

Transport Impact Assessment

*44-76 Simcock Avenue,
Spotswood*

July 2026

Prepared for: Green Square DC

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Urbis staff responsible for this report were:

Director

Associate Director

Senior Consultant

Consultant

Project Code P0058526

Report Number FINAL 3

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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**.



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.

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1 Introduction

1.1 Background

Urbis was engaged by Green Square DC (the client) to undertake a Transport Impact Assessment (TIA) for a proposed data centre development at 44–76 Simcock Avenue, Spotswood (the site).

The proposed development seeks approval under the Development Facilitation Program (DFP) through a planning permit application to the Department of Transport and Planning (DTP) for the use and development of the site as a Utility Installation (Data Centre).

The proposed development is planned to be delivered in ten phases, and approval is being sought for the end state development. The application will seek a staged permit to allow detailed plans of each stage ahead of endorsement.

A TIA report dated 27/03/2026 was previously prepared by Urbis as part of the pre-application package lodged with DTP for referral and preliminary comment on the proposed development.

This updated TIA report addresses the transport-related comments received during the pre-application process and provides responses to those matters. It includes an assessment of the Day 1 development proposal, together with high-level consideration of the ultimate end-state development.

The assessment considers the car parking demand and associated traffic and transport impacts of the proposed data centre development. It also assesses the adequacy of car and bicycle parking provision, the design of parking and servicing areas, and the layout of internal circulation roadways.

1.2 Pre-application Comments

The TIA Report dated 27/03/2026 was prepared as part of the pre-application package under the DFP and lodged to DTP.

Transport-related referral comments were collated and provided by DTP via email correspondence on 08/05/2026 and 26/05/2026. Formal preliminary DTP feedback was provided in an Eligibility Letter (Ref: PPA-2025) by DTP, dated 20/07/2026 and attached in **Appendix C**.

The following subsections summarise the referral comments received, along with responses and references to the relevant sections of this report where they are addressed, where applicable.

1.1.1 Hobsons Bay City Council Comments

Hobsons Bay City Council provided transport related comments for the proposed development, including the internal accessways, swept path assessment and the site entry and emergency vehicle access crossover.

Table 1 to **Table 4** outline Council's referral comments and the transport response to these comments.

Table 1 Council comment regarding internal accessways

Referral Comment	<i>"The accessways to have a one-way arrangement. If the accessway is intended to operate as two-way traffic, there does not appear to be sufficient clearance. Hence, a one-way arrangement is recommended."</i>
Transport Response	The accessway width has been designed to accommodate two-way vehicle movements within the Stage 1 area and one way operation across the internal road network in the end state development. The two-way arrangement in Stage 1 is required to support vehicle movements to, from and within the site, prior to the development of the internal perimeter road in the end state development.

In the end state development, once the internal perimeter road is fully constructed, the internal accessway is intended to operate as one way throughout the site, functioning as a ring road around the site perimeter.

Diagrams showing the proposed accessway circulation in Stage 1 and the end state development are provided in **Section 3.2 (Figure 17 and Figure 18)**. The assessment of the internal accessway requirements is discussed in **Section 5.1.1**.

It is anticipated that movements by larger vehicles, such as 12.5-metre-long heavy rigid vehicles (HRVs) and 19-metre-long articulated vehicles (AVs), will occur infrequently. These movements can be managed by the site operator, including supervision where required, to avoid any potential conflicts from simultaneous on-site movement. The internal accessway north of the proposed substation has been refined since the pre-lodgement submission to provide additional width for turning vehicles.

The swept path assessments in **Appendix B** demonstrate that HRVs and AVs can safely manoeuvre within the available internal road accessway.

Table 2 Council comment regarding swept path assessments

Referral Comment	<i>"The swept path analysis to demonstrate an acceptable truck turning movement, as the current analysis shows swept paths to be very tight. Consideration should be given to limiting the types and sizes of trucks permitted to access the site from this access point."</i>
Transport Response	The swept path assessment defines the minimum envelope required for the largest vehicle expected on site (19-metre-long AV for refuelling and 12.5m HRV for deliveries) to circulate within the site. As mentioned in Table 1 above, the internal accessway north of the proposed substation has been refined since the pre-lodgement submission to provide additional width for turning vehicles. The swept path assessments in Appendix B demonstrate that HRVs and AVs can safely manoeuvre within the available internal road accessway.

Table 3 Council comment regarding proposed site entry crossover

Referral Comment	<i>"The site entry to use crossover at 90 degrees with the Simcock Avenue road. The angled driveway is not supported and encourages trucks to enter the site from Hall Street. Trucks should be encouraged to enter the site east from Simcock Avenue."</i>
Transport Response	The site entry design responds to Fire Rescue Victoria requirements for fire truck vehicle access to key safety infrastructure and facilities, including the fire booster assembly area and water tanks located at the site frontage. HRVs and AVs access to and from the site is expected to be infrequent and can be managed by the operator to encourage site access from the east via Simcock Avenue.

Table 4 Council comment regarding emergency vehicle access points

Referral Comment	<i>"Any emergency vehicle access points to be reduced in with to the bare minimum dimensions."</i>
Transport Response	The emergency vehicle access point on Hall Street has been reduced from 15 metres to 9 metres and supports manoeuvring of emergency vehicles at this access point.

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1.1.2 DTP Comments

Table 5 outline DTP's referral comments provided via email on 08/05/2026 and the transport response to these comments.

Table 5 DTP comment regarding construction access for the Hudson Road Level Crossing Rail Project

DTP Comment	"SPA will be requiring construction access to the rail corridor from Hall Street throughout construction of the Hudsons Rd LXP, and this will likely result in temporary closures of Hall Street, particularly adjacent to 44-76 Simcock Ave, through to the end of 2028. Note this will likely mean the emergency vehicle access point as indicated on the plans will not be accessible during construction of the Hudsons Road LXP (though access from this point after Hudsons Road LXP construction is expected to be retained). SPA will also require use of Simcock Ave for haulage routes during construction. A condition will be required to a future approval which would require construction staging info be provided to the satisfaction of VIDA Rail through a Construction Management Plan or similar, prior to construction commencing on 44-76 Simcock Ave."
Transport Response	The Hall Street access is proposed for emergency vehicle access only. In the event of temporary Hall Street closures associated with the Hudsons Road Level Crossing Removal Project (LXP), emergency vehicle access would continue to be available via the primary site entry crossover and would not rely on the Hall Street emergency access point during construction of the LXP. It is also anticipated that Stage 1 of the development would not be fully constructed or operational during the LXP works. During this period, emergency vehicles would be able to use the temporary construction entry/exit at Simcock Avenue, utilising the existing crossover, to access the site as an alternative emergency access point if required.
Table 6 outlines formal preliminary DTP comments included in the Eligibility Letter (Ref: PPA-2025) and the transport response to these comments. Table 6 DTP comments provided in the DTP Eligibility Letter (Ref: PPA-2025), dated 20/07/2026	
DTP Comment	"The Traffic Impact Assessment updated to: - confirm whether the accessway is proposed as one-way or two way traffic; - include clarification on what truck restrictions will apply and what appropriate measures will be implemented to manage these restrictions at the site entry. - Clarify car parking provision discrepancy between TIA and Architectural Plans"
Transport Response	- As per response to the council comment in Table 1, the accessway width has been designed to accommodate two-way vehicle movements within the Stage 1 area and one way operation across the internal road network in the end state development. The two-way arrangement in Stage 1 is required to support vehicle movements to, from and within the site, prior to the development of the internal perimeter road in the end state development. Diagrams showing the proposed accessway circulation in Stage 1 and the end state development are provided in Section 3.2 (Figure 17 and Figure 18). The assessment of the internal accessway requirements is discussed in Section 5.1.1. - The adjacent road network including Simcock Avenue forms part of the National Heavy Vehicle Regulator (NHVR) network map, permitting heavy vehicles to access the site (refer to Section 2.4.4). The largest vehicle expected to access and circulate the site will be a 19-metre articulated vehicle. Given the security requirements of the proposed data centre, all vehicle entries to and exits from the site will be managed by on-site security, with boom gates near the site entry and at the guard house. Any vehicles not permitted on site will be directed to exit

