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44-76 SIMCOCK AVENUE, SPOTSWOOD

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*Town Planning
Report*

September 2026
Prepared for: GreenSquareDC

Acknowledgment of Country

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Urbis acknowledges the Traditional Custodians of the lands we operate on.

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

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

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

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

Urbis staff responsible for this report were:

Director	
Senior Consultant	
Consultant	
Project Code	P0058526
Report Number	Rev 3

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Submission documents:

This report is to be read in conjunction with:

- Certificates of Title
- Architectural plans, prepared by Greenbox Architecture (Woolpert), Issue 4, dated September 2026
- Urban Context Report, prepared by Greenbox Architecture (Woolpert), dated July 2026
- Landscape Plans, prepared by Urbis, dated July 2026
- Transport Impact Assessment, prepared by Urbis, dated July 2026
- Waste Management Plan prepared by Urbis, dated July 2026
- Sustainable Management Plan, prepared by Aurecon, dated July 2026
- Stormwater Management Plan, prepared by Aurecon, dated July 2026
- Acoustic Report prepared by Aurecon, dated July 2026
- Economic Benefits Assessment, prepared by Urbis, dated July 2026

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Executive Summary

Urbis acts on behalf of GreenSquareDC in support of a planning permit application under the Development Facilitation Program (DFP) to the Department of Transport and Planning (DTP) for the use and development of land at 44–76 Simcock Avenue, Spotswood, for a Utility Installation (Data Centre).

The application is made pursuant to Clause 53.22 (Significant Economic Development) of the Hobsons Bay Planning Scheme, with DTP acting as the Responsible Authority. The proposed facility will deliver critical digital infrastructure in a highly suitable industrial location, supporting data storage and computing needs across Victoria. The development will include ancillary office space for GreenSquareDC, partner institutions and client access and will operate on a 24-hour basis.

The site has an established planning history and is currently subject to the following planning approvals:

- PA230665 (January 2025): Development of four warehouses, removal of easements, and reduction in car parking requirements.
- PA230945 (December 2023): Removal of an easement.
- PA210039 (VCAT April 2024): Subdivision into four lots and removal of native vegetation.

Notwithstanding the above, the current proposal is being assessed as a stand-alone application through the DFP pathway. The previously approved warehouse and subdivision outcomes will not be pursued, and the site is instead proposed to be developed as a staged data centre, in accordance with the application documents accompanying this submission.

Additionally, early preparatory works across the site, including native vegetation removal and associated technical matters (such as stormwater infrastructure and contamination management), are being progressed separately through a Section 72 amendment to Planning Permit PA230665. These works are built-form agnostic, do not prejudice the assessment of this

DFP application, and are required to prepare the site for future industrial development. The substation component of the development will also be captured in a separate approval led by Ausnet. However, cumulative impacts have been included in the assessment of the proposal within this submission.

The proposal has been informed by extensive consultation with Hobsons Bay City Council and relevant State agencies. The design responds to State and local planning policy, the established industrial context and the operational requirements of a modern data centre, while minimising off-site impacts.

Hobsons Bay Planning Scheme

The subject site is zoned Industrial 1 (INIZ) under the Hobsons Bay Planning Scheme (the Planning Scheme) and is affected by the Design and Development Overlay – Schedule 1 (DDO1), relating to the Westgate Bridge Approaches. Moreover, part of the site is an 'area of cultural heritage sensitivity'.

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

Table 1 – Planning Controls and Permissions

Controls/Provisions	Permit Trigger
Clause 33.01 (INIZ)	33.01-1 – the use of land for a utility installation (Data Centre). 33.01-4 – to construct a building or carry out works.
Clause 43.03 (DDO1)	43.02-2 – to construct a building or construct or carry out works
Clause 52.05 (Signs)	52.05-12 – to construct or display a sign.

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Clause 52.06 (Car Parking)

- 52.06-3 – to reduce (including reduce to zero) the number of car parking spaces required under Clause 52.06-5.
-

Additionally, the S72 early works application will capture the following required approvals on site

Clause 52.17 (Native Vegetation)

Approval for removal of vegetation (52.17-1) sought under early works application.

Please note: The substation on site is not proposed as part of this application. AusNet are seeking permissions via a concurrent application with the Department of Transport and Planning.

Assessment Summary

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

- ✓ The use and development of a Data Centre on site is consistent with the applicable zoning, overlays and local policy in the Hobsons Bay Planning Scheme, and is appropriately assessed under the Development Facilitation Program.
- ✓ The proposal is consistent with the setbacks and design objectives of the Hobsons Bay Industrial Development Design Guidelines 2008 and Hobsons Bay Landscape Design Guidelines 2021, which apply to the precinct. The proposal provides a high amenity industrial development, with an elevated design response and vegetated front setbacks.
- ✓ The site presents an ideal and strategically suitable location for a data centre of this scale, enabling the delivery of critical digital infrastructure on a large, well-located industrial site that has remained vacant and underutilised for an extended period.
- ✓ The Draft Hobsons Bay Industrial Land Management Strategy 2023-2038 (ILMS) identifies digital enterprise as a priority emerging industry

sector for Hobsons Bay and specifically recognises that data centres can support and facilitate growth in other digital services across the municipality. The strategy identifies Spotswood as one of the key precincts capable of accommodating digital industries and expressly identifies data centres as an appropriate future land use within the precinct.

- ✓ The proposed built form is a high-quality architectural response, through careful selection of contemporary and robust materials, considered colours and articulated massing to create a striking built form proposal.
- ✓ The provision of landscaping buffer and canopy trees will ensure a high level of amenity for future users and also a positive contribution to the public realm (particularly when considering the existing site has long been vacant and cleared).
- ✓ The proposal provides adequate car parking and bicycle parking to service the development in accordance with Urbis' empirical assessment. The anticipated traffic generation is also considered to have negligible impact to the surrounding road network.
- ✓ The proposal will not result in material detriment to any person, having regard to the low-intensity operational characteristics of a data centre, minimal on-site staffing, and the ability to effectively manage noise, traffic and other amenity impacts.
- ✓ The development can be efficiently serviced by existing and planned infrastructure, including services and upgrades previously resolved for the site, without introducing new or unreasonable infrastructure demands.

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1 Site Context

1.1 Subject Site

The subject site is located within the Spotswood Industrial Precinct, positioned at the north-eastern corner of the intersection of Simcock Avenue and Hall Street. It is situated within the City of Hobsons Bay, approximately 7 kilometres southwest of the Melbourne Central Business District (CBD).

The site is commonly referred to as part of 44-76 Simcock Avenue, Spotswood.

The proposed Plan of Subdivision 846742 sought to consolidate and re-subdivide the existing parcels that form the subject site into 4 lots. The Plan's registration has not been finalised and is not sought to be acted upon.

As such, the site should be formally referred to as land on the following parcels:

- All of Parcels 78C-F Section 7 on Parish Plan 2478 (Cut-paw prvw)
- All of Parcel 1 on Title Plan 967395
- Part of Parcel 1 on TP967395

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1.2 Existing Conditions

Apart from perimeter fencing, scattered concrete footings and remnant subsurface structures, the entire site is undeveloped.

The site's condition follows its previous use by a succession of oil companies as a major fuel and chemical distribution terminal, until its operations ceased in early 2009.

Prior to the terminal's decommissioning, it was improved with more than 50 large-to-medium chemical storage tanks, eight underground storage tanks, pipelines and associated infrastructure such as offices buildings. These structures were largely demolished and removed from the site between 2014 and 2022.



As a result of its historic land use, publicly available audits reveal the site had evidence of contamination. Extensive efforts have been taken since the 1990s to remediate the site and it is now deemed appropriate for commercial development as confirmed in the Site Due Diligence Report prepared by Aurecon. See Section 6.12 for further information on site contamination.

Table 2 – Site Details

Category	Description
Location	Located in Spotswood, on the south side of the western end of the West Gate Bridge, approximately 7 kilometres southwest of the Melbourne CBD.
Area	79,159 sqm (approx.)
Frontages	• 446m frontage (approx.) to Simcock Avenue. • 168m frontage (approx.) to Hall Street. • 450m frontage (approx.) to Westgate Service Road (curved north and east).
Title	Lot 1 on TP967395n Lot 1 on TP967396 Allotment 78C, Section 7, Parish of Cut-Paw-Paw Allotment 78D, Section 7, Parish of Cut-Paw-Paw Allotment 78E, Section 7, Parish of Cut-Paw-Paw Allotment 78F, Section 7, Parish of Cut-Paw-Paw
Vegetation	The site has a small number of canopy trees that appear to have existed on the site since its use as a fuel terminal, there is a scattered tree to the west of the site as well as clusters of trees along the southern boundary. In addition, the site has shrubs and groundcover plants that have appeared naturally over the course of the site’s vacancy since its

decommissioning. There are also many established street trees along Simcock Avenue.

Further detail in relation to the established street trees is provided within the Arboricultural Impact Assessment prepared by Galbraith and Associates enclosed within this submission for information purposes (prepared for the original permit application).

1.3 Transport and Access

The site is located at the north-east corner of the intersection of Simcock Avenue and Hall Street. Both Simcock Avenue and Hall Street are lower-order, two-lane, bidirectional roads under the management of Hobsons Bay City Council.

The site benefits from good access to public transport infrastructure. Spotswood Railway Station, which services the Werribee and Williamstown commuter lines, is located approximately 320 metres south-west of the site. Melbourne Road is located approximately 500 metres to the west and provides bus services, including Route 472 (Williamstown–Moonge Ponds).

Vehicular access to the site is currently provided via four existing double-width crossovers along the southern boundary to Simcock Avenue and one double-width crossover at the north-west corner to Hall Street. The site’s former internal access roads have been removed, and it is anticipated that the existing access arrangements can be adapted, subject to Council approval, to better support future use and development of the land.

1.4 Title Encumbrances

As identified, this application will not pursue the previously approved (but not formalised) subdivision, as such the proposal will traverse the aforementioned 6 lots that form the subject site (See Figure 1 and a copy of each title certificate is provided in Appendix B).

The following titles (nominated in red at Figure 1) have a caveat that sets out land rights as it relates to wells, mineral mining and mining rights. The covenant does not contravene development on site but ensures the grantee

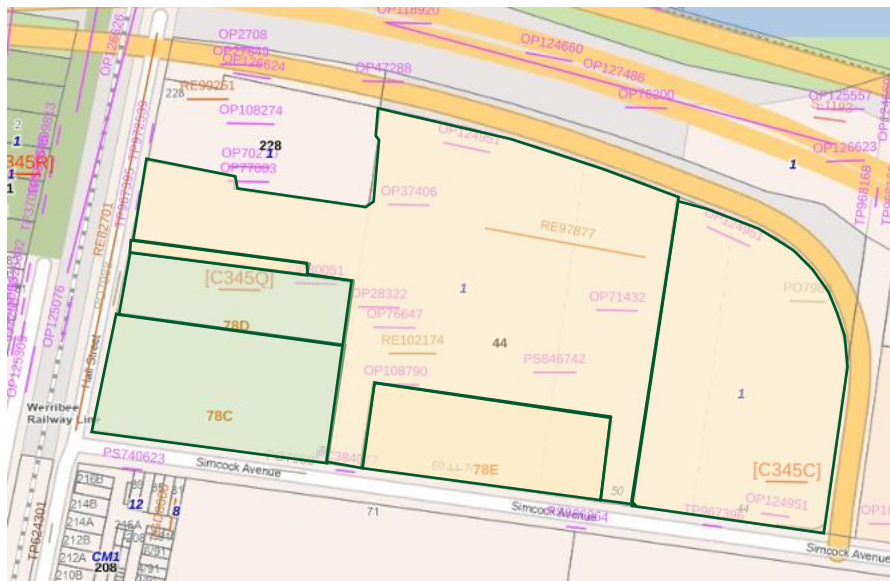
ongoing rights to mine the affected land as described within the Land Act 1958 and within the caveat.

- Lot 1 on TP967395Q
- Lot 1 on TP967396N
- Allotment 78E, Section 7, Parish of Cut-Paw-Paw
- Allotment 78F, Section 7, Parish of Cut-Paw-Paw

The remaining Certificates of Title for the Site demonstrate that the site does not appear to have any easements.

The West Gate on ramp has now been constructed, the affected area remains on a separate title and this land no longer forms part of the subject site.

Figure 1 Lots affected by the above caveat nominated in yellow below.



Source: Lassi

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1.5 Immediate Surrounds

North

To the north, the site directly adjoins an industrial property at 228 Hall Street, which is developed with several warehouse buildings used for warehousing and logistics activities associated with the West Gate Tunnel project. The northern interface also includes Stephen Street, an elevated westbound freeway on-ramp connecting Simcock Avenue to the West Gate Freeway. Construction of this on-ramp commenced in late 2020 and is now complete. The West Gate Bridge is situated immediately north of the on-ramp. Beyond this, the area transitions to public open space associated with the Stony Creek Recreation Reserve.

East

To the east, the site adjoins Stephen Street, recently constructed as the West Gate Freeway on-ramp. Further east lies 20–42 Simcock Avenue, occupied by a Toll vehicle terminal. The Toll site includes extensive hardstand areas in its northern portion, primarily used for truck parking and heavy vehicle circulation. The southern portion accommodates two single-storey industrial sheds supporting warehousing and logistics operations. A single-storey brick office fronts Simcock Avenue, with at-grade car parking provided along the frontage.



Figure 2 228 Hall Street, Google Maps 2023



Figure 3 20 Simcock Ave, Google Maps 2023

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South

The site's southern boundary fronts Simcock Avenue, a two-way local road providing direct access to the surrounding industrial precinct. South of Simcock Avenue, the area is characterised by a mix of commercial and industrial uses consistent with the broader precinct. Notably, Visy Glass occupies two large warehouse and office facilities (approximately 20,300sqm and 14,690sqm) at 71 Simcock Avenue, Spotswood (2–38 Hudsons Road), directly opposite the site. These warehouses were developed between 2020 and 2021 and are used for the storage and distribution of glass products. The buildings are visually prominent, with colourful murals spanning their Simcock Avenue frontage, creating a distinctive visual interface with the site.

West

Hall Street defines the site's western boundary. On the opposite side of Hall Street runs the double-track Werribee railway line. Further west, the area transitions to residential and community uses, including a mix of townhouses and single dwellings, the Emma McLean Kindergarten, and the eastern edge of the Westgate Golf Club.

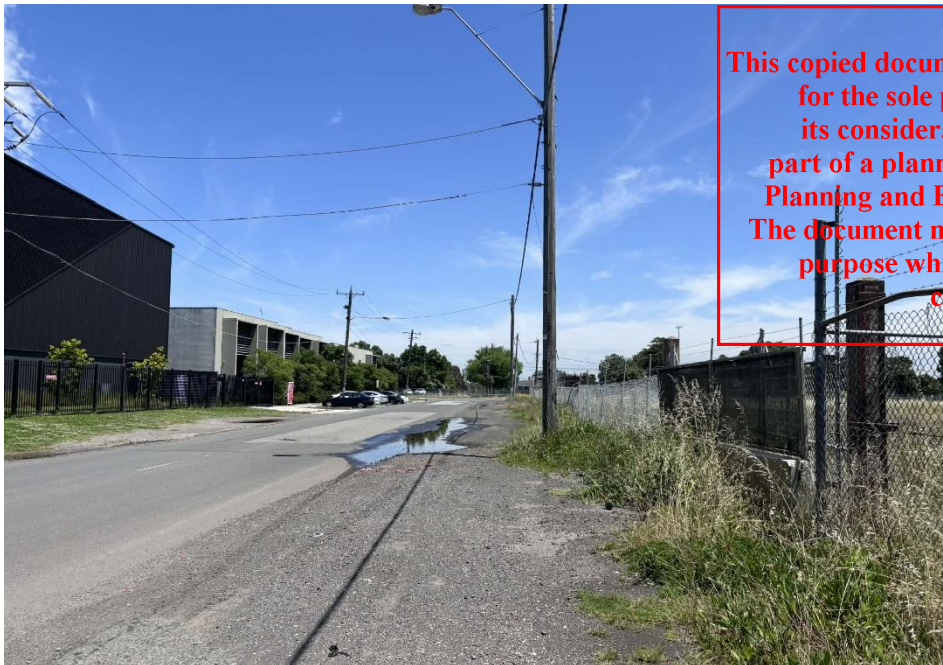


Figure 4 Simcock Ave (looking West), Urbis Site Visit 2025



Figure 5 Hall Street (looking North), Urbis Site Visit 2025



Figure 6 Hall Street (looking South), Urbis Site Visit 2025



Figure 8 76 Simcock Ave (Visy Glass Factory), Urbis Site Visit 2025



Figure 7 Subject Site (looking North from Simcock Ave), Urbis Site Visit 2025



Figure 9 Subject Site (looking North from Simcock Ave), Urbis Site Visit 2025

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1.6 Surrounding Context

Spotswood is an established suburb about 7km south-west of the Melbourne CBD. It has a mix of prewar cottage dwellings, newer town homes and low-rise apartment buildings, as well as industrial and commercial developments.

