> <p>The applicant has prepared a Stormwater Management Strategy to be endorsed under Planning Permit P25734 that details an alternative design to comply with the Brookville Drive Drainage</p>



	Scheme (DS6502).
<p>R42</p> <p>Development on those lots affected by the central linear waterway in the Brookville DSS must provide for the outcomes illustrated in Plan 9 and Figure 5a or Figure 5b, as relevant.</p>	<p>Complies</p> <p>The development of the site and associated subdivision permit will facilitate the delivery of the waterway along the southern boundary of the site.</p>
Guidelines	
<p>G25</p> <p>The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of WSUD initiatives, such as rain gardens and / or locally treated storm water for irrigation to contribute to a sustainable and green urban environment.</p>	
<p>G26</p> <p>Where practical, and where primary waterway, conservation or recreation functions are not adversely affected, land required for integrated water management initiatives (such as stormwater harvesting, aquifer storage and recharge, sewer mining) should be incorporated within the precinct open space system as depicted on Plan 5.</p>	N/A
<p>G27</p> <p>Where practical, development should include integrated water management initiatives to reduce reliance on potable water and increase utilization of storm and waste water, contributing to a sustainable and green urban environment.</p>	
<p>G28</p> <p>Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and Yarra Valley Water, including any approved Integrated Management Plan.</p>	



<p>G29</p> <p>Where practical, integrated water management should be designed to:</p> <ul style="list-style-type: none"> • Maximize habitat values for local flora and fauna species. • Enable future harvesting and/or treatment and re-use of stormwater. 	
<p>Utilities</p>	
<p>Requirements</p>	
<p>R43</p> <p>Trunk services are to be placed along the general alignments shown on Plan 10, subject to any refinements as advised by the relevant servicing authorities.</p>	<p>Complies</p>
<p>R44</p> <p>Before development commences on a property, functional layout plans are to be submitted of the road network showing the location of all:</p> <ul style="list-style-type: none"> • Underground services • Driveways/crossovers • Intersections • footpaths / shared paths • Street lights • Street trees <p>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees.</p> <p>The plans and cross sections must demonstrate how services, driveways and streetlights will be placed so as to achieve the road reserve width (consistent with the road cross sections outlined in Appendix 4.4 in this PSP) and accommodate the minimum level of street tree planting (as outlined in this PSP). If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. The plans and cross sections are to be approved by the Responsible Authority and all relevant service authorities before development commences.</p>	<p>Complies</p> <p>A layout plan of the site has been provided that details the functionality of the site.</p>
<p>R45</p> <p>Delivery of underground services must be coordinated, located, and bundled (utilising common trenching) to facilitate the planting of trees and other vegetation within road verges.</p>	<p>N/A</p>
<p>R46</p>	<p>N/A</p>



<p>All existing above ground electricity cables of less than 66kV voltage must be placed underground as part of the upgrade of existing roads.</p>	
<p>R47</p> <p>All new electricity supply infrastructure (excluding substations and cables of a voltage greater than 66kV) must be provided underground.</p>	<p>N/A</p>
<p>R48</p> <p>Where existing above ground electricity cables of 66kV voltage are retained along road ways, underground conduits are to be provided as part of the upgrade of these roads to allow for future undergrounding of the electricity supply.</p>	<p>N/A</p>
<p>R49</p> <p>Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority.</p> <p>Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contribution to public open space requirements classified under Clause 52.01 or the Craigieburn North Employment Area Development Contributions Plan.</p>	<p>N/A</p>
<p>R50</p> <p>Utilities must be placed outside any conservation areas shown on Plan 6. Utilities must be placed outside of natural waterway corridors or on the outer edges of these corridors to avoid disturbance to existing waterway values, native vegetation, significant landform features and heritage sites, to the satisfaction of Melbourne Water and the Responsible Authority.</p>	<p>N/A</p>
<p>R51</p> <p>Development incorporating or abutting the high voltage transmission line easement must be integrated with the surrounding subdivision pattern.</p>	<p>N/A</p>



Requirements	
<p>G30</p> <p>Above ground utilities should be located outside of key view lines and screened with vegetation, as appropriate.</p>	N/A
<p>G31</p> <p>Existing above ground 66kV electricity cables should be removed and placed underground as part of the upgrade of existing roads.</p>	N/A
<p>G32</p> <p>Design and placement of underground services in new or upgraded streets should utilise the service placement guidelines outlined in Appendix 4.5.</p>	N/A
<p>G33</p> <p>Land within the electricity transmission line easement should be utilised for ancillary commercial and industrial uses, as permitted by the relevant electricity authority.</p>	N/A
Development Staging	
<p>R52</p> <p>Development within area for possible bridge and road alignment', identified in Plan 11 adjacent to the future bridge crossing of the Merri Creek, is not permitted until the exact location for bridge abutments has been confirmed through a geotechnical assessment and a cultural heritage management plan (CHMP), or unless otherwise agreed by the responsible authority and the City of Whittlesea.</p>	N/A
<p>R53</p> <p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Arterial road reservations. • Street links between properties, constructed to the property boundary. • Connection of the on- and off-road pedestrian and bicycle network. 	N/A
<p>R54</p> <p>Development viability and staging in this precinct will be determined largely through the availability and provision of infrastructure in order to access and service each</p>	N/A



<p>development site. Within this context, development must:</p> <ul style="list-style-type: none"> • Ensure the safe and orderly vehicular access to the existing arterial network; and • Provide access to each new lot via a sealed road to service the development and constructed to an industrial standard, all to the satisfaction of the responsible authority. 	
<p>Subdivision Works</p>	
<p>R55</p> <p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • Connector roads and local streets. • Local bus stop infrastructure (where locations have been agreed in writing by Public Transport Victoria). • Landscaping of all existing and future roads and local streets. • Intersection works and traffic management measures along arterial roads, connector streets, and local streets (except those included in the DCP). • Council approved fencing and landscaping (where required) along arterial roads. • Fencing along the rail corridor to the satisfaction of Public Transport Victoria (PTV). • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, waterways and within local parks including bridges, intersections, and barrier crossing points (except those included in the DCP). • Bicycle parking as required in this document. • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and traversing public open space. • Basic improvements to local parks and other open space (refer open space delivery below). • Local drainage system. • Local street or pedestrian path crossings of waterways unless included in the DCP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan. • Construction of shared paths along waterways and in local parks; • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, • and telecommunications. • Remediation and / or reconstruction of dry stone walls where required. 	<p>N/A</p>



<p>R56</p> <p>OPEN SPACE DELIVERY</p> <p>All local parks must be finished to a standard that satisfies the requirements of the Responsible Authority prior to the transfer of the public open space, including:</p> <ul style="list-style-type: none">• Removal of all existing and disused structures, foundations, pipelines, and stockpiles.• Clearing of rubbish and weeds, levelled, topsoiled and grassed with warm climate grass (unless conservation reserve requirements dictate otherwise).• Provision of water tapping, potable and recycled water connection points.• Implementation of Tree Protection Zones for existing trees to be retained, to the satisfaction of the Responsible Authority.• Planting of trees and shrubs.• Provision of vehicular exclusion devices (fence, bollards, or other suitable method) and maintenance access points.• Installation of park furniture which may include barbeques, shelters, furniture, rubbish bins, and appropriate paving to support these facilities, consistent with the type of public open space listed in the open space delivery guide (Table 2).	<p>N/A</p>
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