via the rejection loop without entering the facility. Further detail of the access arrangements is provided in **Section 3.1.1**.

- iii. Car parking provision discussed in this TIA report is based on the updated Architectural Plans, dated 22/07/2026.
-

1.3 Referenced Material

The following documents were referred to during the preparation of this report:

- Hobsons Bay Planning Scheme
- Architectural Plans, prepared by Greenbox Architecture (Woolpert), dated 22/07/2026
- Australian Standard 2890.1:2004 *Off-street car parking*
- Australian Standard 2890.2:2018 *Off-street commercial vehicle facilities*
- Australian Standard AS2890.6-2009 *Off-street car parking for people with disabilities*
- Warehouse Development: 44-76 Simcock Avenue, Spotwood Traffic and Transport Assessment Report, prepared by Impact Traffic Engineering, dated 13 January 2023.
- DTP Eligibility Letter (Ref: PPA-2025), dated 20/07/2026

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2 Existing Conditions

2.1 Site Location

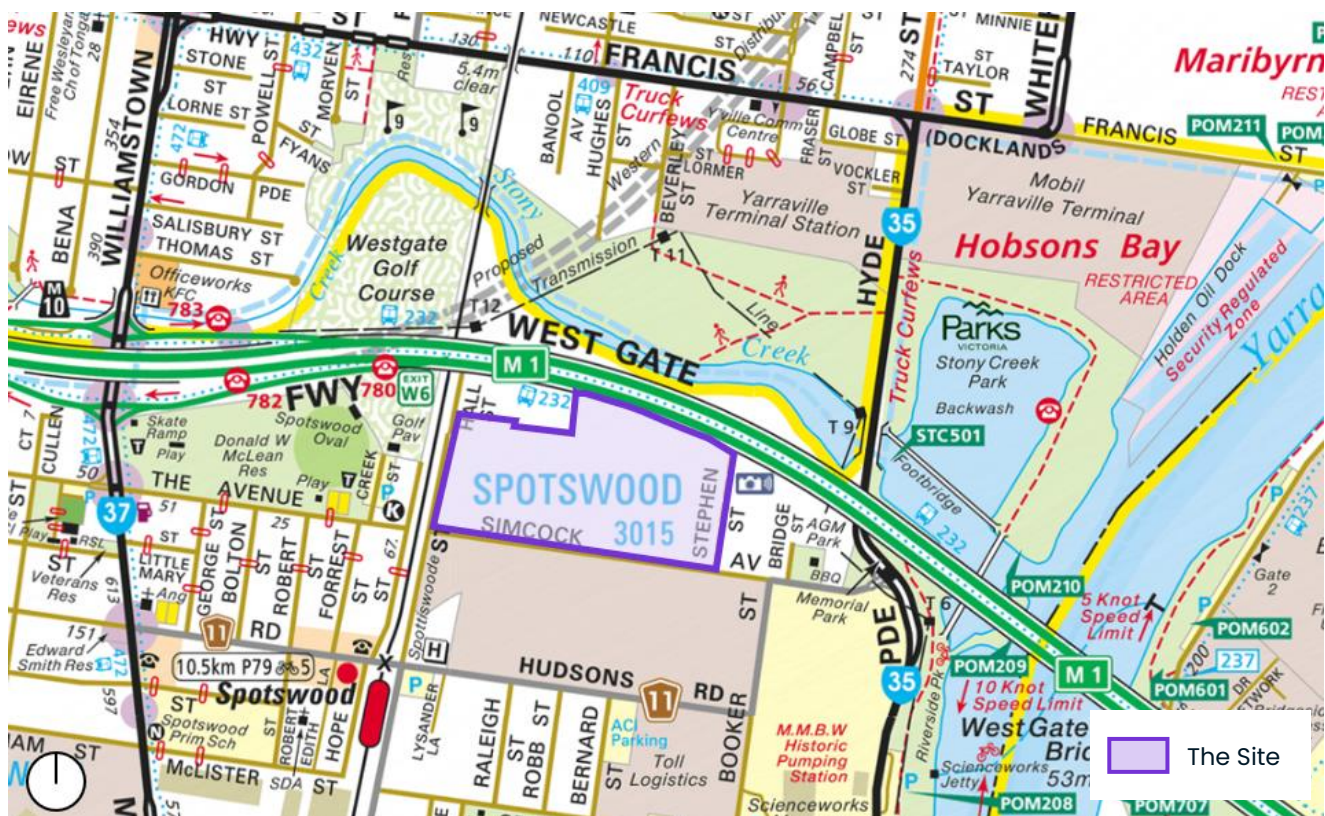
The proposed data centre is located within a parent parcel of land at 44-76 Simcock Avenue, Spotswood (the site). The site comprises land of the following parcels:

- All of Parcels 78C-F Section 7 on Parish Plan 2478,
- All of Parcel 1 on Title Plan 967395,
- Part of Parcel 1 on TP967395.

The site is situated approximately seven kilometres west of Melbourne's CBD. The site is irregular in shape and is located to the immediate south of the West Gate Bridge.

The location of the site and the surrounding road network is shown in **Figure 1**.