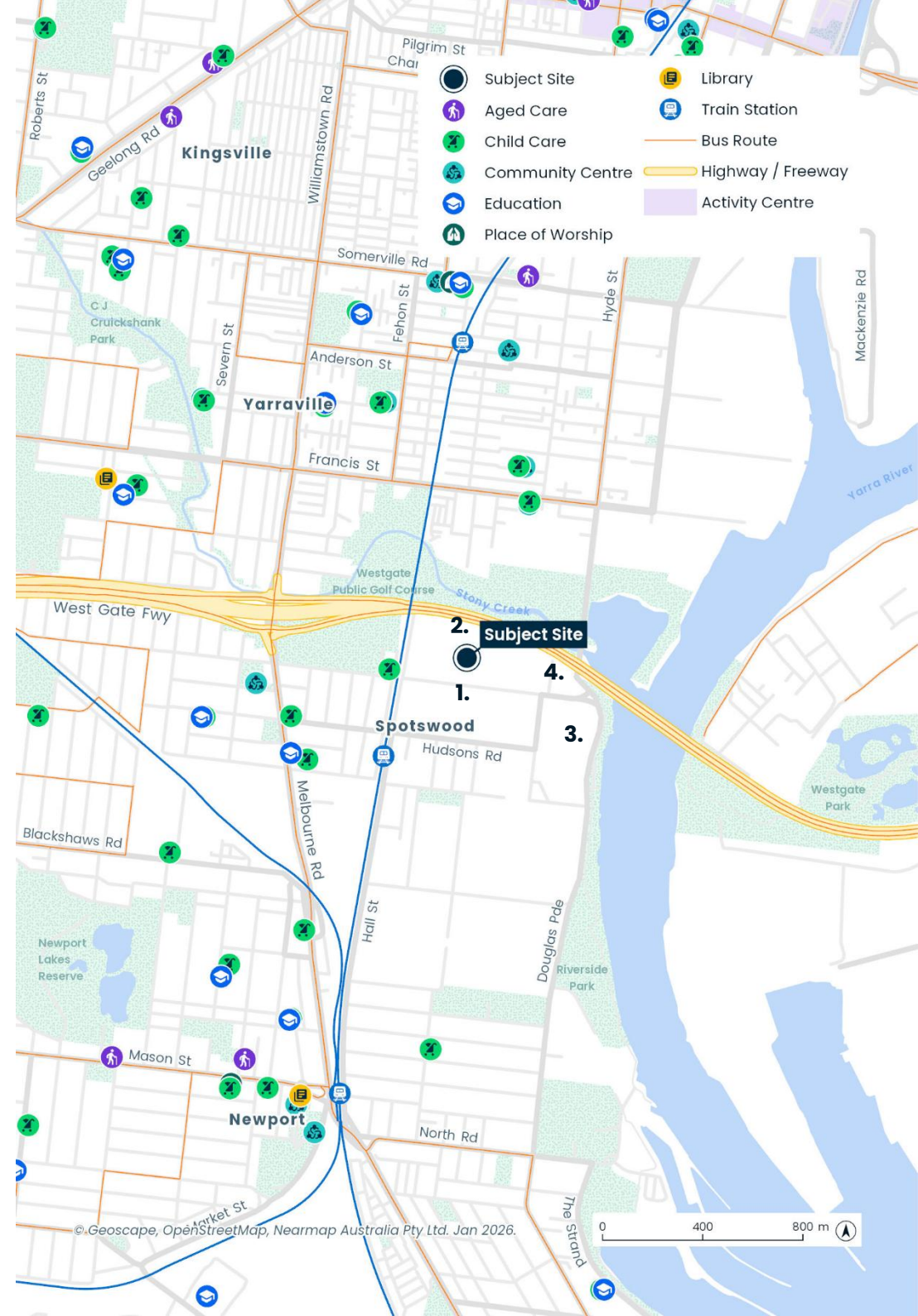
Spotswood's wide range of use and development is a result of its continued transition from a smokestack industrial precinct to a more diverse urban environment with an employment focus on service and light industry.

At the local level, the site is in an industrial precinct referred to by Council in its *Spotswood Activity Centre Structure Plan* as the *Northern Industry and Employment Precinct*. The boundaries of this Precinct are formed by the Westgate Freeway to the north, the Yarra River to the east, finer grain commercial and residential buildings to the south and the railway line to the west; the site is at the north-west corner of the Precinct.

Consistent with the Precinct's industrial identity, land to the east and south of the site is developed with a mix of industrial and commercial buildings, typically occupying large, rectangular lots. Notable features of the Precinct include:

1. Visy's major glass manufacturing, recycling and distribution facility;
2. Grazeland, an outdoor food and entertainment precinct with food trucks;
3. Scienceworks, a technology museum and the co-located Melbourne Planetarium; and
4. West Gate Freeway and associated on-ramp

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1.7 Major Hazard Facilities

Major Hazard Facilities (MHFs) are industrial sites that store, handle or process large quantities of dangerous goods (such as flammable, toxic or explosive substances) that pose a significant risk to human health, property and the environment in the event of an incident.

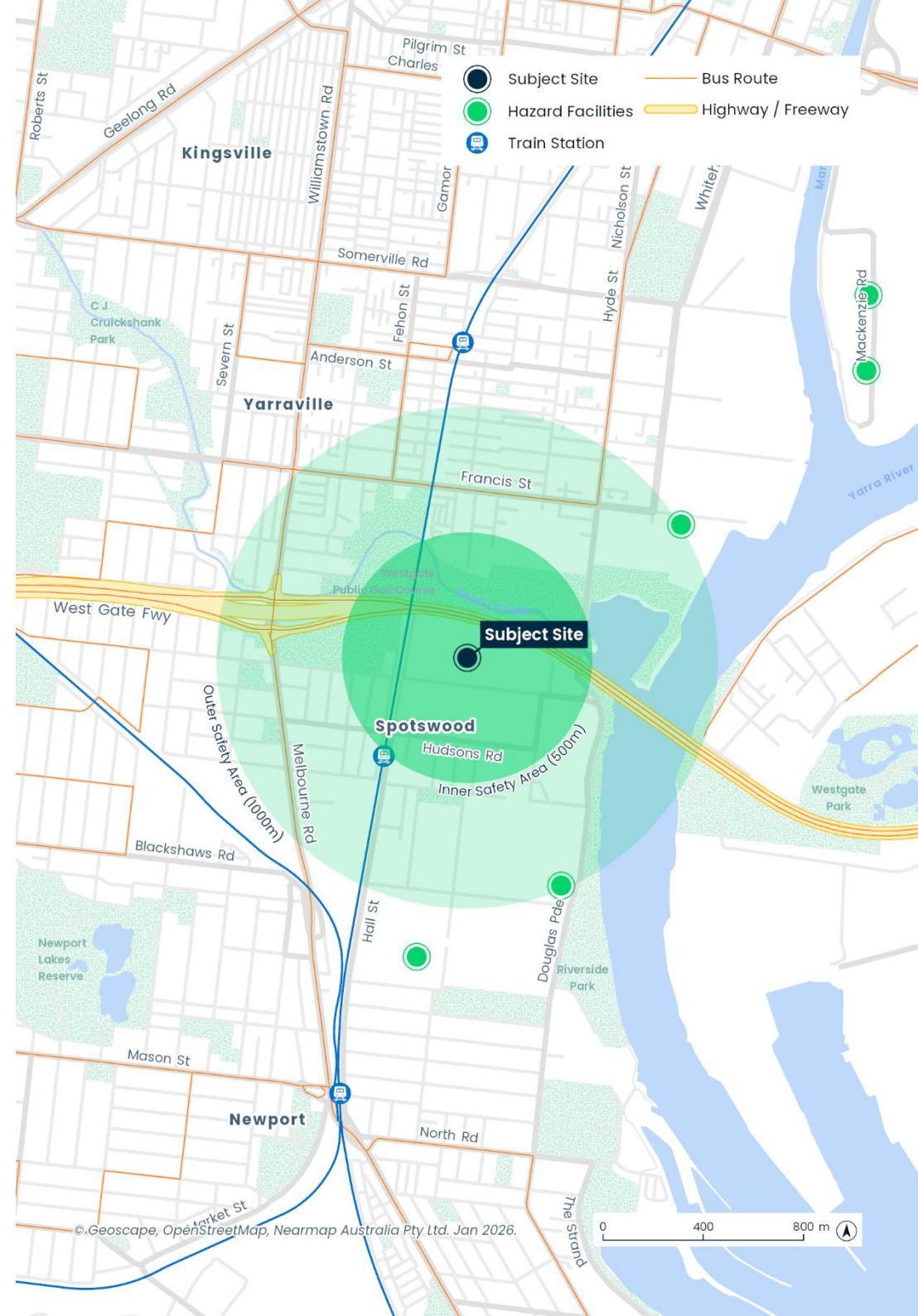
There are nine licensed MHFs in Hobsons Bay, including three in proximity to the site. These are listed at www.worksafe.vic.gov.au/licensedand-registered-major-hazard-facilities and include:

- Ampol Australia Petroleum Pty Ltd at 411 Douglas Parade, Spotswood;
- Viva Energy Australia Ltd at Burleigh Street, Spotswood; and
- Mobil Oil Australia Pty Ltd at 29 Francis Street, Yarraville.

WorkSafe, as the statutory authority involved in the registration and regulation of MHFs under the Occupational Health and Safety Act 2017 and the Dangerous Goods Act 1985, defines 'Inner Safety Areas' and 'Outer Safety Areas' around MHFs.

WorkSafe seeks to restrict certain land uses and development in these areas to limit risks in the event of an incident happening at an MHF. In both Inner and Outer Areas, it is understood that developments or land uses that will increase the population are discouraged. As demonstrated at the provided map, the project is well buffered from MHFs. Notwithstanding, due to the limited number of staff required to operate a data centre, it is a highly appropriate land use for this large site in this area.

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2 Planning Background

Public records indicate that there have been three permit applications for the site over the past ten years:

- PA230665 (Approved January 2025) – Construction of four warehouses, removal of easements and reduction in the required number of car parking spaces.
- PA230945 (Approved December 2023) – To remove an easement from the site.
- PA210039 (Refused by Council, then approved by VCAT) – To subdivide the site into four lots, and remove native vegetation in accordance with endorsed plans.

Each approval and how it relates to the current application is detailed further below.

2.1 PA230665 – Warehouse Permit

Planning Permit PA230665 allows for the 24/7 operation of 4 warehouses, described in more detail as follows:

- Warehouse 1 – 12,600 square metres (sqm) total warehouse floor area.
- Warehouse 2 – 14,510 sqm total warehouse floor area.
- Warehouse 3 – 9,120 sqm total warehouse floor area.
- Warehouse 4 – 5,660 sqm total warehouse floor area.
- Warehouses 1–3 each include an ancillary Office (400 sqm in size and located at mezzanine level) and Dock office (100 sqm and located south of the respective warehouse loading bays).
- Warehouse 4 includes an ancillary Office (330 sqm in size and located at mezzanine level) and Dock office (50 sqm and located west of the Warehouse 4 loading bays).

- Each warehouse also includes an Entry lobby (40 sqm and located toward the south-west for Warehouse 1 or south-east for Warehouse 2–4).
- Construction of associated hardstand, car parking and loading areas to facilitate vehicle movements and general operation of the proposed warehouses.
- Provision of site services, fencing and landscaping, all of which will ultimately facilitate the warehouse operations.

Urbis understands there are no endorsed plans associated with the development approval.

This application has sought to be amended via Section 72 to allow the early works associated with this application.

Figure 10 Decision Plans (PA230665)



Source: Concept

2.2 PA210039 – Subdivision Permit

As subdivision is no longer proposed, the subdivision permit (PA210039) will not be acted upon, although any relevant conclusions from that process may need to be translated into the new permit.

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It is noted that the subdivision was supported in principle by Hobson's Bay Council, however, there were delays in obtaining approval from the Westgate Tunnel Authority which ultimately resulted in a refusal (as they are a determining authority for the site). This refusal was appealed to VCAT (appeal no. P688/2022). VCAT set aside Council's decision in April 2024 and a permit was granted. Based on there not being a written decision for VCAT's finding, we consider this was likely resolved through the pre-hearing (Compulsory Conference) stage.

It is noted that previous flora and fauna reporting concluded the following in relation to the subject site:

Only isolated occurrences (<1% cover abundance projective foliage cover) of indigenous species were recorded. This included Common Blown-grass Lachnagrostis filiformis, Common Purslane Portulaca oleracea and Hairy Panic Panicum effusum. The study area is instead dominated by exotic vegetation which has colonised the study area post-disturbance.

Figure 11 Excerpts from Endorsed Stormwater Strategy (Incitus)

The stormwater management plan and vegetation removal approved under this application, will be captured under a concurrent 'early works' application.

The development will construct a new outfall to convey the peak 1% AEP design flows directly north under the Westgate Tunnel ramp and connect to Stony Creek. Figure 7.1 illustrates the proposed outfall for the project.

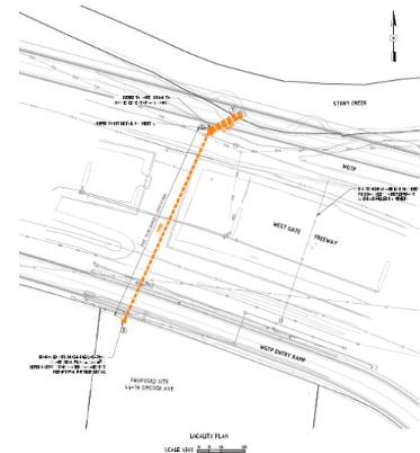


Figure 7.1 Proposed Outfall Under Westgate Tunnel Ramp to Stony Creek

Picture 1 Proposed Outfall Location

Source: Endorsed SWMP



44 - 76 Simcock Avenue, Spotswood Drainage Intent

Picture 2 Proposed Drainage Intent

Source: Endorsed SWMP

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3 Proposal

3.1 Overview of Proposal

This application seeks approval for the use and development of land for a Utility Installation (Data Centre) and the display of business identification signage exceeding 8 square metres. The proposal includes ancillary office space and an internal access road.

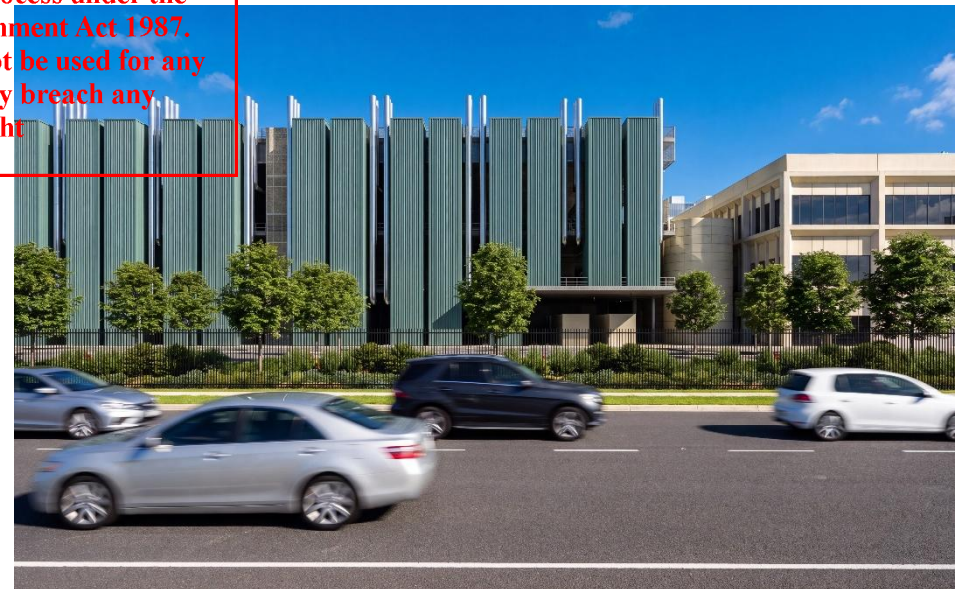
The proposal is intended to be delivered as a staged development. Approval is sought for all stages under this application, with the detailed design for each stage to be endorsed progressively in accordance with permit conditions. Assessment within this submission focuses on Phase 1, which is proposed to commence immediately following approval, as well as Phases 2–10 more generally, to demonstrate that the site can accommodate the intended ultimate end-state development.

The building façades will adopt a contemporary industrial design, incorporating a combination of raw-finish ribbed and smooth precast concrete panels, perforated aluminium cladding in a neutral metallic finish and grey-tinted glazing. External plant and services are expressed as coloured elements, with equipment finished in blue and green, and water tanks finished in yellow (refer to the Stage 1 Typical Building Elevations and 3D Axonometric View within the architectural package for further detail).

Landscaping is proposed within the front setback to improve the site's interface with the public realm.

It is noted that the electrical substation on the site does not form part of this application. AusNet Services is seeking the necessary approvals through a separate, concurrent application with the Department of Transport and Planning.

Key details of the proposal are described in the table below (as per final state).