Figure 1 Site Location and Surrounds



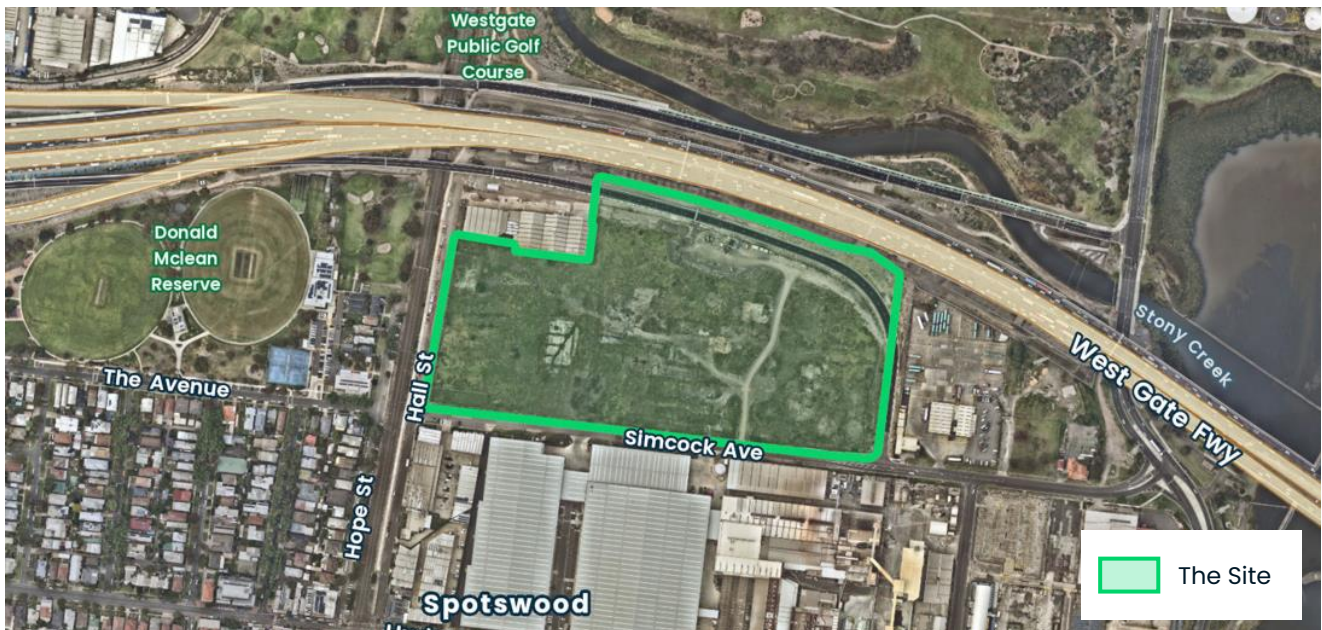
Source: Melways (modified by Urbis)

The site is located on vacant land which was formally used as a fuel and chemical distribution terminal by Mobil Oil Corporation.

An aerial image of the site and the surrounding road network is provided in **Figure 2**.

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Figure 2 Aerial view of the site



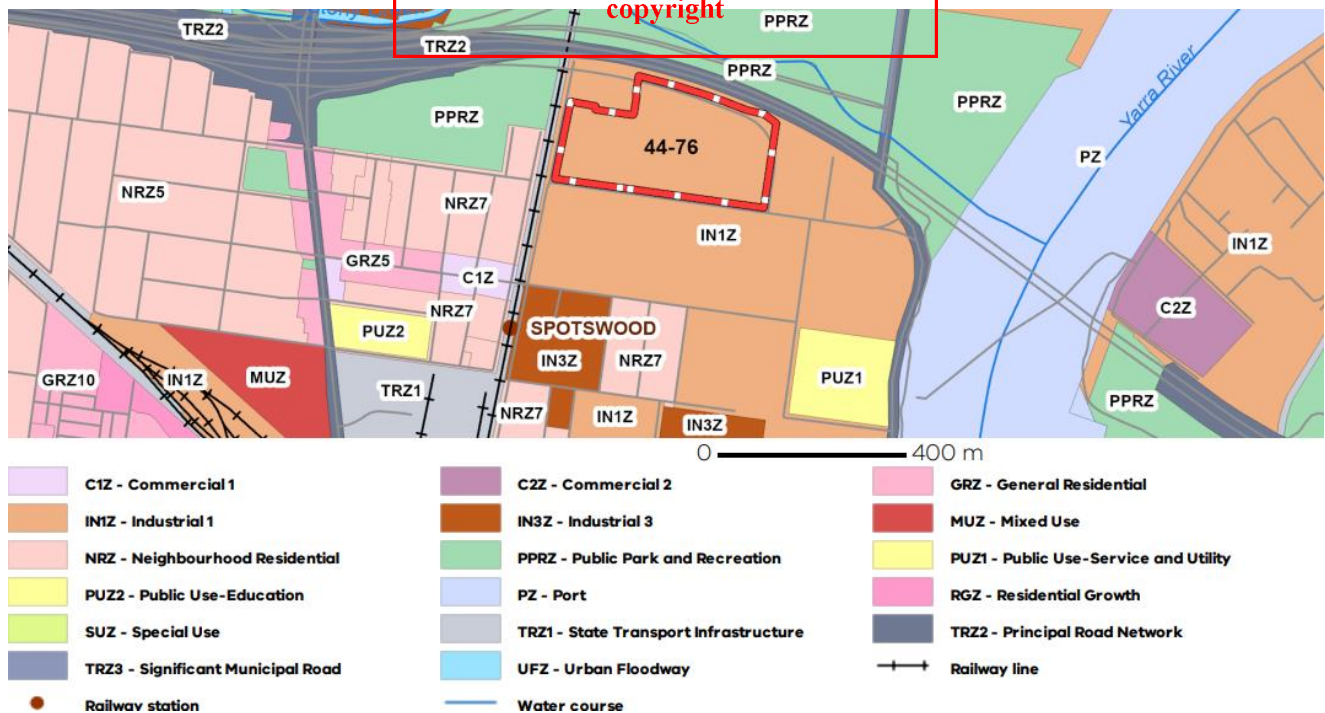
Source: Nearmap Imagery (modified by Urbis)

2.2 Surrounding Land Uses

The site's neighbouring land uses comprise of industrial and warehouse uses to the east and south, and residential and public recreation to the west. The site is zoned Industrial 1 Zone (IN1Z) and is subject to the Hobsons Bay Planning Scheme. The site is also subject to the Design and Development Overlay – Schedule 1 (DD01) and is designated within an area of Aboriginal Cultural Heritage.

The land use zones for the site and the immediate vicinity of the site are presented in **Figure 3**.

Figure 3 Land use zoning in the vicinity of the site



Source: Vicplan.com

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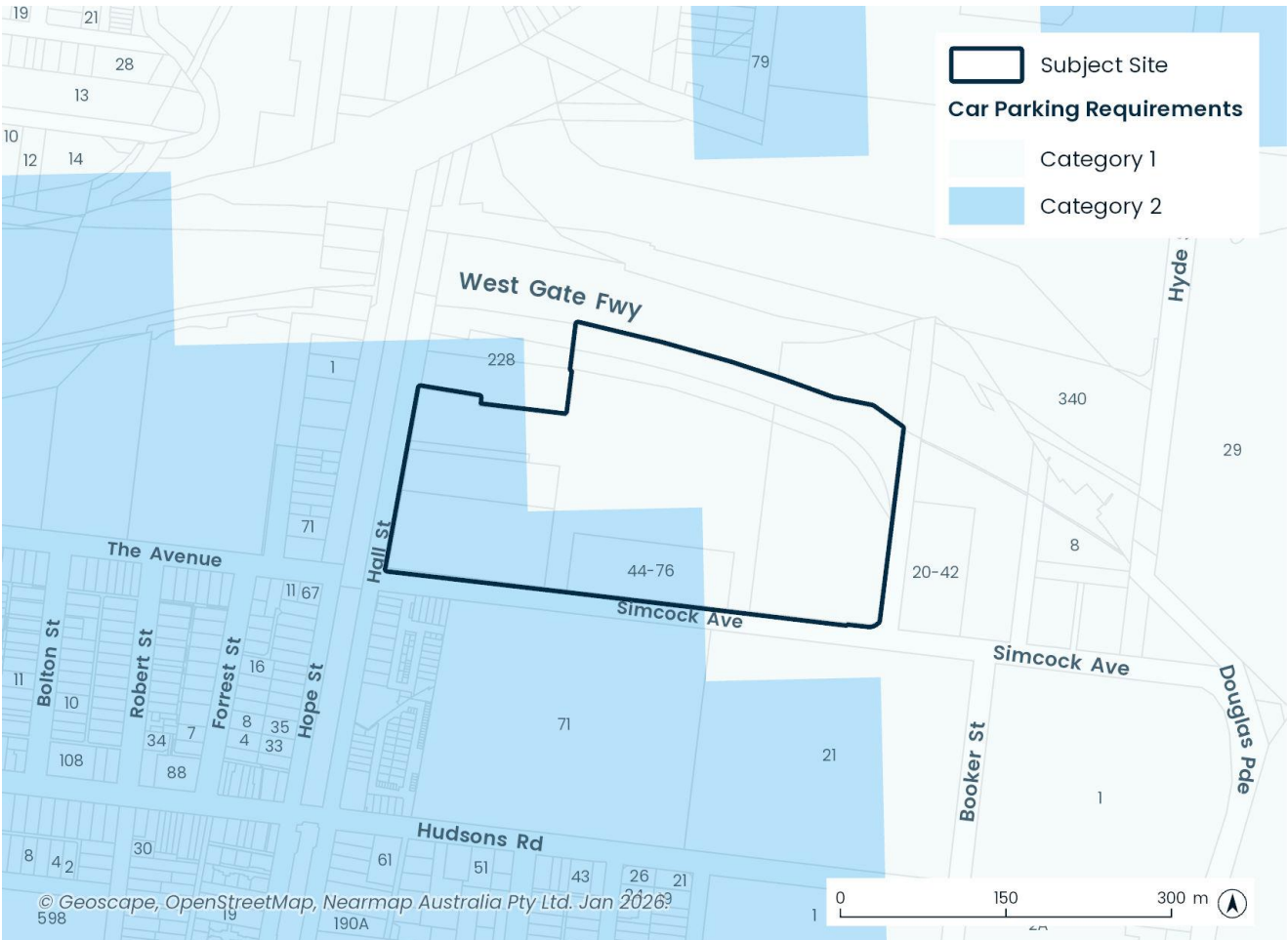
2.3 Sustainable Transport

2.3.1 Public Transport

The site is located within a Category 1 and 2 area in the Car Parking Requirement (CPR) Map. CPR mapping was released by DTP in December 2025 and incorporated into the Hobson Bay Planning Scheme at Clause 52.06. As specified in the Hobson Bay Planning Scheme, if the land is shown in two or more categories on the CPR map, the higher category applies to the whole site. The site is therefore classified as Category 2 and is described by the DTP as an area that has low to medium public transport access.

The location of the site relative to the CPR map categories is shown in **Figure 4**.

Figure 4 The site with respect to the CPR categories



Source: Vicplan.com (modified by Urbis)

The site is accessible via rail and bus services. These public transport services are summarised in **Table 7** and illustrated in **Figure 5**.

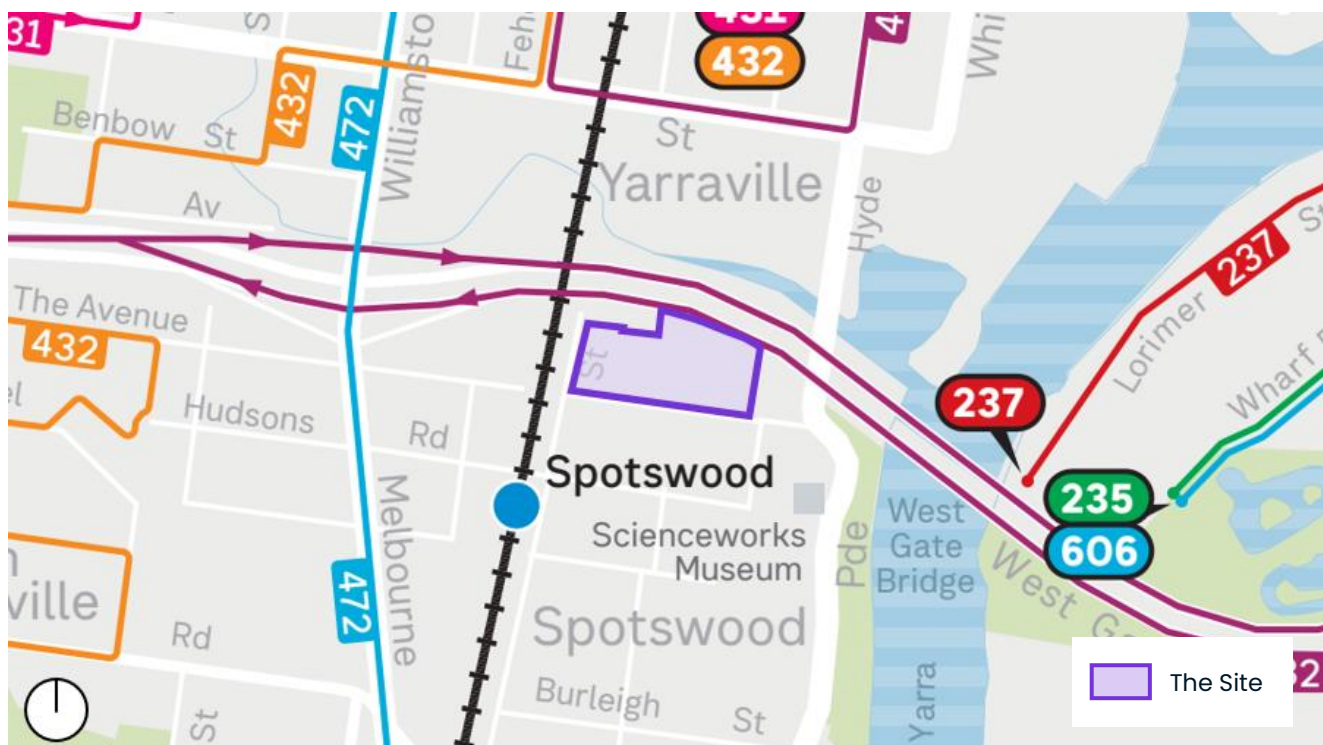
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Table 7 Summary of Public Transport Services

Mode	Route Number	Route Description	Nearest Stop	Distance (Walking Time)	Typical Frequency
Train	N/A	Werribee & Williamstown Lines	Spotswood Station	300 m (4 minutes)	10 minutes
Bus	472	Williamstown – Moonee Ponds via Footscray	Hudsons Rd/Melbourne Rd	730 m (9 minutes)	15 minutes