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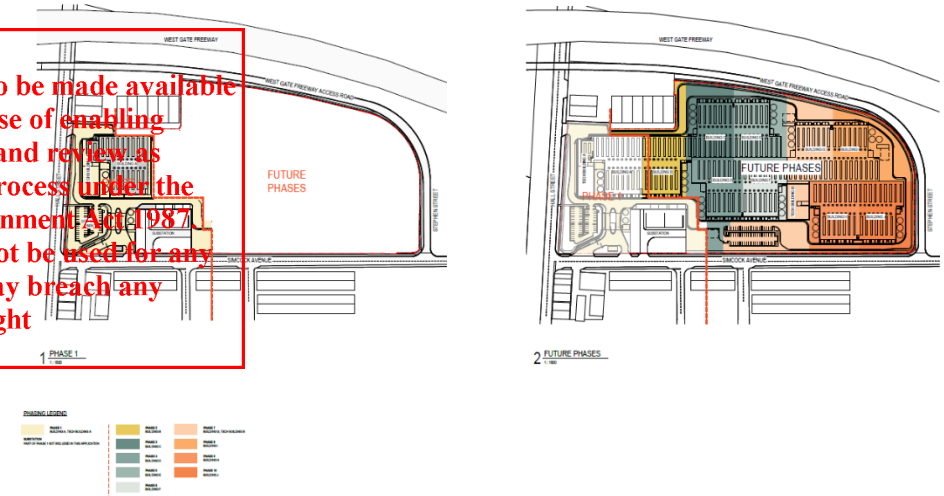
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3.2 Staging

The proposal will be constructed in ten phases. Accordingly, we request that any permit conditions allow for the operation of each stage prior to the remaining stage documents being endorsed and construction commencing. It is noted that the development may construct multiple stages at one time, however, the flexibility to operate the Day 1 state ahead of final state is sought to ensure a fluid process for the proponent.

The vacant interim land will be cleared, tidied and benched early to improve the current amenity on site and improve views from the public realm.

Figure 12 Staging Plan (source: Greenbox)



3.3 Public Realm Contribution

GreenSquareDC is committed to delivering public realm improvements aligned with Council's GreenLine Project and broader precinct objectives. While the detailed scope of works will continue to be developed in consultation with Council and relevant authorities, the proponent is committed to future streetscape, landscaping and pedestrian environment upgrades along Hall Street and Simcock Avenue.

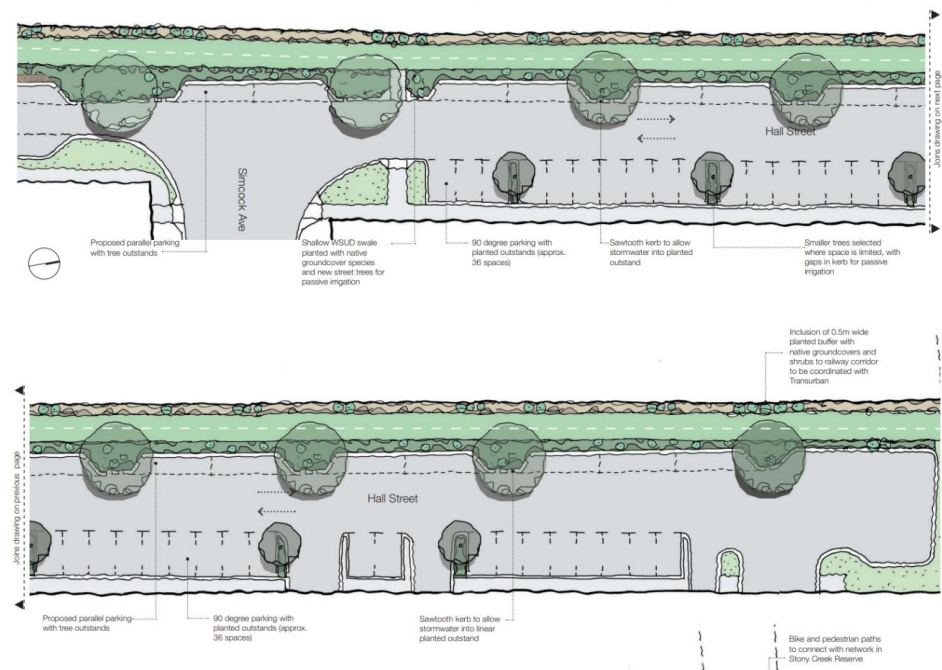
ITEM	PROPOSAL	
Site Area	79,960 sqm	
Site Coverage	51,335 sqm (64%)	
Building height	3 Storeys with roof cooling plant above (maximum building height of 25 metres from NGL to the top of the roof plant/ Tech Building A).	
Land Uses	Data Halls, Amenities, Office	
Phases	Phase 1	End State (Phase 1-10)
Floor Area	17,496 sqm	105,836 sqm / 240 MW
Car Parking	50 car parking spaces (2 accessible spaces and 2 EV)	113 car spaces (4 EV spaces) 10 motorcycle spaces
Bicycle Parking	30 Spaces	30 Spaces
Staff	35 staff	150 staff
Hours of Operation	The facility will need to be operational 24/7.	
Vegetation	36 native canopy trees	
Other	Signage is to be confirmed (but included as a trigger) Substation is to be approved via concurrent application (run by Ausnet)	

Table 3 - Details of the Proposal

The proposal will also deliver a substantial improvement to the presentation and amenity of the site through contemporary built form, landscaping and upgraded interfaces to Simcock Avenue and Hall Street.

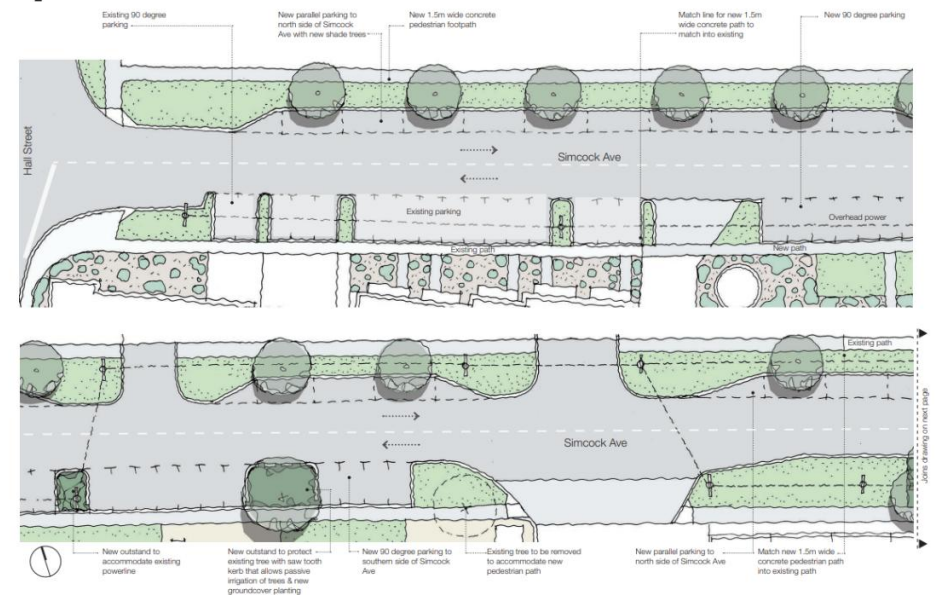
The proposal includes generous landscaped setbacks, extensive canopy planting and improved pedestrian interfaces, contributing to a higher amenity outcome within the Spotswood Industrial Precinct and significantly improving the presentation of the currently vacant site.

Figure 13 Simcock Ave & Hall Street Streetscape Concept Plan



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→ Simcock Ave Streetscape Concept Plan



Source: GreenLine Better Places Project

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4 Pre-application Consultation

GreenSquareDC has undertaken ongoing consultation with the Department of Transport and Planning (DTP), Hobsons Bay City Council and relevant referral authorities throughout the pre-application phase of the project.

Early engagement has assisted in identifying key considerations and refining the proposal prior to formal lodgement. Through this process, the proposal has evolved in response to agency and stakeholder feedback relating to built form, landscaping, servicing, traffic, sustainability and public realm outcomes.

On 28 June 2026, Invest Victoria confirmed that the MELI project will likely be feasible subject to the normal considerations required as the project progresses.

Similarly, on 20 July 2026, DTP confirmed that the proposal is eligible to be assessed under Category 1 of Clause 53.22 (Significant Economic Development) of the Hobsons Bay Planning Scheme, having regard to the nature of the proposed use, estimated development cost and the project's feasibility information.

Pre-application meetings and ongoing correspondence have occurred between 2025 and 2026 with the following stakeholders:

4.1 Stakeholder Engagement Summary

Department of Transport and Planning (DTP and Transport)

- Pre-application meeting with the DTP Team – 24 March 2026
- Ongoing correspondence throughout April–June 2026 regarding application requirements, staging, servicing infrastructure and referral coordination.
- DTP Transport feedback received 5 May 2026 relating to access arrangements, construction coordination and the Hudsons Road Level Crossing Removal Project interface.

Hobsons Bay City Council

- Pre-application meetings held on 2 February 2025, 18 June 2025, 11 November 2025, 12 January 2026 and 16 June 2026.
- Consultation focused on site layout, built form, landscaping, public realm outcomes, sustainability initiatives, access arrangements and interfaces with surrounding infrastructure projects.
- Council feedback informed refinements to landscaping, fencing treatments, façade articulation and public realm interfaces.

Environment Protection Authority (EPA)

- Ongoing discussions throughout the pre-application process regarding fuel storage, generator operation, noise, stormwater management and environmental management requirements.

Final referral comments received 12 June 2026.

AusNet Services and Jemena Electricity

- Ongoing consultation regarding servicing infrastructure, electricity supply requirements and coordination of the proposed substation and utility connections.

Ausnet are facilitating the approval of the required substation

- Jemena referral comments received 3 June 2026.

VIDA / Level Crossing Removal Project

- Meetings held on 1 April 2026 and 11 May 2026 regarding coordination with the Hudsons Road Level Crossing Removal Project.
- Discussions focused on access arrangements, construction staging and future public realm interfaces.

Fire Rescue Victoria (FRV)

- Preliminary consultation undertaken during the design development process regarding emergency access, fire safety infrastructure and operational requirements associated with the facility.

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VicGrid

- The grid connection application is progressing well through VicGrid's standard assessment process. The initial grid model has been submitted and is being reviewed for Due Diligence by VicGrid. Grid modelling is nearing completion for resubmission, with ongoing constructive engagement between the project team, VicGrid and AEMO. The draft PWA is also progressing positively towards agreement. Environmental investigations have been completed, with identified site risks addressed through appropriate mitigation measures. No issues have been identified to date that would indicate the application is not progressing as expected.

Greater Western Water (GWW)

- Engagement with GWW continues to progress positively, with a clear pathway to servicing the site. An interim connection has been identified to support early-stage demand while permanent network upgrades are progressed.
- The interim arrangement would be delivered through a separate connection process and operate until the upgraded water infrastructure is available, with no significant issues identified at this stage.

The consultation process has been constructive and has assisted in progressing a coordinated and well-resolved proposal that responds appropriately to the strategic and physical context of the site.

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5 Hobsons Bay Planning Scheme

5.1 Industrial 1 Zone

The subject site is zoned Industrial 1 Zone (INIZ), pursuant to Clause 33.01 of the Hobsons Bay Planning Scheme.

The purpose of the INIZ is:

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

Clause 73 (Meaning of Terms) defines a data centre as a 'utility installation'.

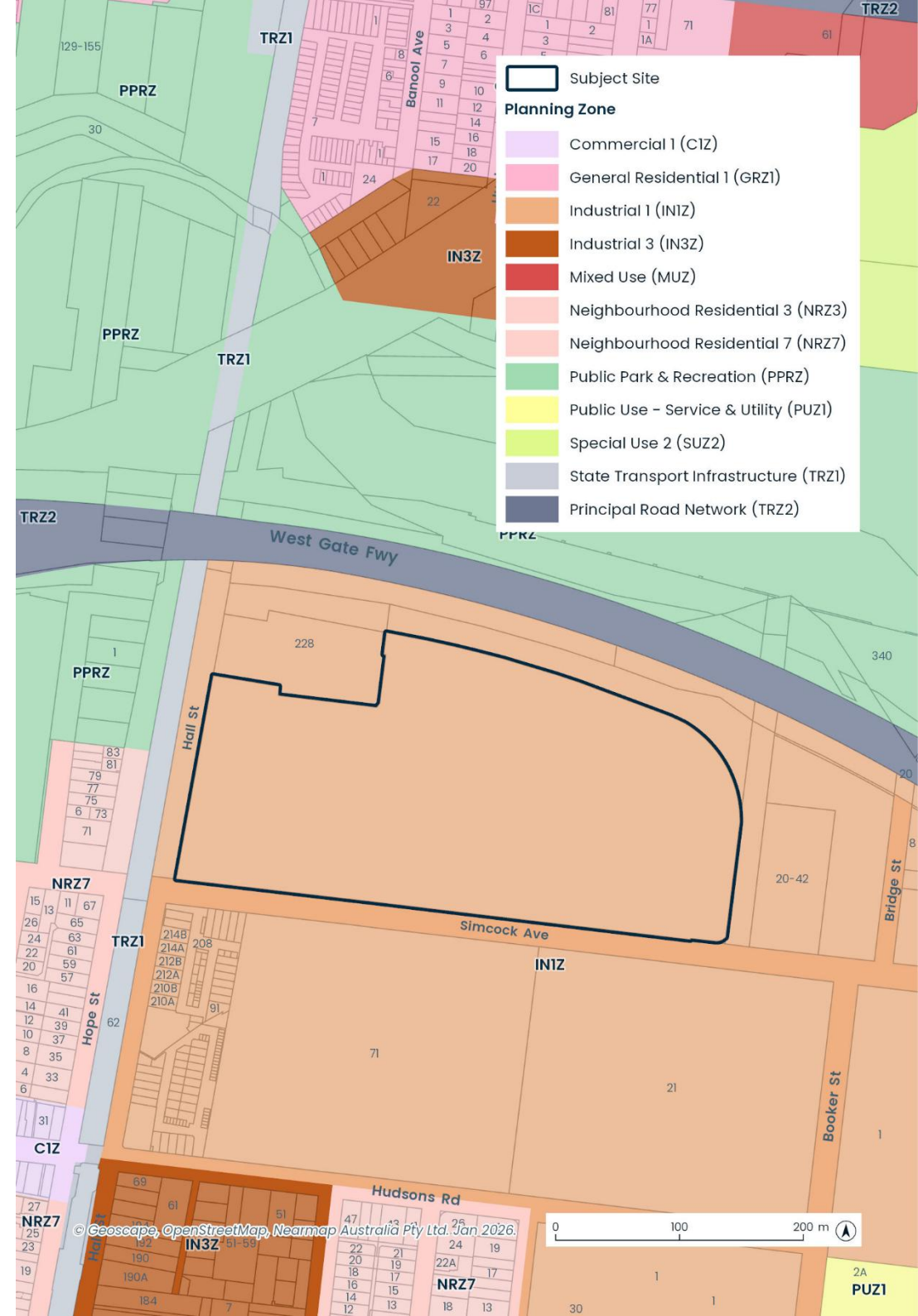
Permit Triggers

- **Clause 33.01-1** Use of land for Utility Installation (includes Data Centre)
- **Clause 33.01-4** Construct a building or construct or carry out works

Clause 33.01-2 sets information requirements for applications to use land, and decision guidelines by which they are assessed.

The full set of application requirements and decision guidelines is listed in Appendix A to this report

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5.2 Overlays

5.2.1 Design and Development Overlay – Schedule 1

Pursuant to Clause 43.02 of the Hobsons Bay Planning Scheme, a northern portion of the site is affected by the Design and Development Overlay – Schedule 1 (DDO1).

The purpose of the DDO is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

DDO1 relates to 'Westgate Bridge Approaches', and outlines the following design objective:

- To ensure the adequate safety and amenity of the West Gate Bridge and its approach viaducts, motorists using the bridge and nearby properties.

Permit Triggers

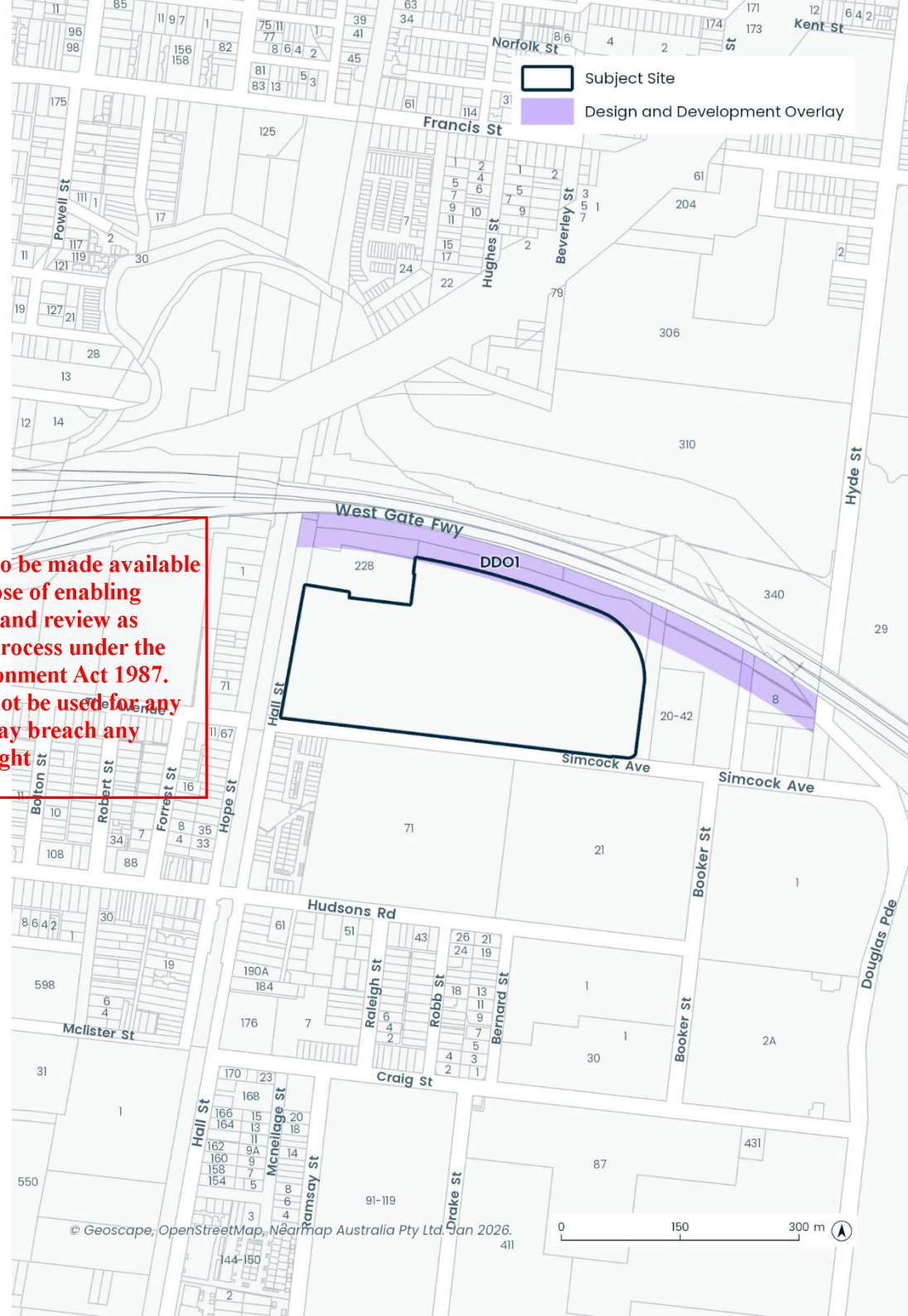
- **Clause 43.02-2** Carry out building or works within 46 metres of the Transport 2 Zone between Hyde Street and Hall Street.