Figure 5 Public transport services in proximity of the site



Source: Transport Victoria (modified by Urbis)

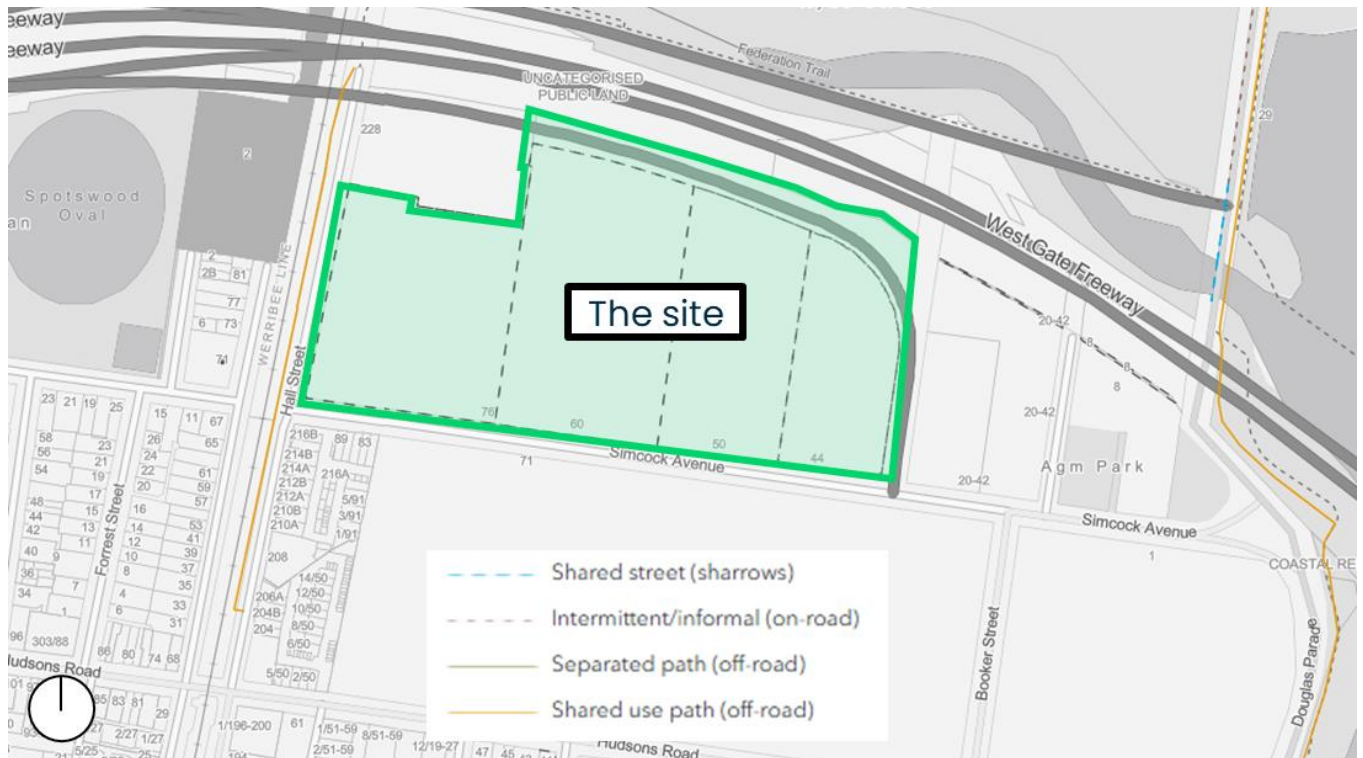
2.3.2 Bicycle Network

The bicycle infrastructure in the vicinity of the site is presented in **Figure 6**.

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Figure 6 Bicycle Infrastructure in proximity of the site



Source: Transport Victoria Bicycle Infrastructure Network 2026 (modified by Urbis)

There is a shared path adjacent to the site that runs north south along western side of Hall Street. It currently connects to the Federation Trail and Stony Creek Walk to the north and terminates near Hudsons Road to the south. This shared path forms part of the Greenline Better Places Project that is discussed later in **Section 2.6.2**.

2.6.2

To the east of the site near Douglas Parade, there is a north south shared path that forms part of the Maribyrnong River Trail and Westgate Trail.

2.3.3 Pedestrian Infrastructure

Pedestrian footpaths are limited along the site's frontage with no existing footpath along the eastern side of Hall Street and limited footpath infrastructure along Simcock Avenue that terminates near Raleigh Street before the Hall Street/Simcock Avenue intersection.

The wider street network proximate to the site generally provides a well-connected pedestrian network, with all streets in the local area generally providing sealed footpaths and kerb ramps at intersections. A dedicated pedestrian crossing and pedestrian underpass are provided at Spotswood Station, connecting the east and western sides of the rail line.

2.4 Road Network

2.4.1 Simcock Avenue

Simcock Avenue fronts the site to the south and is classified as a local traffic street managed by Hobsons Bay City Council. It operates in an east-west alignment, providing a connection to Hall Street and Douglas Parade, respectively. Simcock Avenue typically features a carriageway width of approximately six metres near the site, accommodating one traffic lane in each direction. The street is subject to a default speed limit of 50 km/h.

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Figure 7 show images of Simcock Avenue near the site.

Figure 7 Simcock Avenue near the site (facing east)



2.4.2 Hall Street

Hall Street intersects Simcock Avenue to the west and is classified as a local traffic street near the site, managed by Hobsons Bay City Council. It operates in a north-south alignment, providing a connection to Melbourne Road to the south and terminating to the north near the site. Hall Street typically features a carriageway width of 10 metres, accommodating one traffic lane in each direction. The street is subject to a posted speed limit of 50 km/h.

Figure 8 and **Figure 9** show images of Hall Street near the site.

Figure 8 Hall Street near the site (facing north)