As such – pursuant to Section 6.0 – any application to develop land within the part of the site affected by the DDO1 will trigger a planning permit and be referred to the Head, Transport for Victoria for comment.

It is noted that the intention of the DDO1 is to apply specific controls for the Westgate slip road. The application of the DDO1 only marginally affects the subject site (technically an anomaly). Notwithstanding, the minor works within this area (fencing and pedestrian path) will trigger a permit under this overlay.

Additional details pertaining to the DDO1 are at Appendix A.

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5.3 Other Matters

5.3.1 Area of Aboriginal Cultural Heritage Sensitivity

The site is partly located within an area of Aboriginal cultural heritage sensitivity.

Consistent with the requirements of the Aboriginal Heritage Act 2006 a Preliminary Aboriginal Heritage Tests (PAHT) was prepared for the originally approved subdivision application. This PAHT was prepared by Benchmark Heritage Management and was approved in May 2021.

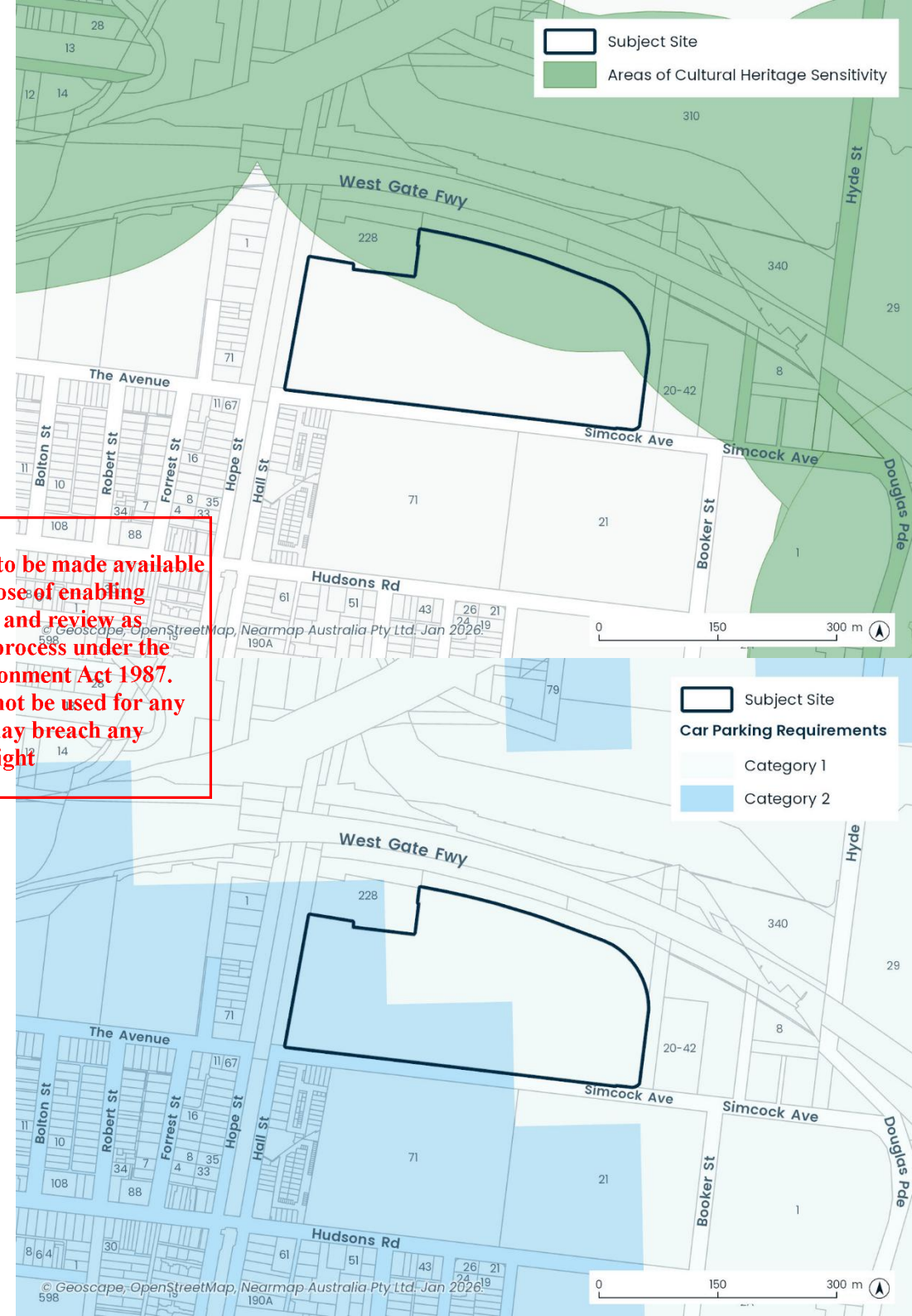
It was determined that a CHMP was not required to be prepared, based on evidence of significant ground disturbance (SGD) having occurred on the site. This was based on:

1. Initial land clearance.
2. Agricultural activities. Early use of the study area would have been for farming practices.
3. Quarrying in the north of the Activity Area.
4. Construction of the former fuel and chemical storage facility from 1926 to the 1990s and its demolition from 2009.
5. Construction of sub-surface service infrastructure.

As concluded by Benchmark Heritage Management P/L (who prepared and lodged PAHT No. 225), 'given points 1-5 above it is clear significant ground disturbance has occurred across the entire area of cultural heritage sensitivity within the activity area. Therefore, a mandatory CHMP is not required due to ground disturbance noted in Points 1-5.'

The current proposal is confined to the same land and does not introduce new ground disturbance beyond that already contemplated and assessed. Accordingly, the conclusion that the site is significantly disturbed, and that a mandatory CHMP is not required, remains applicable to this application. Additional advice has been prepared by the Urbis Archeology Team, confirming that a mandatory CHMP is not required for the purposes of a Utility Installation, due to the SGD nomination on site.

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5.3.2 Car Parking Requirements

The subject site is located within Public Transport Access Levels (PTAL) Category 1 and 2 on the Car Parking Requirement Maps (CPR maps).

Pursuant to 52.06-5, if the land is shown in two or more categories on the CPR maps, the car parking requirements for the higher category applies to all of the land.

5.4 General and Particular Provisions

The following particular provisions within the Hobsons Bay Planning Scheme are relevant to the proposal:

5.4.1 Clause 52.05-Signage

The sign is located within a Category 2 Zone, for the purposes of Clause 52.05. A permit is required to display certain signage, including:

- A business identification sign with a display area greater than 8 square metres
- An internally illuminated sign greater than 1.5 metres.
- To display more than one directional sign.

A permit is required to display the business identification signage at the subject site as it will have a total area of greater than 8 sqm. The signage strategy for the site has not yet been finalised but details of sign locations and wayfinding strategy will be able to be provided ahead of a decision.

5.4.2 Clause 52.06 – Car Parking

Clause 52.06 of the Planning Scheme does not specify a car parking rate for a Data Centre land use and as such would be to the satisfaction of the Responsible Authority.

As Utility Installation (Data Centre) is a non-defined use within Clause 52.06, parking requirements are to the satisfaction of the Responsible Authority and there is no associated carparking trigger under Clause 52.06. It is noted that

the office component of the development is considered ancillary and therefore does not trigger car parking requirements.

A detailed assessment of the proposed carparking provision in relation to anticipated demand is provided at Section 6.5.1.

5.4.3 Clause 52.17 – Native Vegetation

The purpose of this clause is ‘to ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation’.

Pursuant to Clause 52.17, a permit is required to remove, destroy or lop native vegetation, including dead native vegetation.

It is noted that approval for the removal of native vegetation on the site has already been granted under subdivision permit PA210039. As this permit will not be acted upon, the same approval is sought to be re-obtained. Native vegetation removal is sought to be assessed under the concurrent early works section 72 that is under assessment with Council.

5.4.4 Clause 52.34 – Bicycle Facilities

At the commencement of a new use, the required bicycle facilities and associated signage must be provided on the land.

Pursuant to Clause 52.34-5, use as a Data Centre (nested under utility installation) is not listed within Table 1 of the clause, and therefore, bicycle facilities are not required by the proposal. The office component of the development is considered ancillary and therefore does not trigger bicycle parking requirements.

5.4.5 Clause 53.10 – Uses and Activities with Potential Adverse Impacts

This clause is relevant due to the site’s adjacency to dwellings and an educational centre. Specifically, the purpose of the clause is to protect sensitive uses by setting threshold distances between them and uses that can cause adverse amenity impacts. Sensitive uses include land which is:

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

The list of uses identified as having the potential to cause adverse amenity impacts is at Table 1 to the Clause.

The Proposal includes the storage of diesel in quantities as follows:

- 21 X 1000L day tanks per data hall building and a 2 X 1000L day tanks per tech building. Day tanks will be within generator enclosures
- Diesel tanks: - 4 X 100,000 L tanks per building

This equates to approximately 3,505 tonnes of Diesel. This is above the threshold limit set out in the Table to Clause 53.10-2 (2000 tonnes).

Accordingly, there will be a referral required under Clause 53.10-1 to the Environment Protection Authority.

5.4.6 Clause 53.18 – Stormwater Management in Urban Development

The purpose of this clause 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'.*

An application to construct a building or construct or carry out works:

- Must meet all of the objectives of Clauses 53.18-5 and 53.18-6.
- Should meet all of the standards of Clauses 53.18-5 and 53.18-6.

The application is supported by a Stormwater Management Plan prepared by Aurecon.

5.4.7 Clause 53.22 – Significant Economic Development

This Clause seeks to prioritise and facilitate the planning and delivery of projects deemed to be making a significant contribution to the Victorian economy. The Responsible Authority may waive or vary any application requirement, building height requirement or setback requirement, for a proposal qualifying under this application pathway. An application under this pathway is exemption from the decision requirements of sections 64(1), (2) and (3), and the review rights of sections 82(1) of the Act.

- The proposal qualifies for this pathway as a 'Category 1' application incorporating a Data Centre with a development cost greater than \$20 million.

5.4.8 Clause 66.02 – Use and Development Referrals

This Clause specifies that a referral to the Victorian Workcover Authority is required *to use land for an industry, utility installation or warehouse if any of the following apply:*

- A fire protection quantity is exceeded under the Dangerous Goods (Storage and Handling) Regulations 2022.
- A notification is required under the Occupational Health and Safety Regulations 2017.
- A licence is required under Dangerous Goods (HCDG) Regulations 2016 and the use is not associated with agriculture.

As noted, the Proposal includes the storage of diesel in quantities of approximately 400,000L per building.

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5.5 Municipal Planning Strategy

- **Clause 2.03-1** (Settlement) seeks to strengthen and diversify its network of activity centres, support higher density housing in appropriate locations, and guide the transformation of Strategic Redevelopment Areas to deliver net community benefit while managing interfaces with existing uses.
- **Clause 02.03-2** (Environmental and landscape values): Protect ecologically significant habitats and landscapes from the impacts of land use and development.
- **Clause 02.03-3** (Environmental risks and amenity) seeks to ensure development mitigates climate change impacts, manages flooding and stormwater, and protects amenity at sensitive land use interfaces.
- **Clause 02.03-5** (Built environment and heritage) seeks to ensure development in industrial areas achieves high standards of design, amenity, safety and environmental performance, incorporates environmentally sustainable design from the planning stage, and respects heritage values where applicable.
- **Clause 2.03-7** (Economic Development) seeks to protect and enhance the Western Industrial Precinct as a key employment hub, attract diverse and high-value industries, and ensure industrial development maintains visual and environmental amenity while managing potential off-site impacts.
- **Clause 2.04-1** (Strategic Framework Plan) identifies the site as 'significant industrial land'

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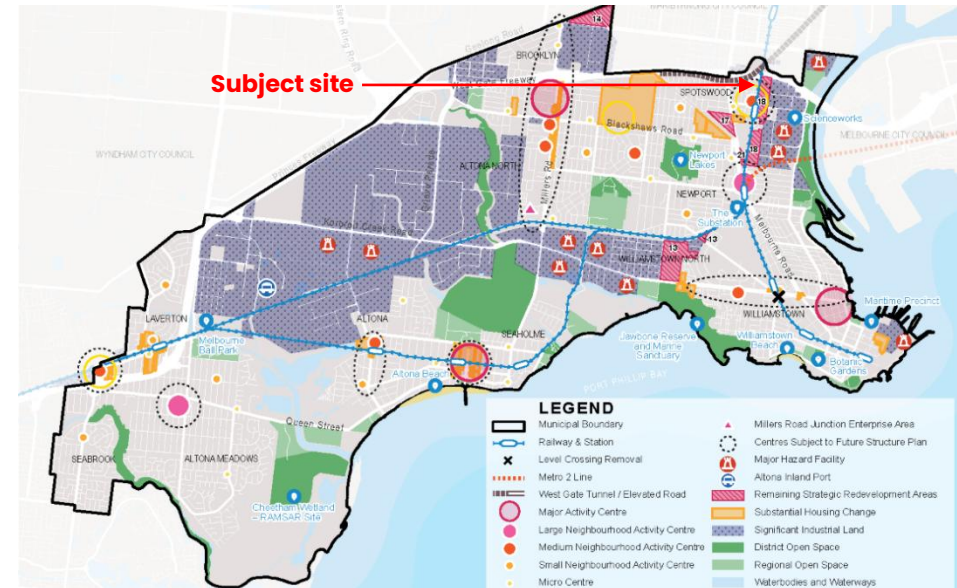


Figure 14 Excerpt of the Strategic Framework Plan

5.6 Planning Policy Framework (PPF)

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

- **Clause 11 – Settlement**
 - 11.01-1S – Settlement
 - 11.01-1R – Settlement – Metropolitan Melbourne
 - 11.02-1S – Development Capacity
- **Clause 12 – Environmental and Landscape Values**
 - 12.01-1S – Protection of Biodiversity
 - 12.01-2S – Native Vegetation Management
- **Clause 13 – Environmental Risks and Amenity**
 - 13.01-3S – Urban Heat
 - 13.04-1S – Contaminated and Potentially Contaminated Land

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- 13.05-1S – Noise Management
- 13.07-1S – Land Use Compatibility
- 13.07-2S – Major Hazard Facilities
- **Clause 15 – Built Environment and Heritage**
 - 15.01-1S – Urban Design
 - 15.01-1R – Urban Design- Metropolitan Melbourne
 - 15.01-1L-03 – Signs
 - 15.01-2S – Building Design
 - 15.01-2L-01 – Building Design
 - 15.01-2L-03 – Industrial Building Design
 - 15.01-2L-04 – Environmentally Sustainable Development
 - 15.03-2S – Aboriginal Cultural Heritage
- **Clause 17 – Economic Development**
 - 17.01-1S – Diversified Economy
 - 17.01-1R Diversified Economy – Metropolitan Melbourne
 - 17.01-2S – Innovation and Research
 - 17.03.1L – Industrial Land-Supply
 - 17.03-3S – Significant Industrial Land
 - 17.03-3R –Regionally Significant Industrial Land
- **Clause 19 – Infrastructure**
 - 19.01-1S – Energy Supply
 - 19.01-2S – Renewable Energy

Broadly speaking, these Clauses aim to:

- Support the ongoing viability and productivity of industrial areas by guiding appropriate land use and development.

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

Of note:

Clause 15.01-2L-03 – Industrial building design parks includes objectives that prescribe architectural and urban design strategies to improve the amenity, design, safety and environmental performance of industrial areas.

Clause 15.01-2L-04 – Environmentally sustainable development – Hume seeks to achieve best practice in environmentally sustainable development at stages of design, construction and use.

Clause 17.03-1L – Industrial land supply seeks to safeguard and enable the growth of significant industrial areas by supporting the expansion of industrial enterprises and preventing incompatible surrounding uses that could impact their viability.

Clause 17.03-2L – Sustainable industry aims to ensure the sustainable operation of industry by strategically locating activities to minimise conflict, protect industrial zones and maintain safety and amenity.

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5.7 Strategic Context

Several key documents guide the strategic context of the Spotswood Industrial Precinct and subject site, as well as the general growth of digital technologies within Metropolitan Melbourne, and Victoria more broadly.

Relevant strategic documents include:

- Plan for Victoria (2025)
- Economic Growth Statement (2024)
- Melbourne Industrial and Commercial Land Use Plan (2023)
- A 10-Year Plan for Industrial Land
- Draft Spotswood Activity Centre Structure Plan (2022)
- Hobsons Bay Draft Industrial Land Management Strategy 2023–2038
- Hobsons Bay Industrial Development Guidelines 2008
- Hobsons Bay Landscape Design Guidelines
- Hobsons Bay GreenLine Better Places Project

A detailed overview of each document contributing to the site's strategic context is provided at Appendix A.

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6 Assessment

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

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

1. Strategic Merit
2. Land Use Suitability
3. Public Benefit
4. Appropriateness of Built Form
5. Landscaping and Vegetation
6. Car and Bicycle Parking,
7. Access and Loading
8. Traffic Generation and Impact
9. Amenity Impact
10. Environmentally Sustainable Design
11. Waste Management

Each of these matters is dealt with in turn below.

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6.1 Strategic Merit

The proposal for the use and development of the land as a data centre demonstrates strong strategic merit and is supported by both State and Local planning policy. The development represents an appropriate and policy-aligned use of a large, vacant and underutilised site within a regionally significant industrial precinct, and does not raise any new or unresolved strategic issues.

- The proposal facilitates the establishment of a purpose-built data centre within significant industrial land identified at Clause 02.04. While the site benefits from an existing approval for a large-scale warehouse and logistics development (PA230665), the data centre represents a higher-value and more efficient use of the land, better aligned with contemporary economic and infrastructure objectives. This outcome directly supports **Clause 17.03-1L**, which seeks to enable the growth, development and expansion of industrial enterprises within designated industrial areas. The data centre contributes to the evolution and intensification of employment land while remaining fully compatible with surrounding industrial activities. The proposal does not introduce sensitive land uses and will not constrain the ongoing operation or future expansion of nearby industry.
- The development is also consistent with **Clause 11.02-1S**, which encourages the efficient use of employment land, and aligns with the strategic directions of the *Draft Spotswood Activity Centre Structure Plan* (DSACSP), which promotes high-value employment, investment and innovation within the Northern Industry and Employment Precinct.
- The proposal is strongly supported by the Draft Hobsons Bay Industrial Land Management Strategy 2023-2038 (ILMS). The ILMS identifies digital enterprise as a priority emerging industry sector for Hobsons Bay and specifically recognises that data centres can support and facilitate growth in other digital services across the municipality. The strategy identifies Spotswood as one of the key precincts capable of accommodating digital industries and expressly identifies data centres as an appropriate future land use within the precinct.

- Consistent with the ILMS objectives to diversify industry sectors, attract investment and align local employment opportunities with the municipality's increasingly skilled resident workforce, the proposal will facilitate a high-value digital enterprise use that supports Melbourne's growing technology sector while maintaining the site's industrial function.
- The proposal incorporates generous landscaped front and side setbacks, providing meaningful opportunities for planting and visual softening of built form. This approach aligns with **Clause 15.01-2L-03** and the *Hobsons Bay Industrial Development Design Guidelines*, and represents a clear improvement on the existing site condition. In doing so, the development supports the objectives of the *Hobsons Bay Industrial Land Management Strategy* by balancing functional industrial outcomes with a high standard of site presentation and public realm interface.
- The data centre will deliver critical digital infrastructure that supports the operation and growth of key employment sectors across the western metropolitan region. This is consistent with **Clause 02.03-7** and broader State policy that recognises the importance of utility and enabling infrastructure in supporting economic productivity, resilience and long-term growth.
- From an amenity and operational perspective, the proposal has been designed to meet the functional requirements of a contemporary data centre while minimising off-site impacts, consistent with **Clauses 15.01-2L-03 and 13.07-1S**. The site has no direct residential interfaces, with the nearest dwellings located more than 60 metres away and separated by the railway corridor, ensuring that the development will not result in unacceptable amenity impacts.
- The built form and architectural response present a high-quality industrial outcome consistent with the emerging character of the Spotswood Industrial Precinct, as envisaged by **Clauses 15.01-2S and 15.01-2L-03**. The design is appropriate to its context and use and delivers a contemporary, well-considered industrial facility.

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- Economically, the proposal enables GreenSquare DC to establish and expand its operations within Victoria and the City of Hobsons Bay, supporting ongoing investment, employment and economic growth in line with **Clauses 17.01–2S and 17.03–3R**. The development also meets Council's objectives for environmentally sustainable design and water-sensitive urban design, consistent with **Clauses 17.03–2S and 19.03–3S**.

Overall, the proposal reinforces the strategic objectives of the DSACSP and the Draft ILMS by promoting high-technology industry, economic development and a diverse and resilient employment base. The development represents a highly appropriate and strategically supported use of the site and is firmly aligned with the planning policy framework.

6.2 Land Use Suitability

The proposed use and development of the land for a data centre, defined as a utility installation, is highly suitable within the Industrial 1 Zone (INIZ) at Clause 33.01 and is consistent with the strategic framework and local policy directions applying to the site. The proposal retains a clear industrial character and aligns with the intended function and expectations for land use within this precinct.

Clause 33.01 requires consideration of the effect of a proposed use on nearby residential areas and other sensitive land uses. In this case, the site is located within an established industrial area and is physically separated from the nearest residential properties by both distance and major infrastructure, including the railway corridor and the West Gate Freeway. The proposal will not introduce any unreasonable amenity impacts and is compatible with its industrial context.

While the site benefits from an existing approval for a 24-hour warehouse and logistics development (PA230665), the data centre represents a lower-intensity and more controlled land use. It is characterised by substantially fewer vehicle movements, minimal on-site staffing and predictable operational activities. Technical assessments submitted in support of the application confirm that the proposal will not generate adverse impacts in relation to noise, air emissions, light spill, traffic or drainage. In

several respects, the data centre delivers improved outcomes when compared with a conventional warehouse and logistics use.

The data centre use is highly compatible with surrounding industrial activities and performs the role of critical enabling infrastructure. The site can be appropriately serviced by existing and planned utilities and transport infrastructure and satisfies the INIZ decision guidelines relating to amenity protection, infrastructure provision and traffic generation.

The INIZ also encourages consideration of the interim use and management of land not immediately required for development. Under the proposal, the site will be developed in stages, with the balance of the land to be cleared, tidied and benched early in the process. This approach represents an improvement on existing conditions and ensures the land is maintained in good order throughout all stages of delivery, while retaining flexibility for future development.

The proposed land use is not only appropriate within the INIZ but represents a more efficient and beneficial use of the site than traditional large-scale warehousing. The proposal is consistent with the objectives of the DSACSP, will not result in any material amenity impacts, and will support ongoing investment, employment and economic activity within this evolving industrial precinct.

Figure 15 Site Context (industrial precinct)

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6.3 Public Benefit

The proposal will deliver significant economic, infrastructure and public realm benefits through the redevelopment of a large, long-vacant and underutilised industrial site for critical digital infrastructure within the Spotswood Industrial Precinct.

As outlined in the Economic Benefit Assessment prepared by Urbis (July 2026), the proposal represents a substantial private investment of approximately \$1.47 billion (excluding GST) and will support significant employment and economic activity during both construction and operation.

The construction phase is anticipated to support approximately 1,020 full time equivalent (FTE) jobs per annum over the six-year delivery period, comprising

approximately 420 direct jobs and 600 indirect jobs. Construction activity is also estimated to generate approximately \$175 million in annual Gross Value Added (GVA) to the Victorian economy.

Once operational, the development is expected to support approximately 200 ongoing FTE jobs, including 130 direct on-site jobs and 70 indirect jobs, contributing an estimated \$35 million in annual GVA to the Victorian economy.

The proposal will also support Victoria's growing digital economy through the delivery of major data centre infrastructure servicing cloud computing, artificial intelligence, digital storage and high-capacity data processing. In this regard, the development responds to increasing demand for digital infrastructure within Melbourne and will support the continued growth and competitiveness of Melbourne's western industrial and employment region.

The proposal also supports broader strategic objectives for the precinct through substantial public realm improvements to be aligned with Council's Greenline Project and future active transport aspirations. This will be provided by a financial contribution or works-in-kind, to be negotiated with Hobson's Bay Council.

Importantly, the proposal also delivers a significant improvement to the presentation and amenity of the site. The land has remained vacant following the decommissioning of the former fuel terminal and currently presents as a cleared and underutilised industrial parcel. The proposal introduces contemporary built form, extensive landscaping and improved streetscape interfaces to Simcock Avenue and Hall Street.

Generous landscaped setbacks, canopy planting and upgraded pedestrian interfaces will contribute positively to the public realm and improve the amenity of the surrounding area.

Compared with other industrial outcomes that could reasonably occur on the site, the proposal also presents reduced amenity impacts, including substantially lower traffic generation and fewer heavy vehicle movements than the previously approved warehouse development.

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The proposal delivers substantial economic, infrastructure and public realm benefits and represents a positive planning outcome for the site, municipality and broader Victorian economy.

6.4 Appropriateness of Built Form & Design

The proposal seeks approval for a purpose-built, staged data centre within an established industrial precinct. While the use is defined as a utility installation, the built form response has been guided by the objectives and requirements of the Hobsons Bay Planning Scheme, the *Hobsons Bay Industrial Development Design Guidelines (2008)*, and the *Draft Spotswood Activity Centre Structure Plan (DSACSP)*. Collectively, these policy documents seek industrial development that is appropriately scaled, manages bulk and massing, provides acceptable interfaces with surrounding land uses, and makes a positive contribution to the public realm.

The site has previously been supported for large-scale industrial development, including warehousing. In this context, the proposed data centre delivers a built form outcome that is well suited to the scale and function of the precinct and, in several respects, provides a more controlled and considered interface than traditional warehouse and logistics development.

Importantly, the proposal adopts a carefully articulated architectural response appropriate to its prominent location adjacent to the West Gate Freeway and key public interfaces. The design has been developed to balance the operational requirements of a contemporary data centre with the need to deliver a high quality architectural and urban design outcome.

The application establishes a clear 'end state' built form framework that addresses key planning considerations, including building height, setbacks, site layout and interfaces. This approach ensures that future stages can be delivered in an orderly and consistent manner through the staged plan endorsement process, in accordance with permit conditions, while maintaining a coherent architectural and urban design outcome across the site.

It is acknowledged that the operational requirements of a data centre are highly prescriptive. Building massing, setbacks, landscaping, and the location and extent of plant and services are influenced by operational safety, mechanical and cooling requirements, fire safety, security and vehicular access considerations. Notwithstanding these constraints, the proposal has been designed to maximise landscaping opportunities, introduce visual modulation, depth and varied material expression, and achieve a high quality built form outcome that positively contributes to the public realm.

6.4.1 Building Height

There is no mandatory maximum building height applying to the subject site under the Industrial 1 Zone. Building height has therefore been assessed against Clause 15.01-2S and Clause 15.01-2L-03 (Industrial Building Design), which require development to be in scale with its surroundings and to avoid unreasonable visual dominance.

The proposal includes a maximum building height of approximately 25 metres to the top of the parapet (with rooftop plant at RL39.2 or 25m above ground level). While this exceeds the discretionary preferred height of approximately four storeys (16–17 metres) identified in the DSACSP for the Northern Industry and Employment Precinct, the variation is considered acceptable having regard to the site's location within a large-scale industrial area and the absence of direct residential interfaces.

The visual impact of the proposed height is moderated through generous setbacks, separation between buildings, stepped massing and integrated rooftop plant screening. The concentration of taller built form centrally within the site further reduces the prominence of height when viewed from surrounding streets and public interfaces.

Figure 16 Simcock and Hall Street Intersection – Render

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Source: GreenBox

Figure 17 Visy Glass Factory viewed from the north

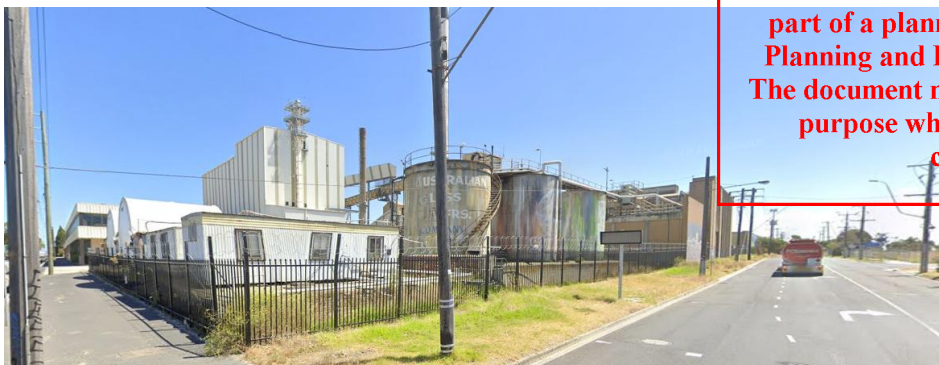


Figure 18 Visy Glass Factory viewed from the north-east



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6.4.2 Setbacks and Interfaces

The development provides a 4.5-metre landscaped setback and a 9-metre building setback from the site perimeter, consistent with the preferred minimum setbacks identified in the Hobsons Bay Industrial Development Design Guidelines.

These setbacks accommodate landscape buffers, internal circulation, servicing and security infrastructure, and assist in reducing the perceived scale and visual impact of the development when viewed from the public realm. This approach achieves appropriate interface outcomes and is consistent with the objectives of Clause 15.01-2L-03 and the Hobsons Bay Landscape Design Guidelines, particularly in the context of a large-format industrial development.

Landscaped areas and ancillary office buildings are oriented towards the intersection of Hall Street and Simcock Avenue, ensuring the development addresses this key interface and provides visual interest, passive surveillance and improved engagement with the public realm. The proposal maximises active built form presentation to Hall Street within the operational and security requirements of the use.

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6.4.3 Site Layout, Bulk and Massing

The proposed development end-state comprises multiple data hall buildings supported by plant, substations and associated service infrastructure. Built form is consolidated within the site to manage bulk and massing and maintain clear separation from public interfaces. The proposed site coverage of approximately 64 per cent represents an efficient use of industrial land while avoiding an overly dominant built form outcome.

Bulk and massing are moderated through consistent building envelopes, separation between buildings to accommodate servicing and ventilation, and articulation of street-facing elevations. The built form incorporates stepped setbacks, variation in façade treatment and separation between building elements to reduce perceived bulk when viewed from Simcock Avenue and Hall Street.

In response to ongoing design development and consultation, ancillary office and front-of-house components are located along street frontages with larger data hall and plant elements positioned further within the site to improve building legibility and interface quality.

This layout delivers a more controlled and legible interface with surrounding streets than traditional warehouse and logistics development, where loading docks and extensive hardstand areas are often located directly adjacent to public streets.

6.4.4 Design and Materiality

The proposed design and materiality have been assessed against Clause 15.01-2S, Clause 15.01-2L-03 (Industrial Building Design), and the Hobsons Bay Industrial Development Design Guidelines.

The use of precast concrete panels, including ribbed and smooth raw-finish elements, is considered appropriate for the site's industrial context and the functional requirements of a data centre, providing durability, longevity and a robust industrial character.

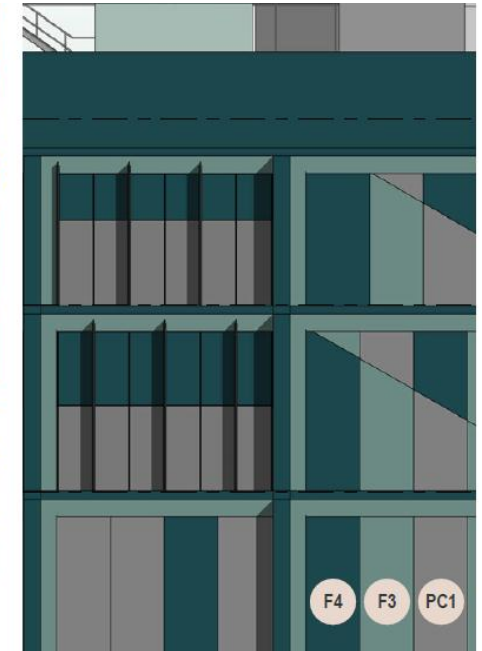
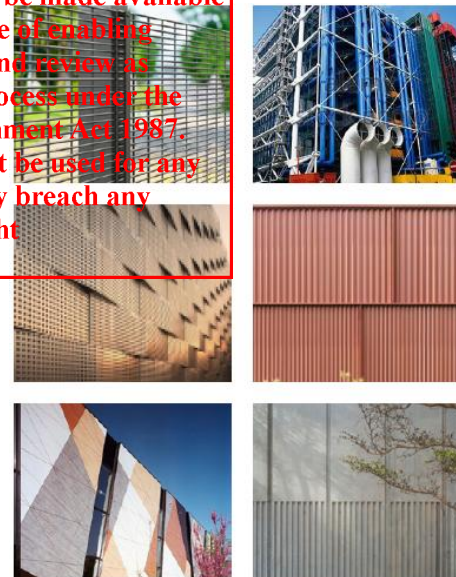
Perforated aluminium cladding is incorporated to articulate larger façade elements and to screen plant and services, reducing visual bulk and avoiding long, unrelieved wall planes along public interfaces. Grey-tinted glazing to

office and entry areas assists in defining building entries and improving activation at street-facing elevations, while roller shutter doors finished in muted, powder-coated tones are visually recessive.