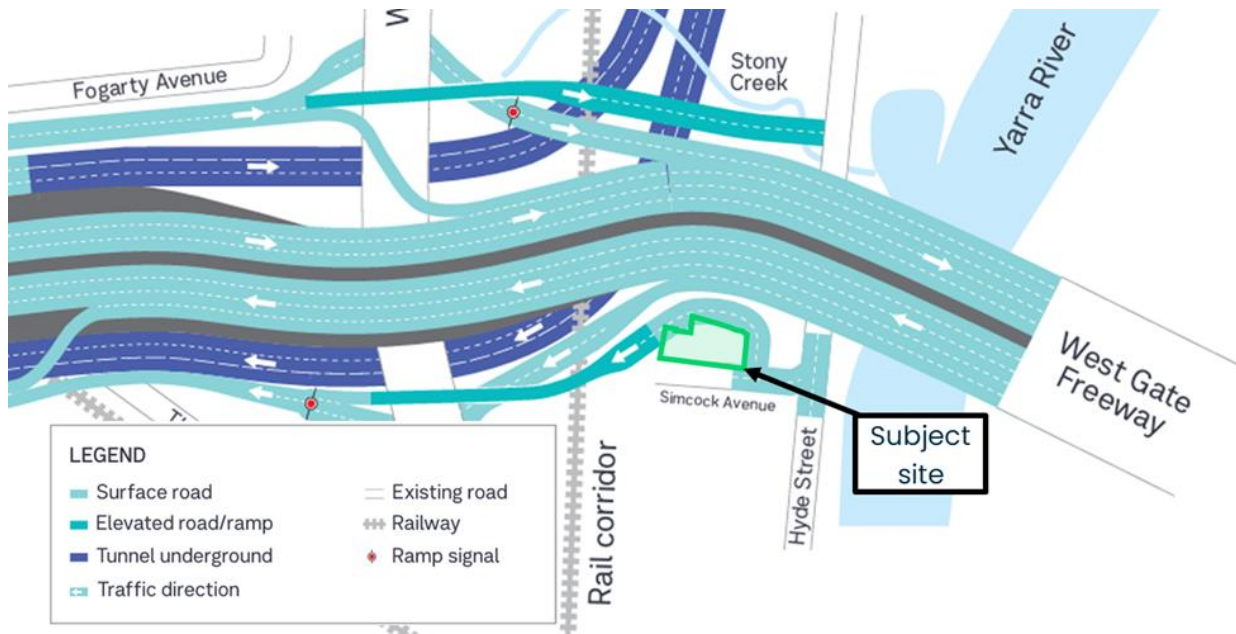
Figure 9 Hall Street near the site (facing south)



2.4.3 West Gate Freeway On-Ramp

The West Gate Freeway on-ramp, managed by DTP runs along the eastern and northern boundary of the site, as shown in **Figure 10**. This on-ramp was introduced as part of the West Gate Tunnel Project which was completed in December 2025. The on-ramp entry is located at its intersection with Simcock Avenue providing an additional entry location to the West Gate Freeway. The on-ramp to the West Gate Freeway includes two westbound lanes and has a typical carriageway width of approximately eight metres.

Figure 10 West Gate Freeway on-ramp

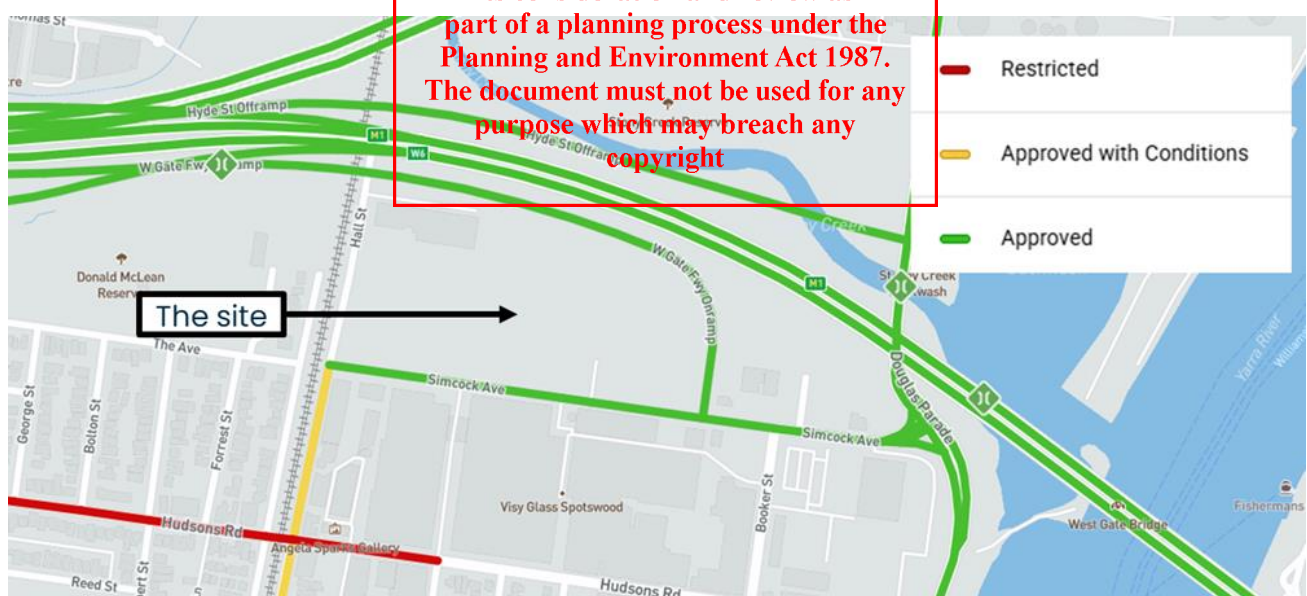


Source: Victorian State Government – Victoria's Big Build (February 2025) and modified by Urbis

2.4.4 Freight Network

Simcock Avenue and the West Gate Freeway on-ramp form part of the gazetted B-double network with no permit required for B-doubles to use these roads, as shown in Figure 11.

Figure 11 Gazetted B-Double Network



Source: NHVR (January 2026) and modified by Urbis

2.4.5 Traffic Volumes

Sydney Coordinated Adaptive Traffic System (SCATS) data for the Simcock Avenue/Douglas Parade signalised intersection was obtained from the DTP Open Data Portal for the period between February 2025 and November 2025. This data was used to estimate average weekday mid-block traffic volumes along Simcock Avenue, directly west of the signalised intersection, as shown in Figure 12.

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Figure 12 Mid-block traffic volume location

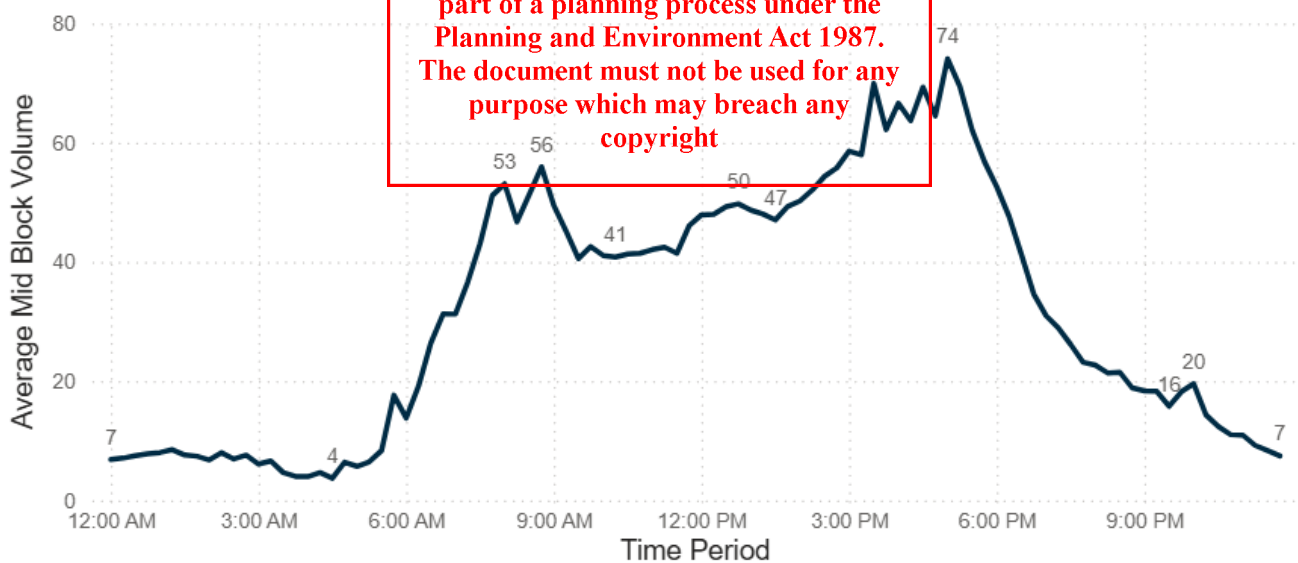


Source: Nearmap Imagery (modified by Urbis)

The average weekday daily mid-block volume for this period was approximately 3,060 vehicles per day.