Plant and service infrastructure, which is integral to the operation of the data centre, is accommodated within centralised plant areas and screened rooftop enclosures. External plant, flues and water tanks are finished in a coordinated colour palette to ensure these elements are managed in an orderly and legible manner rather than appearing visually cluttered. Anti-climb fencing is limited to areas where operationally required and is integrated with landscaping and built form to minimise visual impact.

Overall, the proposed material and colour strategy achieves a high-quality industrial outcome that responds appropriately to the site's context, supports long-term durability, and aligns with the objectives of Clause 15.01-2L-03 and the Hobsons Bay Industrial Development Design Guidelines.

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6.5 Landscaping and Vegetation

6.5.1 Existing Vegetation and Previous Approvals

The subject site is largely cleared and substantially disturbed as a result of its historical industrial use as a fuel and chemical distribution terminal. Previous flora and fauna assessments undertaken in support of the approved subdivision permit (PA210039) identified only isolated occurrences of indigenous vegetation, comprising less than 1% projective foliage cover. The site is otherwise dominated by exotic and self-seeded vegetation that has established following decommissioning of the former industrial operations.

Approval for the removal of this limited native vegetation was previously granted under PA210039. While the subdivision will not be acted upon, the removal of native vegetation is now proposed to be captured and assessed under the concurrent Section 72 amendment application for early works, which addresses bulk earthworks and site preparation across the site.

6.5.2 Landscaping Response

The landscape response has been prepared by Urbis and forms an integral component of the overall design approach for the site. The proposal delivers a substantial improvement to the presentation, amenity and landscape quality of the site and responds directly to the industrial context, key public interfaces and broader strategic aspirations for the precinct.

The landscape strategy has evolved through the consultation process to strengthen the Hall Street and Simcock Avenue interfaces, increase planting opportunities and improve the overall public realm outcome. In this regard, the proposal moves significantly beyond a standard industrial landscape response and establishes a high quality landscaped setting appropriate to the site's prominent gateway location.

The proposal provides a minimum 4.5-metre landscaped setback to Simcock Avenue and Hall Street and a 3.5-metre landscaped setback to the remaining site boundaries, consistent with Council's expectations for industrial development interfaces.

These setbacks are consistent with the Hobsons Bay Industrial Development Design Guidelines and create meaningful opportunities for canopy planting, visual softening and public realm enhancement.

The landscape response incorporates:

- 36 native canopy trees across the site;
- Extensive low-level planting and mulched garden beds;
- Defined pedestrian and maintenance paths;
- Landscape buffers to streets and security fencing; and
- Retention of existing established street trees along Simcock Avenue.

The generous landscaped setbacks, combined with stepped built form and building separation, significantly reduce the perceived scale and visual impact of the development when viewed from the public realm.

In addition, the landscape treatment assists in establishing a greener and more visually cohesive interface to Hall Street and Simcock Avenue, supporting broader strategic objectives associated with the GreenLine Project and future active transport improvements within the precinct.

The proposal carefully integrates operational and security requirements with landscape outcomes. Planting areas are separated from operational and servicing zones, while fencing treatments are integrated with landscaping to soften views from surrounding streets and improve overall site presentation.

Tree planting has been coordinated to ensure appropriate separation from buildings, security infrastructure and underground services, while maintaining opportunities for deep soil planting and long-term canopy growth.

The landscape response also improves passive surveillance and pedestrian amenity through clearly defined paths, softened interfaces and increased visual engagement along the site frontage. The proposed planting palette has been selected to provide a durable, low maintenance and climate responsive landscape outcome appropriate to the industrial context.

the landscaping strategy delivers a substantial improvement to the existing condition of the site and contributes positively to the amenity, visual quality and landscape character of the broader Spotswood Industrial Precinct.

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6.6.2 Bicycle Parking

A data centre is not a listed land use under Clause 52.34-5 of the Planning Scheme and therefore does not trigger a statutory requirement for bicycle parking or end-of-trip facilities. Notwithstanding this, the proposal includes 30 bicycle parking spaces located adjacent to the guard kiosk within the Day 1 development area. The bicycle parking is designed in accordance with AS2890.3:2015 and includes compliant aisle widths and spacing.

The site is also well serviced by existing and planned cycling infrastructure, including shared paths along Hall Street and connections to the broader regional cycling network. End-of-trip facilities will also be provided on site to support staff and visitors travelling by bicycle.

Having regard to the nature of the use, the accessibility of the site and the level of bicycle parking provision proposed, the arrangements are considered appropriate and acceptable.

6.7 Access and Loading

Vehicle access to the site is provided via separate entry and exit crossovers to Simcock Avenue, with Hall Street limited to emergency access only. This arrangement consolidates regular vehicle movements to Simcock Avenue and responds to Council's strategic direction to discourage general traffic and heavy vehicle movements on Hall Street.

Loading and waste collection are accommodated via dedicated on-site loading docks within Tech Building A (Day 1) and Tech Building B (end state). Swept-path analysis confirms that all anticipated service and emergency vehicles can safely enter, circulate within and exit the site in a forward direction.

Compared with the approved warehouse development, which relied on frequent heavy vehicle movements and multiple loading docks, the proposed data centre significantly reduces loading activity and heavy vehicle traffic. The access and loading arrangements are considered appropriate for the scale and operational characteristics of the use.

6.6 Car and Bicycle Parking

The proposed car and bicycle parking arrangements have been assessed against Clauses 52.06 (Car Parking) and 52.34 (Bicycle Facilities) of the Hobsons Bay Planning Scheme, having regard to the operational characteristics of the proposed data centre, the accessibility of the site and the findings of the Transport Impact Assessment prepared by Urbis (July 2026).

6.6.1 Car Parking

A data centre is defined as a utility installation and is not a listed use under Table 1 of Clause 52.06-5. The proposed office component is ancillary to the data centre. Accordingly, car parking provision is required to be to the satisfaction of the Responsible Authority, based on an assessment of likely demand, site accessibility and surrounding transport infrastructure.

A site-specific car parking demand assessment has been undertaken in accordance with Clause 52.06-7, having regard to the 24-hour operation of the facility, staggered staff shifts, anticipated staffing levels, access to public transport and cycling infrastructure, and available VISTA journey-to-work data.

The proposal provides a total of 113 car parking spaces at full development, comprising 50 spaces at Day 1, located in the south-west corner of the site (Phase 1) and an additional 63 spaces as part of the end-state development, located in southern car park. Based on a conservative parking demand rate of 0.75 spaces per staff member, the assessment demonstrates that the proposed provision exceeds the anticipated demand for both the Day 1 and end-state scenarios.

The proposed parking layout and internal circulation have also been assessed against the design objectives and standards of Clause 52.06-9. Swept-path analysis confirms that all vehicles, including service and emergency vehicles, are able to enter, circulate within and exit the site in a forward direction.

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6.8 Traffic Generation and Impact

The proposed data centre operates on a 24-hour basis with staggered staff shifts, resulting in traffic movements being distributed throughout the day. A conservative assessment indicates up to 50 vehicle movements in peak periods for Day 1, increasing to 113 vehicle movements at full development.

This represents a substantial reduction when compared with the previously approved warehouse development (PA230665), which was anticipated to generate approximately 218 vehicle movements in each peak period. The data centre use is also expected to generate fewer heavy vehicle movements.

The TIA confirms that the surrounding road network has sufficient capacity to accommodate the anticipated traffic volumes without adverse safety or operational impacts. The proposal is therefore considered acceptable from a traffic and planning perspective.

6.9 Amenity Impact

The proposal has been designed to minimise off-site amenity impacts having regard to the operational characteristics of a contemporary data centre and the established industrial context of the surrounding area.

The site is located within a large-scale industrial precinct and is physically separated from the nearest residential properties by the railway corridor and surrounding transport infrastructure. The operational characteristics of the facility are predictable and largely internally contained, allowing potential amenity impacts to be effectively managed through building design, plant selection, acoustic treatment and operational controls.

Compared with the previously approved warehouse development, the proposed data centre will generate substantially fewer vehicle movements, fewer heavy vehicle movements and significantly lower levels of day-to-day operational activity.

6.9.1 Noise

The application is supported by an Environmental Noise Impact Assessment prepared by Aurecon. The assessment demonstrates that, with the

implementation of appropriate mitigation measures, effective noise levels will comply with the relevant EPA requirements.

The site is located within an established industrial precinct and does not immediately adjoin any noise-sensitive land uses. The nearest residential properties are located more than 60 metres from the site and are separated by a railway corridor. In this context, noise impacts are appropriately assessed against an existing industrial and transport-dominated acoustic environment.

While the site has previously been supported for a 24-hour warehouse and logistics use, that outcome was characterised by frequent heavy vehicle movements and associated operational noise. In contrast, the proposed data centre will generate a low-intensity and highly predictable noise profile, primarily associated with fixed mechanical plant, which can be effectively managed through building design, plant selection and acoustic treatment.

Having regard to the findings of the Aurecon assessment, it is concluded that the proposal will not give rise to unreasonable noise impacts on surrounding Noise Sensitive Areas.

The Acoustic Assessment also details potential scenarios that may result in additional noise, to ensure a conservative and comprehensive assessment has been undertaken. These scenarios include an alternate chiller arrangement as well as on-site generator testing.

The Report offers potential mitigation strategies for these scenarios such as noise walls and temporary noise walls, however, we note that these mitigation strategies are not required under the currently proposed scheme, as it currently complies with the relevant guidelines. Should these components be incorporated, detailed design will be undertaken to rationalise the appearance of these noise walls.

Please refer to the Environmental Noise Impact Assessment prepared by Aurecon for further detail.

6.9.2 Light Spill

Given the significant distance from the nearest residential zone (60 metres) and the site being within an industrial precinct, any light spill would be of negligible impact.

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6.10 Stormwater and Drainage

Stormwater and drainage for the proposed Section 72 amendment will be managed in accordance with the Stormwater Management Plan prepared by Aurecon, submitted in support of the data centre development.

Although the approved subdivision permit (PA210039) will not be acted upon, the endorsed Stormwater Management Strategy prepared by Incitus has informed the drainage approach for the site. The proposal adopts the same legal points of discharge and drainage principles previously accepted by Council.

The Aurecon assessment demonstrates that the proposed development results in a reduction in overall impervious area when compared with the site's pre-demolition condition and the approved warehouse development (PA230665).

Stormwater quality treatment is provided in accordance with Clause 53.18 and Council requirements. MUSIC modelling confirms that best practice pollutant reduction targets are achieved through the use of Council-approved proprietary treatment devices. All stormwater treatment infrastructure will be located within the site and maintained by the landowner.

On this basis, the proposal is considered acceptable from a stormwater and drainage perspective and will not result in adverse impacts beyond those associated with approved permit PA230665.

It is noted that key stormwater infrastructure is sought to be approved under the concurrent early works application for this development.

6.11 Environmentally Sustainable Design

A Sustainability Management Plan (SMP) prepared by Aurecon accompanies the application and demonstrates that the proposal incorporates a comprehensive range of environmentally sustainable design (ESD) initiatives appropriate to the scale and operational requirements of a contemporary data centre.

The SMP demonstrates that the proposal exceeds the minimum mandatory requirements of the Built Environment Sustainability Scorecard (BESS), achieving an overall score of 53 per cent, with all required category thresholds satisfied. The proposal is also targeting a LEED Gold rating.

Importantly, the proposal has been designed to minimise operational energy demand, potable water consumption and greenhouse gas emissions through a range of integrated sustainability initiatives, including:

- High efficiency cooling systems incorporating adiabatic cooling technology;
- An all-electric operational model under normal operating conditions;
- Provision for solar PV infrastructure on the technical buildings, with additional solar opportunities to be explored through detailed design;
- Reduced potable water demand through water efficient fixtures and recycled water readiness;
- Electric vehicle charging infrastructure and end-of-trip facilities; and
- Sustainable material procurement initiatives aimed at reducing embodied carbon.

The proposal also targets an industry-leading Power Usage Effectiveness (PUE) outcome, reflecting the importance of operational efficiency in reducing long-term energy demand associated with data centre infrastructure.

The landscaping and stormwater management response further supports the sustainability objectives of the development through increased canopy planting, urban heat reduction measures and integrated water management outcomes.

The proposal demonstrates a strong commitment to environmentally sustainable development and responds appropriately to both State and local policy objectives relating to sustainability, energy efficiency and climate resilience.

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6.12 Waste Management

The Waste Management Plan prepared by Urbis identifies that the proposal can adequately accommodate for waste generation on site from Phases 1 through to 10.

The Waste Management Plan confirms the following management strategies:

- All waste will be collected via private contractor.
- All waste collections will occur on-site directly from the loading dock area at Phase 1.
- An 8.8m MRV or smaller collection vehicle will be utilised to perform all collections, entering and exiting the loading dock area via the internal road, accessed at Simcock Avenue.
- A minimum height clearance of 4.0m throughout vehicle path of travel has been allowed for within the loading dock and associated access.
- Swept path analysis confirms that waste collection vehicles can safely enter, manoeuvre within and exit the site in a forward direction.
- Collection vehicles will prop within the loading dock area, with access to collect the material directly from the waste room and return empty storage containers (if appropriate) immediately upon emptying.
- No bins will be stored outside of the title boundary or presented to kerb for collection at any time. Building Management will ensure sufficient access is provided for collection vehicle operators during collection times.

Table 9 details the storage method, size, capacity and frequency of collection required for the development.

Detailed Waste Management Plans for each phase are intended to be provided by staged conditions

Figure 19 Waste Equipment Capacity & Volume Requirements

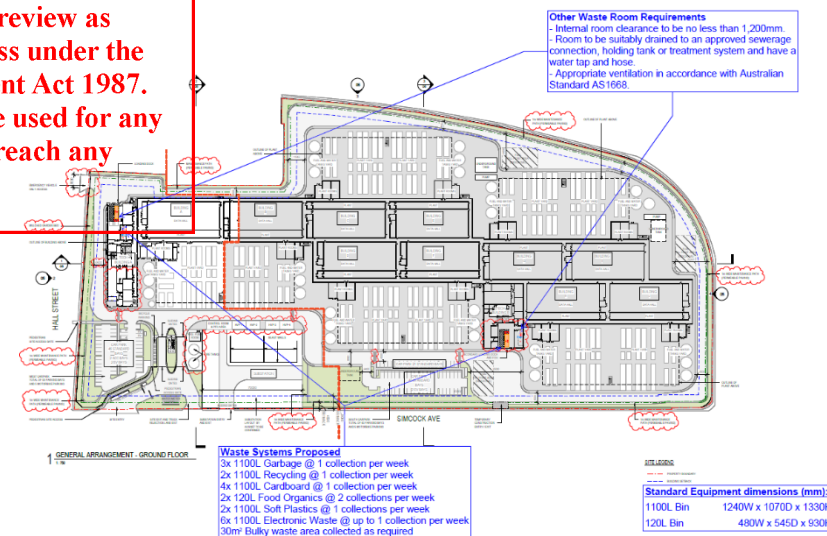
Table 9 – Waste Equipment Capacity & Volume

Stream	Storage Method	Size	Qty	Collections per Week	Weekly Capacity (L)	Weekly Volume (L)
General Waste	Bin Based	1100 Litre	3	1	3,300	3,028
Commingled Recycling	Bin Based	1100 Litre	2	1	2,200	1,364
Cardboard	Bin Based	1100 Litre	4	1	4,400	4,296
Food Organics	Bin Based	120 Litre	2	2	480	266
Soft Plastics	Bin Based	1100 Litre	2	1	2,200	1,766
Electronic Waste	Bin Based	1100 Litre	6	Up to 1	6,600	Up to 6,600*

*Based on bin capacity

Source: Urbis

Figure 20 Waste Management and Collection Plan



Source: Urbis

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6.13 Contamination Remediation

The site has a long industrial history, and its condition follows its previous use by a succession of oil companies as a major fuel and chemical distribution terminal, operating from 1927, until its operations ceased in early 2009.

Prior to the terminal's decommissioning, it was improved with more than 50 large-to-medium chemical storage tanks, eight underground storage tanks, pipelines and associated infrastructure such as offices buildings. These structures were largely demolished and removed from the site between 2014 and 2022.

A Clean-Up Notice (CUN) for the site was issued to Mobil by the Environment Protection Authority Victoria (EPA) on 18 November 2010 (EPA reference NO8833). A 53V Environmental Audit report (CARMS: 68548- 1) was submitted to EPA on 30 June 2012 by the EPA-Appointed Environmental Auditor in response to the CUN which identified risks to land, groundwater and surface water that required further investigation and evaluation. As required under the 53V Audit recommendations, a Clean Up Plan (CUP) was prepared by URS in August 2012 that outlined the milestones and actions relevant to remediation of LNAPL, contaminated soil and groundwater. The CUN (EPA reference NO8833) was revoked by the EPA in December 2014 in response to the CUP (URS, 2012) requirements being satisfied and the risk to environmental values of soil and groundwater had **been reduced to acceptable levels**.

In December 2019, another CUN was issued to Mobil by EPA which required the submission of a 53X environmental audit prior to the sale of the site for General Non-Sensitive Commercial land use. After the implementation of the new Environment Protection Act 2017, the CUN was revoked and superseded by an Environmental Action Notice (Notice ID: EAN-00003384) issued on 13 September 2022. The 53X Environmental Audit (CARMS: 68548-2) has since **been completed and the EAN formally revoked by EPA**.

In summary, the extensive efforts that have been taken to remediate the site have been acceptable and this is reflected in the Site Due Diligence Report prepared by Aurecon, as follows:

*The most recent Environmental Audit (CARMS: 68548-2, 2023) (AEA, 2023) **determined the site suitable for commercial and industrial use**, such as the*

proposed data centre development, provided all Audit and SMP conditions are met. This includes the installation and maintenance of physical barriers and a vapour mitigation system.

Notwithstanding, a number of requirements continue to apply to the land (as detailed within this report and at Figure 19 below). Additionally, the following relevant recommendations are provided within the report:

- *Continued engagement with technical and legal specialists as well as quantity surveyors to assist with developing design response, development program and managing planning permissions.*
- *The contractor employs a piling method that avoids or minimises groundwater disturbance and dewatering to prevent altering the groundwater contamination plume and flow directions. The CEMP should also include an unexpected finds protocol for impacted groundwater which outlines treatment and disposal options in consideration of the elevated COPCs, and risk mitigation controls for exposure to construction workers.*
- *Undertake contaminated land site assessments to assess on-site soils around planned infrastructure areas, particularly in areas where ground disturbance is anticipated, such as areas requiring trenching, site levelling, foundations and pilings. Areas that are not being developed but require excavation will be required to be covered with at least 0.5 m of EPA Fill Material, as per the conditions in the SMP.*
- *Development of a soil reuse strategy to reduce costs associated with the off-site disposal of contaminated soil.*

Please refer to the Site Due Diligence Report prepared by Aurecon for further detail.

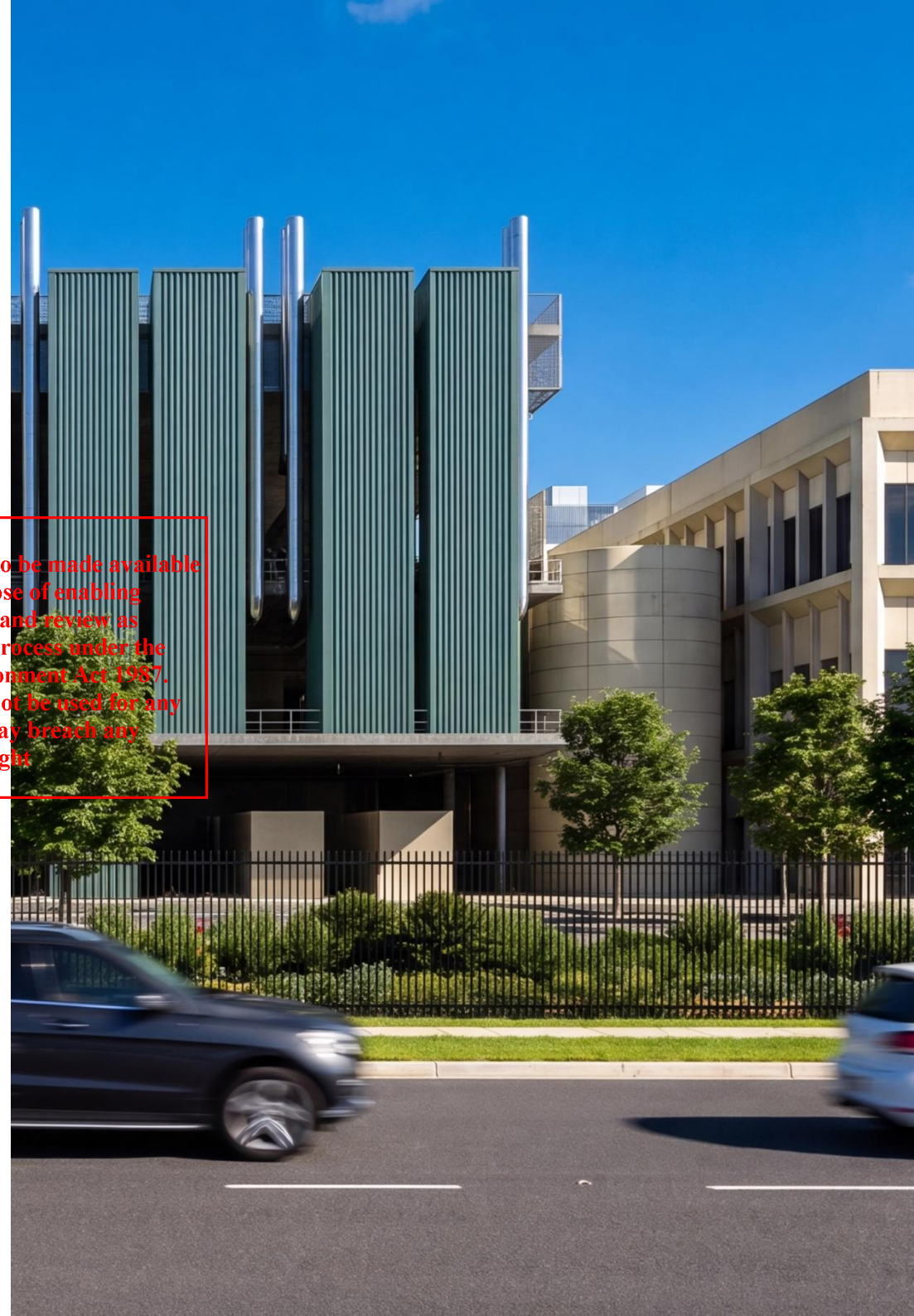
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7 Conclusion

In conclusion, the proposal for the use and development of the land at 44–76 Simcock Avenue, Spotswood, as a purpose-built, staged data centre warrants approval for the following reasons:

- The site is highly suited to a data centre and utility installation, having regard to its location within an established industrial precinct, separation from sensitive land uses, proximity to the Melbourne CBD and access to existing and planned infrastructure.
- While the site benefits from an existing warehouse approval, the proposed data centre represents a more efficient and lower-impact use of the land, with reduced traffic generation, fewer on-site activities and improved amenity outcomes, while delivering high-value employment and critical infrastructure.
- The staged, master-planned approach ensures a coherent built form, architectural and landscape response across the site, while providing flexibility to respond to operational requirements and market demand over time.
- The proposed built form, setbacks and design quality respond appropriately to the industrial context and relevant guidelines, delivering a high-quality industrial outcome that significantly improves the presentation of a long-vacant site and enhances the adjoining public realm.
- The proposal is consistent with the Hobsons Bay Planning Scheme and relevant State and local planning policy, achieving acceptable outcomes in relation to traffic, access, parking, amenity, environmental performance and infrastructure servicing.

Overall, the proposal represents a sound, balanced and strategically aligned planning outcome that supports the delivery of critical digital infrastructure in an appropriate location and contributes positively to the economic and employment objectives of the municipality and the State. On this basis, the application should be supported.



Disclaimer

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

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Appendix **A**

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Hobsons Bay Planning Scheme

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A.1 Industrial 1 Zones

The subject site is zoned Industrial 1 Zone (INIZ), pursuant to Clause 33.01 of the Hobsons Bay Planning Scheme.

The purpose of the INIZ is:

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

Permit Triggers

- **Clause 33.01-1** Use of land for Utility Installation (includes Data Centre)
- **Clause 33.01-4** Construct a building or construct or carry out works

33.01-2 – Use of land

Application requirements

An application to use land for an industry or warehouse must be accompanied by the following information, as appropriate:

- The purpose of the use and the types of processes to be utilised.
- The type and quantity of goods to be stored, processed or produced.
- How land not required for immediate use is to be maintained.
- Whether a Development Licence, Operating Licence, Permit or Registration is required from the Environment Protection Authority.
- Whether a notification under the Occupational Health and Safety Regulations 2017 is required, a licence under the Dangerous Goods Act 1985 is required, or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2022 is exceeded.
- The likely effects, if any, on the neighbourhood, including:
 - Noise levels.

- Air-borne emissions.
- Emissions to land or water.
- Traffic, including the hours of delivery and despatch.
- Light spill or glare.

Decision guidelines

- Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:
- 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.

33.01-4 – Buildings and works

- An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:
- A plan drawn to scale which shows:
 - The boundaries and dimensions of the site.
 - Adjoining roads.
 - Relevant ground levels.
 - The layout of existing and proposed buildings and works.
 - Driveways and vehicle parking and loading areas.

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- Proposed landscape areas.
- External storage and waste treatment areas.
- Elevation drawings to scale which show the colour and materials of all buildings and works.
- Construction details of all drainage works, driveways and vehicle parking and loading areas.
- A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, a site works specification and the method of preparing, draining, watering and maintaining the landscape area.

Decision guidelines

- Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:
 - 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.

Maintenance

- All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.

33.01-5- Signs

- Sign requirements are at Clause 52.05. This zone is in Category 2.

A.2 Design and Development Overlay – Schedule 1

Pursuant to Clause 43.02 of the Hobsons Bay Planning Scheme, a northern portion of the site is affected by the Design and Development Overlay – Schedule 1 (DDO1).

The purpose of the DDO is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To identify areas which are affected by specific requirements relating to the design and built form of new development.*

DDO1 relates to 'Westgate Bridge Approaches', and outlines the following design objective:

- *To ensure the adequate safety and amenity of the West Gate Bridge and its approach viaducts, motorists using the bridge and nearby properties.*

Permit Triggers

- **Clause 43.02-2** Carry out building or works within 46 metres of the Transport 2 Zone between Hyde Street and Hall Street.

DDO1 Decision Guidelines

The following decision guidelines apply to an application for a permit under Clause 43.02, in addition to those specified in Clause 43.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The possible risk of any damage from fire both to buildings and works on the land and to structures and works constructed on the Transport Zone 2.

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- The views of the Head, Transport for Victoria.

A.3 General and Particular Provisions

These relevant provisions are summarised below:

Clause 52.05 Signs

Seeks to regulate the display of signage to ensure it is compatible with the amenity and visual appearance of the area, responds to the existing or preferred future character, avoids visual clutter, and does not adversely affect road safety, the public realm or the natural or built environment. Land within the Industrial 1 Zone is subject to Category 2 (Office and Industrial – Low Limitation) sign controls.

Clause 52.06 Car Parking

Seeks to ensure the appropriate provision of car parking, having regard to likely demand generation, activities to take place on the land, the context of the locality, the Municipal Planning Strategy and the Planning Policy Framework. This Clause does not specify a statutory requirement for a Data Centre land use, therefore car parking provision is to the satisfaction of the Responsible Authority.

Clause 52.17 Native Vegetation

Seeks to manage and minimise the impacts of the native vegetation removal on biodiversity. Pursuant to Clause 52.17-1 of the Maribyrnong Planning Scheme, a permit is required to remove, destroy or lop native vegetation (sought under a separate application).

Clause 52.29 Land Adjacent to the Principal Road Network

Seeks to ensure appropriate access is provided to the Principal Road Network or land planned to form part of the Principal Road Network. Paramount Road is within the Transport 2 Zone, and pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport 2 Zone.

Clause 52.34 Bicycle Facilities

Promotes the uptake of cycling as a mode of transport, and seeks to provide statutory requirements for the provision of bicycle facilities in new developments. Pursuant to Clause 52.34-5, a Data Centre use (nested under Utility Installation) is not listed within Table 1 of the clause. Therefore, bicycle facilities are not required for this element of the proposal.

Clause 53.10 Uses and Activities with Potential Adverse Impacts

Seeks to protect sensitive uses by setting threshold distances between

designated sensitive uses and uses that may cause adverse amenity impacts. Sensitive uses include land which is:

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

Clause 53.18 Stormwater Management in Urban Development

Outlines the relevant requirements for developments to ensure the impacts of stormwater on the environment, property and public safety are managed and mitigated. This Clause further stipulates objectives and standards for developments to meet, in this regard.

Clause 66.02 Use and Development Referrals

Sets out criteria under which an application must be referred to specific persons or bodies, as a referral authority. It is noted that this application requires referral to DEECA, the Victorian WorkCover Authority and Transport for Victoria.

A.4 State and Local Policy

The State Planning Policy Framework (SPPF) seeks to develop objectives for

Clause 02.03-1 (Settlement): Supports the ongoing role of industrial areas while requiring interface management to ensure redevelopment delivers community benefit, including *"carefully manage interfaces between Strategic Redevelopment Areas and existing use and development"*.

Clause 02.03-2 (Environmental and landscape values): Requires industrial development to avoid adverse impacts on significant environmental assets by seeking to *"protect the municipality's rich natural environment and landscapes for their ecological significance and recreational value"*.

Clause 02.03-3 (Environmental risks and amenity): Seeks development that responds to climate change, flooding and amenity impacts, including to *"minimise the impacts of climate change through urban and building*

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design responses” and “protect residential amenity from the effects of noise, air, water and land pollution”.

Clause 02.03-5 (Built environment and heritage): Encourages high-quality industrial development that improves design and sustainability outcomes, including *“achieve building and urban design outcomes that contribute positively to the local context”* and *“incorporate environmentally sustainable design elements at the time of planning approval”*.

Clause 02.03-7 (Economic development): Strongly supports industrial uses that reinforce the Western Industrial Precinct, including *“protecting the vital role of the Western Industrial Precinct in attracting and developing industry”* and *“supporting industrial development that achieves a positive impact on the visual and environmental amenity of the municipality”*.

Clause 02.04-1 (Strategic Framework Plan): Identifies the site as *“significant industrial land”*, confirming its strategic suitability for industrial development such as a data centre.

Clause 11.01-1S (Settlement): Seeks to deliver *“inclusive, prosperous, liveable and sustainable”* settlements by directing growth to existing urban areas and *“maximising use of existing and planned transport infrastructure”*.

Clause 11.01-1R (Settlement – Metropolitan Melbourne): Directs growth and investment to *“State-Significant Industrial Precincts”* and other key employment areas to support jobs, innovation and emerging industries.

Clause 11.02-1S (Development capacity): Seeks to ensure *“an adequate supply of well-located land for energy generation, infrastructure and industry”* supported by ongoing development capacity.

Clause 12.01-1S (Protection of biodiversity): Seeks to *“protect and enhance Victoria’s biodiversity”* by avoiding impacts on important habitat areas and supporting habitat connectivity.

Clause 12.01-2S (Native vegetation management): Requires application of the *“avoid, minimise and offset”* approach to ensure *“no net loss to biodiversity”* from native vegetation removal.

Clause 13.01-3S (Urban heat): Supports development that contributes to *“cooler urban environments”* through landscaping, integrated water management and heat-responsive built form.

Clause 13.03-1S (Floodplain management): Seeks to avoid intensifying flood impacts and ensure development is appropriately located and designed in areas affected by flooding.

Clause 13.04-1S (Contaminated and potentially contaminated land): Requires land to be *“suitable for the proposed use”* through appropriate investigation and remediation prior to development.

Clause 13.05-1S (Noise management): Seeks to ensure *“development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions”*.

Clause 13.06-1S (Air quality management): Seeks to *“assist the protection and improvement of air quality”* by ensuring suitable separation between emission-generating and sensitive uses.

Clause 13.07-1S (Land use compatibility): Seeks to *“protect community amenity, human health and safety”* by ensuring industrial uses are compatible with surrounding land uses and protected from encroachment.

Clause 13.07-2S (Major hazard facilities): Aims to *“minimise the potential for human and property exposure to risk”* and protect the ongoing viability of major hazard facilities.

Clause 15.01-1S (Urban design): Seeks to create *“safe, healthy, functional and enjoyable”* urban environments that enhance the public realm and support accessibility.

Clause 15.01-1R (Urban design – Metropolitan Melbourne): Supports *“well-designed places that are memorable, distinctive and liveable”*, particularly in key employment and transport-connected areas.

Clause 15.01-1L-03 (Signs): Requires signage to *“not visually dominate a particular locality”* and to *“respect and respond to the character and amenity of sensitive areas”*.

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Clause 15.01-2S (Building design): Requires development to “contribute positively to the local context” and “support environmentally sustainable development”.

Clause 15.01-2L-01 (Building design): Requires development to be designed to “protect and enhance the environmental assets of the area” and respond appropriately to adjoining open space and infrastructure.

Clause 15.01-2L-03 (Industrial building design): Seeks to “improve the amenity, design, safety and environmental performance of industrial areas”, particularly at sensitive interfaces.

Clause 15.01-2L-04 (Environmentally sustainable development): Requires development to achieve “best practice in environmentally sustainable development from the design stage through to construction and operation”.

Clause 15.03-2S (Aboriginal cultural heritage): Seeks to ensure the “protection and conservation of places of Aboriginal cultural heritage significance”.

Clause 17.01-1S (Diversified economy): Seeks to “protect and strengthen existing and planned employment areas” and support growth across a range of sectors.

Clause 17.01-1R (Diversified economy – Metropolitan Melbourne): Supports “diverse employment-generating uses” in regionally significant industrial precincts that are well connected to transport networks.

Clause 17.01-2S (Innovation and research): Encourages the development of “logistics and communications infrastructure” and enterprise precincts that support innovation and high-value employment.