Figure 13 presents the average weekday volumes across a 24-hour period, showing that the AM peak typically occurs between 8:00 am and 9:00 am, with an average of 207 vehicles. The PM peak occurs between 4:00 pm and 5:00 pm, with an average of 264 vehicles.

Figure 13 Average weekday mid-block volume profile on Simcock Avenue adjacent to the Douglas Parade/Simcock Avenue Intersection



Source: DTP Open Data Portal (extracted by Urbis in January 2026)

2.5 Casualty Crash History

A review of casualty crash history has been conducted along Simcock Avenue and Hall Street in the vicinity of the site. Crash statistics for the most recently available five-year period between January 2020 and January 2025 have been extracted from DTP's Open Data Portal.

The crashes recorded within the search area have been presented in **Figure 14**.

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Figure 14 Casualty crash history near the site



Source: Transport Victoria (modified by Urbis)

A total of two crashes were recorded within the crash investigation along Simcock Avenue, including:

- One midblock crash between Booker Street and Hall Street resulting in an “other injury” crash,
- One crash at the Simcock Avenue / Douglas Parade intersection resulting in an “other jury” crash.

Of the two recorded crashes:

- Both crashes occurred during the evening/dusk period,
- The midblock crash occurred during clear atmospheric conditions with a dry road surface. These conditions were recorded as “not known” for the intersection crash.

No crashes were recorded along Hall Street in the crash investigation area.

Notably, no crashes involved heavy vehicles and/or pedestrians within the crash investigation area across the study period.

With reference to the above, no specific crash trends were identified that might be exacerbated by the proposed development.

2.6 Strategic Context

2.6.1 Draft Spotswood Activity Centre 2022

The Draft Spotswood Activity Centre Structure Plan (SACSP 2022) was prepared in 2022 and aims to guide the future development of the activity centre to accommodate growth in the area. The site falls within the activity centre and forms part of the Northern Industry and Employment Precinct, as shown in **Figure 15**.

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Figure 15 SACSP Northern Industrial and Employment Precinct



Source: Draft SACSP 2022 – Hobson Bay City Council (modified by Urbis)

The key transport directions in the SACSP 2022 that influence the site include:

- Hall Street is outlined as the key north/south cycling corridor within the area and heavy vehicle traffic along this street is discouraged.
- Provision of a shared-user path along the western side of Hall Street opposite the site.
- Simcock Avenue is described as a “proposed key east-west vehicle route”, allowing large vehicle access to local infrastructural businesses.

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2.6.2 GreenLine Better Places Project

The GreenLine Better Places Project, led by Hobsons Bay City Council, aims to deliver major east–west and north–south active transport corridors through the heart of Spotswood and South Kingsville. As part of the project, concept plans for streetscape improvements to Hall Street and Simcock Avenue were prepared in 2022. These plans include parallel parking along both streets and a dedicated shared user path on the western side of Hall Street. The Hall Street improvements between Stony Creek and Hudsons Road will be delivered in two stages. The first stage, which involved the construction of the shared use path along Hall Street, has been completed as part of the West Gate Tunnel Project.

2.6.3 Existing Permit

The site has an approved permit for the 24/7 operation of four warehouses, including ancillary offices. The permit also allows for the construction of hardstand areas, car parking, loading zones, site services, fencing, and landscaping. As part of the planning application for the approved permit, a transport impact assessment was undertaken by Impact Traffic Engineering in 2023 that considered the following key transport components of the proposed warehouse development:

- 197 car parking bays
- 11 access points including two access points along Hall Street and nine along Simcock Avenue
- Loading docks supporting up to 26-metre B-doubles
- 16 bicycle parking spaces
- Traffic generation associated with the proposed warehouse use

3 The Proposal

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3.1 Proposal Description

The proposed data centre development comprises ten data hall buildings and two supporting technical buildings, with a total gross floor area of approximately 107,376 square metres, accommodating a 240 MW data centre precinct. **Appendix A** includes the proposed data centre development.

3.1.1 Access Arrangements

The proposed vehicle access arrangements to, from and within the proposed data centre development area include:

- The largest vehicle expected to access and circulate the site will be a 19-metre articulated vehicle.
- An entry only crossover on Simcock Avenue near the Hall Street/Simcock Avenue intersection, providing two inbound lanes to the site.
 - Both entry lanes are directed to a guard kiosk, which serves as the control point prior to vehicles entering the site's internal circulation network. The western entry lane will be restricted to vehicles up to 8.8 metres in length (medium rigid vehicles), while the eastern entry lane accommodates vehicles up to 19 metres in length (articulated vehicles).
 - This site entry also provides access for emergency vehicles, such as fire trucks, to fire booster equipment located at the site entrance in the event of a fire.
- An exit only crossover on Simcock Avenue directly east of the site entry crossover that accommodates one exit vehicle movement at a time.
- A vehicle rejection turning area located south of the guard kiosk within the site to allow unauthorised vehicles up to 19 metres in length (articulated vehicles) to exit the site without needing to pass the site's control point.
- A vehicle crossover on Simcock Avenue to the site's substations area, supporting vehicle sizes of up to 12.5 metres in length (heavy rigid vehicles).
- An emergency vehicle only access point on Hall Street, located on the north-west corner of the site.
- An internal one-way roadway operating in a clockwise direction around the perimeter of the site, providing access to on-site car parking, as well as service and loading areas. The roadway will have a minimum carriageway width of 3.5 metres and will typically incorporate a pathway with a width of 1.5 metres on at least one side, providing separated pedestrian and cyclist access within the site.

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3.1.2 Car Parking

A supply of 113 car parking spaces is provided with 50 spaces located in the south-west corner of the site (west car park) and 63 spaces in the southern car park. The west car park includes two accessible spaces and two electric vehicle charging spaces and five motorcycle spaces. The south car park includes two electric vehicle charging spaces and five motorcycle spaces.