Clause 17.03-1L (Industrial land supply): Supports the growth of industry by “protecting significant industrial land” from incompatible uses.

Clause 17.03-3S (Significant industrial land): Seeks to “protect state-significant industrial precincts from incompatible land uses” to allow for future growth.

Clause 17.03-3R (Regionally significant industrial land): Supports the protection of “industrial land of regional significance” to facilitate ongoing employment and investment.

Clause 18.01-1S (Land use and transport integration): Seeks to “protect existing and planned transport infrastructure from encroachment” and ensure development supports efficient access to jobs and services.

Clause 19.01-1S (Energy supply): Supports “energy generation, storage, transmission and distribution infrastructure” to meet demand and support the transition to a low-carbon economy.

Clause 19.01-2S (Renewable energy): Supports renewable energy development in appropriate locations while “minimising the effects of a proposal on the local community and environment”.

Clause 19.03-3S (Integrated water management): Seeks to “sustainably manage water supply, wastewater, drainage and stormwater” to protect waterways, reduce flood risk and improve urban resilience.

Clause 19.03-4S (Telecommunications): Supports the “orderly development, extension and maintenance of telecommunications infrastructure” to meet the needs of business and the broader community.

Clause 19.03-5S (Waste and resource recovery): Seeks to reduce waste and “maximise resource recovery” by ensuring waste infrastructure is appropriately located, designed and managed to minimise environmental and amenity impacts.

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Appendix B

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Strategic Context

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B.5 Plan for Victoria

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

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

Action 8 of the Plan is to ensure new industrial and commercial land is ready for development, removing barriers and ensuring it can be used for its intended purpose.

B.6 Economic Growth Statement 2024

The State Government in late 2024 unveiled reforms to accelerate economic growth and reorient Victoria's economy to better respond to current market conditions. This announcement took the form of the Economic Growth Statement.

The Growth Statement contains a number of relevant initiatives:

- It identifies digital technologies as a priority sector for the State Government, and recognises that *to remain globally competitive, Victoria must continue to develop a highly skilled workforce, support firms to adopt new technologies, and build capabilities in emerging areas such as artificial intelligence* (p14).
- It commits to establishing an investment front door, to prioritise investment and development in innovative, digital businesses, and to assist with *identifying development approval pathways* (p20).

B.7 Melbourne Industrial and Commercial Land Use Plan 2023

The *Melbourne Industrial and Commercial Land Use Plan* (MICLUP) was prepared to build on the industrial land use policies and actions set forth in Plan Melbourne 2017–2050, Melbourne's current metropolitan strategy.

To do this, it assessed trends in industrial and commercial land consumption across Melbourne to determine the availability of undeveloped, and loss of established, employment land. Based on these, MICLUP seeks to conserve significant areas of existing industrial and commercial land for uses that generate significant employment, and to protect undeveloped land to meet future jobs demand.

Relevantly, MICLUP identifies the site and large parts of the surrounding industrial area as being *Regionally Significant Industrial Land* (Figure 19). The objective for these areas is to provide for employment opportunities – either through *traditional industrial uses such as manufacturing warehousing, or office or business park development* (p34), where an area is more amenable to these.

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B.9 Draft Spotswood Activity Centre Structure Plan 2022

The Draft Spotswood Activity Centre Structure Plan (DSACSP) was prepared in 2022 to guide sustainable land use, growth and change across the suburb. While the SACSP has not yet been formally adopted by Council, its principles and requirements are still given weight in the assessment of planning applications.

Adoption of the DSACSP has been delayed following updates in 2022 to WorkSafe Victoria's guidance on land use planning near Major Hazard Facilities (MHFs). The revised guidance applies more conservative boundaries to safety areas, resulting in a larger portion of Spotswood being affected. WorkSafe's aim to limit population growth in these areas conflicts with the

DSACSP's objective to increase density in inner Spotswood. Council is continuing discussions with WorkSafe before finalising the plan.

The SACSP's vision, developed through extensive community consultation as part of *Better Places – Spotswood and South Kingsville* (2021), is for Spotswood to evolve into a modern urban village where daily needs are within easy reach, offering a diverse mix of people and housing options. The area's industrial heritage is to be retained and celebrated, while transitioning towards greener, smarter technologies and industries connected to the local community.

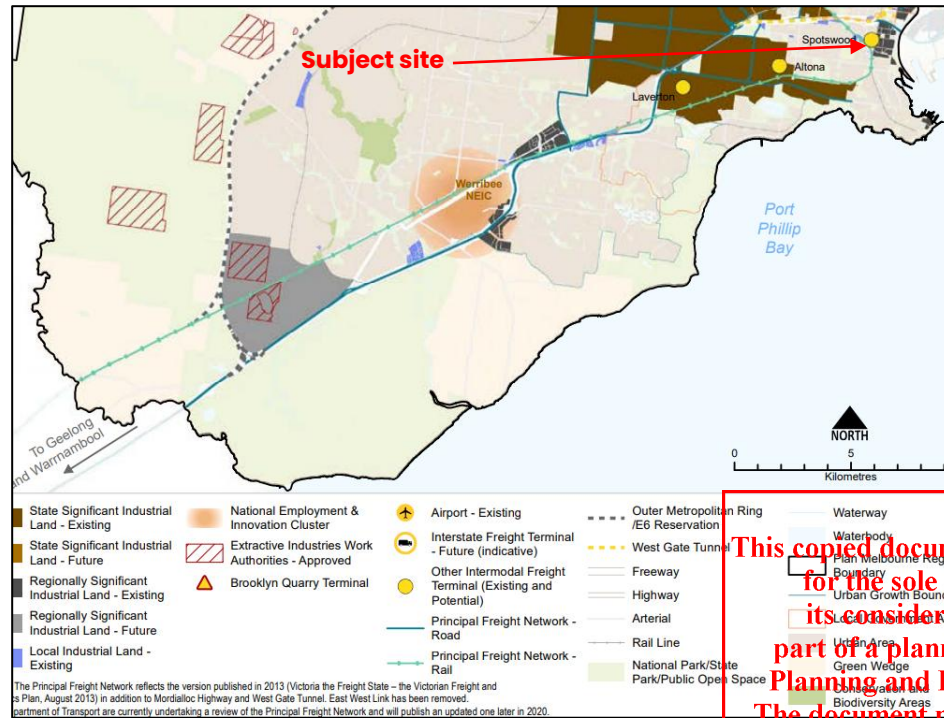


Figure 21 Significant industrial land in the Western Region. Source: Melbourne Industrial and Commercial Land Use Plan, Map 6.

B.8 A 10-Year Plan for Industrial Land

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

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

The site is identified in Map 10 of the SACSP as being within the *Northern Industry and Employment* precinct (figure 20). The DSACSP provides detailed, site-specific guidelines that are likely to be influential in the assessment of any proposal. These include:

- Opportunities to deliver a public walking and/or cycling link through the site
- Incorporation of public art, such as murals, on building facades or in setback areas
- Provision of a public pocket park on part of the private land
- Articulation of built form to reduce visual bulk, particularly when viewed from nearby sensitive residential uses (east, south and west)

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- Street interface upgrades to Simcock Avenue and Hall Street

The DSACSP also recommends a discretionary height limit of four storeys (approximately 16–17 metres) for the site.

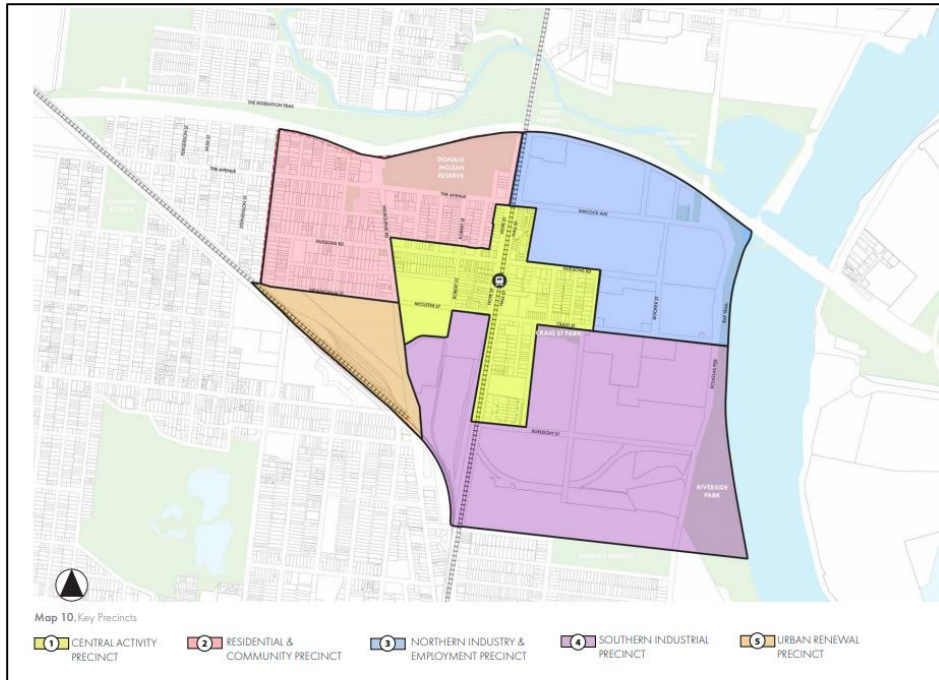


Figure 22 The 'key precincts' of the SACSP. The Northern Industry and Employment is shown in blue shading, and the site is shown indicatively within it using a red-dashed line. Source: Draft Spotswood Activity Centre Structure Plan, Map 10.

7.1.1 Hobsons Bay Industrial Land Management Strategy 2023–2038 (Draft)

The *Draft Hobsons Bay Industrial Land Management Strategy 2023–2038 (ILMS)* establishes Council's contemporary strategic vision for industrial land across the municipality and provides relevant guidance regarding the future role of the Spotswood Industrial Precinct. The ILMS seeks to retain and protect industrial land for economic and employment growth, while guiding the transition of key industrial precincts towards emerging industries that support innovation, investment attraction and economic diversification.

The strategy identifies a range of target industry sectors for Hobsons Bay, including advanced manufacturing, new energy, circular economy industries and digital enterprise. The ILMS recognises that digital industries are an important component of Melbourne's changing economy and identifies opportunities for Hobsons Bay to capitalise on its strategic advantages, including access to skilled workers, major transport infrastructure, proximity to markets and established industrial land.

Importantly, the ILMS specifically identifies data centres as a preferred future land use within a number of key industrial precincts, including Spotswood, stating that 'in areas such as Brooklyn, Altona North and Spotswood, data centres could support cloud computing and drive growth in other digital services'.

This document establishes a future vision for the precinct that includes:

- A shift towards more knowledge-based, digital and advanced manufacturing industries that deliver skilled jobs and adopt new technologies;
- The attraction of digital industry, professional, creative and knowledge-based businesses;
- Urban renewal of underutilised industrial land and investment in the public realm; and
- The creation of a diverse and high-employment precinct that attracts high-value businesses and investment.

The proposal facilitates the redevelopment of a substantial underutilised industrial site with a major piece of digital infrastructure that aligns with Council's identified target industry sectors. It supports the diversification of the local economy, contributes to the growth of the digital enterprise sector and assist in establishing Spotswood as a location for emerging knowledge-based industries.

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B.10 Hobsons Bay Industrial Development Guidelines 2008

The *Hobson Bay Industrial Development Guidelines* were implemented concurrently with the Industrial Land Management Strategy, though maintain greater relevance today. Similar to the Strategy, they are a policy document against which the proposal will be considered (pursuant to Clause 15.01-2L-03).

The Guidelines are used to inform Council's consideration of development applications. They include detailed design recommendations on such matters as *site layout and building form, car parking, landscaping and site access*.

The Guidelines are applied differently to different areas across Hobsons Bay, using their own set of precincts; the Guidelines designates the site as part of Precinct 18, *Spotswood Industrial Precinct* (Figure. 21). As such, a table that summarises the general and site-specific built form guidelines is provided below.

Table 4 Hobsons Bay Industrial Development Design Guidelines 2008 – Precinct 18

CONSIDERATION	RELEVANT GUIDELINE
Building setback	9 metres preferred.
Landscaping Setbacks	4.5 metres
Car parking	- Use landscaping to screen and 'break up' car parks - Where appropriate provide opportunities for vehicle shading
Site access	Ensure all vehicles can enter and exit the site in a forward direction

	- Locate servicing and loading areas at the side of the property away from dwellings, where possible - Separate loading areas from pedestrian access paths
Landscaping	- Landscaping should: - complement the building design and form, - integrate with the landscaping themes of adjoining lots (where possible) - incorporate drought-resistant and low-maintenance plants. - generally allow views into and across the site - screen and soften views of outdoor storage areas - Trees should: - complement the scale of the building - soften the reading of the height of buildings - Dense planting adjacent to public thoroughfares will generally not be supported
Storage	- Locate outdoor storage areas at the rear of buildings, and set back from boundaries to allow for landscaping and screening - Consolidate storage areas into few areas
Waste	Waste bins should allow for ease of access and not inhibit the streetscape or other public areas, as well as functional areas within the site.
Lighting	Lighting, including security lighting, should be provided and be energy efficient – it should cover site access points, car parking and storage areas

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- Landscape lighting should be considered near public boundaries

Fencing

- Fencing should be unobtrusive and should not detract from the streetscape.
- Fencing should generally be semi-transparent and articulated, while providing adequate security for the premises.
- Solid and unarticulated fencing should be avoided.
- Where high fences are used to enclose an industrial site, it is preferable to

Water Sensitive Urban Design

- Water sensitive urban design measures should be implemented, depending on site layout.

Energy Efficient Urban Design

- Buildings should be appropriately oriented to efficiently manage thermal loads, where appropriate
- Buildings should maximise insulation and thermal mass, and minimise air building leakages, where appropriate
- Heating and cooling systems should minimise power consumption while meeting the needs of the business activities within a building
- Buildings should use energy efficient lighting and where possible provide onsite technologies that produce renewable sources of electricity, and/or switch to Green Power accredited renewable energy.

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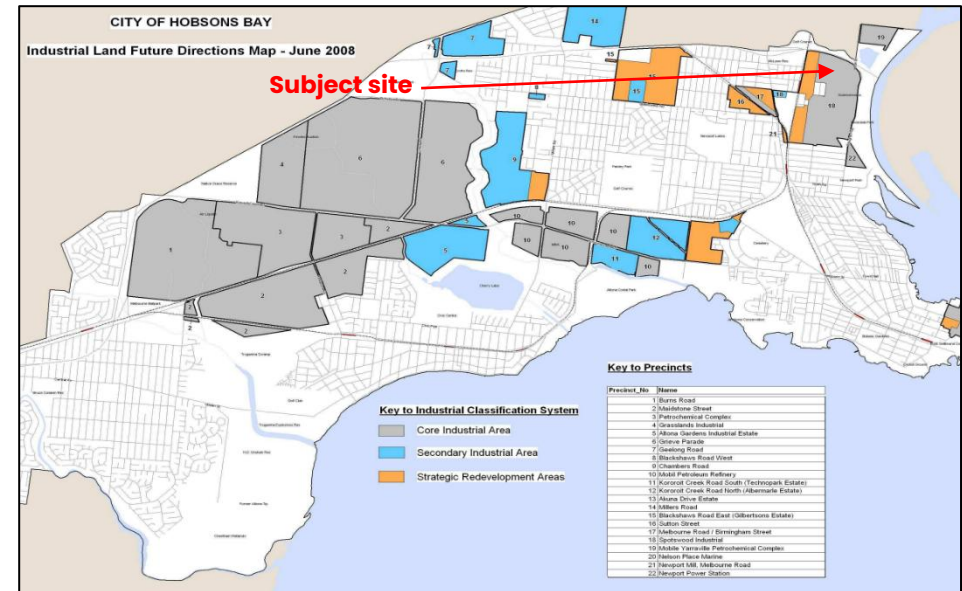


Figure 23 Hobsons Bay Industrial Development Guidelines – Industrial Land Future Directions Map.

7.1.2 Hobsons Bay Landscape Design Guidelines 2021

Adopted in August 2021, the Hobsons Bay Landscape Design Guidelines provide direction for integrating high-quality, sustainable landscaping into development proposals. They aim to enhance neighbourhood character, improve site amenity, and deliver environmental benefits such as reduced heat island effects, increased biodiversity, and improved stormwater management. The Guidelines apply to all landscaping designs required under a planning permit and must be read in conjunction with the Hobsons Bay Planning Scheme and the Hobsons Bay Industrial Development Guidelines (2008). They promote the use of drought-resistant, low-maintenance plantings, integration with surrounding landscapes, and design measures that soften built form and screen functional areas.

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B.11 Hobsons Bay GreenLine Better Places Project

Hobson Bay's GreenLine project refers to a series of proposed streetscape and active transport upgrades across Spotswood and South Kingsville's road network.

It is one of many planning outcomes of Council's *Better Places* Program, a place-based urban planning initiative that seeks to engage closely with the community and develop practical urban planning and design solutions to meet their needs and respond to their concerns.

The project is relevant to the proposal because it seeks to deliver significant streetscape upgrades to Simcock Avenue and Hall Street, both of which directly adjoin the site.

The proposed upgrades to Simcock Avenue and Hall Street form Part of the *NSI* Stage of the project. These upgrades will be delivered in stages, and are depicted in Concept Plans available on Council's website

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