3.2 Site Staging

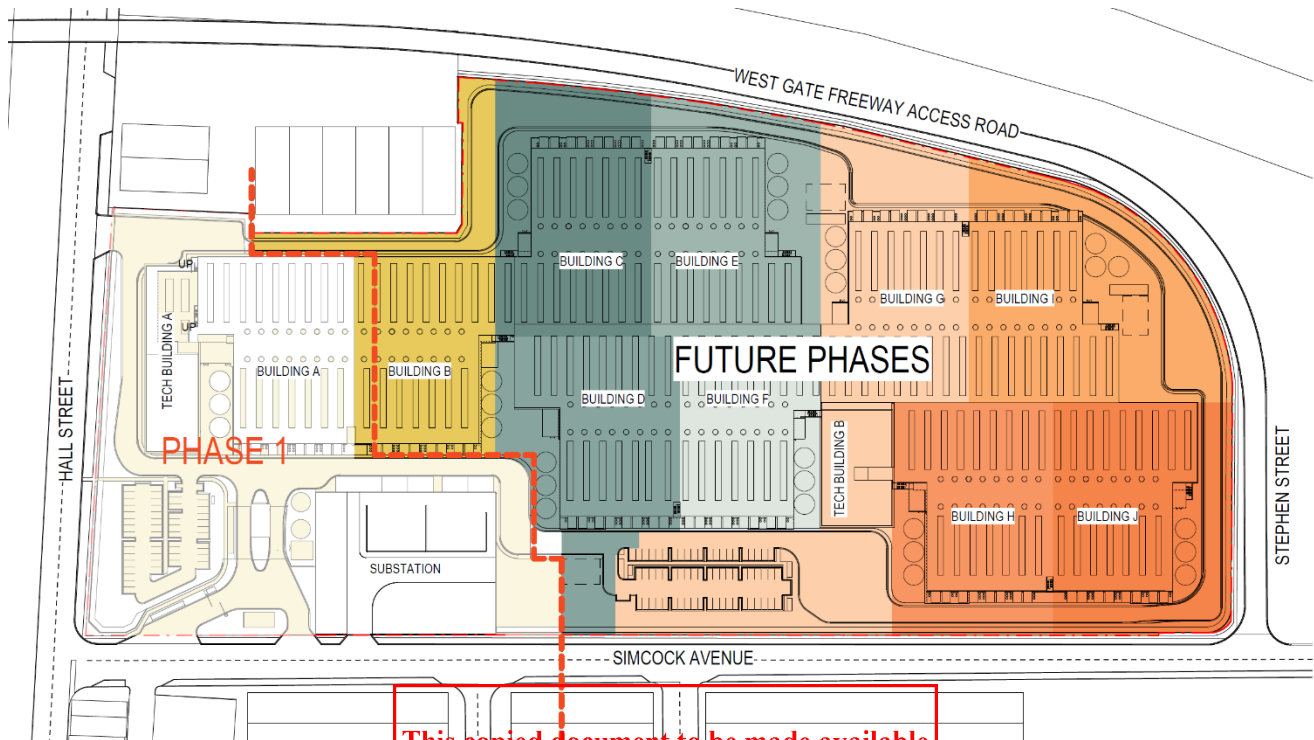
The proposed development is planned to be delivered in ten phases, and approval is being sought for the end state development (Phase 10). The application will seek a staged permit to allow detailed plans of each stage ahead of endorsement.

This TIA Report includes an assessment of Phase 1 (referred to as 'Day 1') development proposal along with high level consideration of the future phases (Phases 2 to 10) with Phase 10 being referred to as the 'end state' development.

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Figure 16 provides an extract of the proposed staging approach for the data centre development across ten phases.

Figure 16 Proposed staging plan



Source: Greenbox Architecture (Woolpert) – Site Phasing Plan, dated 27/02/2016

3.2.1 Phase 1 (Day 1)

The Day 1 development proposal consists of a three-storey, 24MW data hall with a total gross floor area of 16,754 square metres. A technical building (Tech Building A) and substation area are proposed as part of the Day 1 development and are ancillary to the operation of the data centre. The Day 1 development will operate as follows:

- 24 hours a day, 7 days a week,
- Support staff will be present at the site during standard business hours, and
- Shift work will typically fall within a 7:00 AM to 7:00 PM window with varying shift patterns such as 12-hour shifts or overlapping shifts.

Up to 35 personnel will be expected on-site at any given time as part of the Day 1 development.

A total number of 50 car parking spaces including two accessible spaces and two electric vehicle charging spaces are proposed on the Day 1 development site to support operations prior to development of the remainder of the site. In addition, five motorcycle spaces and 30 bicycle parking spaces are also proposed.

Primary vehicle access is proposed via two separate crossovers to Simcock Avenue, near the south-western corner of the Day 1 development area. A vehicle rejection loop is provided between the entry and exit crossovers, located before the guard kiosk. This allows passenger vehicles and heavy vehicles, including articulate vehicles up to 19-metres in length, that are not permitted to enter the secure area to turn around safely and exit the site in a forward direction.

An additional emergency access crossover is proposed on Hall Street, near the north-western corner of the Day 1 site.

A loading dock is provided in the north-western corner of the Day 1 development area within Tech Building A. This area will primarily facilitate regular waste collection and occasional delivery of replacement components for the data hall. Waste collection will occur via private collection using a typical 8.8-metre

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19-metre articulated vehicles may occasionally access the site to refuel the data centre facilities. These occasional vehicles are expected to enter and exit the site in a forward direction. 19-metre articulated vehicle movements on-site will be restricted to the site entry area north of the guard kiosk only and undertake a three-point turn as required to exit the site in a forward motion.

Figure 17 shows the proposed accessway circulation for Day 1.

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A summary of the key Day 1 proposal elements is provided in **Table 8**

Table 8 Proposal summary – Day 1

Item	Proposal
Planning Scheme Use	Data centre (nested under Utility installation)
Gross Floor Area	16,754 square metres
On-Site Parking	50 car parking spaces (including 2 accessible car parking bays and 2 electric vehicle charging bays) 5 motorcycle spaces 30 bicycle parking spaces
Access and Circulation	- Two crossovers to Simcock Avenue near the south-western corner of the Day 1 site - One emergency vehicle access only crossover to Hall Street near the north-western corner of the Day 1 site - Internal roadways provide a minimum trafficable width of 6.5 metres for Day 1 operations and typically include 1.5-metre-wide paths on at least one side - Two-way vehicle circulation is proposed for Day 1 operations
Loading & Waste	This copied document to be made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright - One loading dock in Tech Building A that includes two loading bays - Regular service by 8.8-metre medium rigid vehicles for waste collection - Occasional deliveries by vehicles up to 12.5-metre heavy rigid vehicles - Occasional refuelling by articulated vehicles up to 19 metres in length

Appendix A provides the Day 1 ground floor plan drawing, and **Appendix B** includes swept path assessments of critical vehicle movements to, from and within the site.

3.2.2 Phases 2 to 10 (End State)

The proposed data centre will be delivered in phases with Phase 10 referred to as the 'end state' development. While detailed design for Phases 2 to 10 of the proposed data centre development will be submitted for approval by condition, approval is sought for all stages of the development as part of this application.

Urbis has been advised by the client that the end state development is anticipated to accommodate up to 150 personnel on site at any given time, operating under the same hours and staff shift arrangements as the Day 1 development proposal.

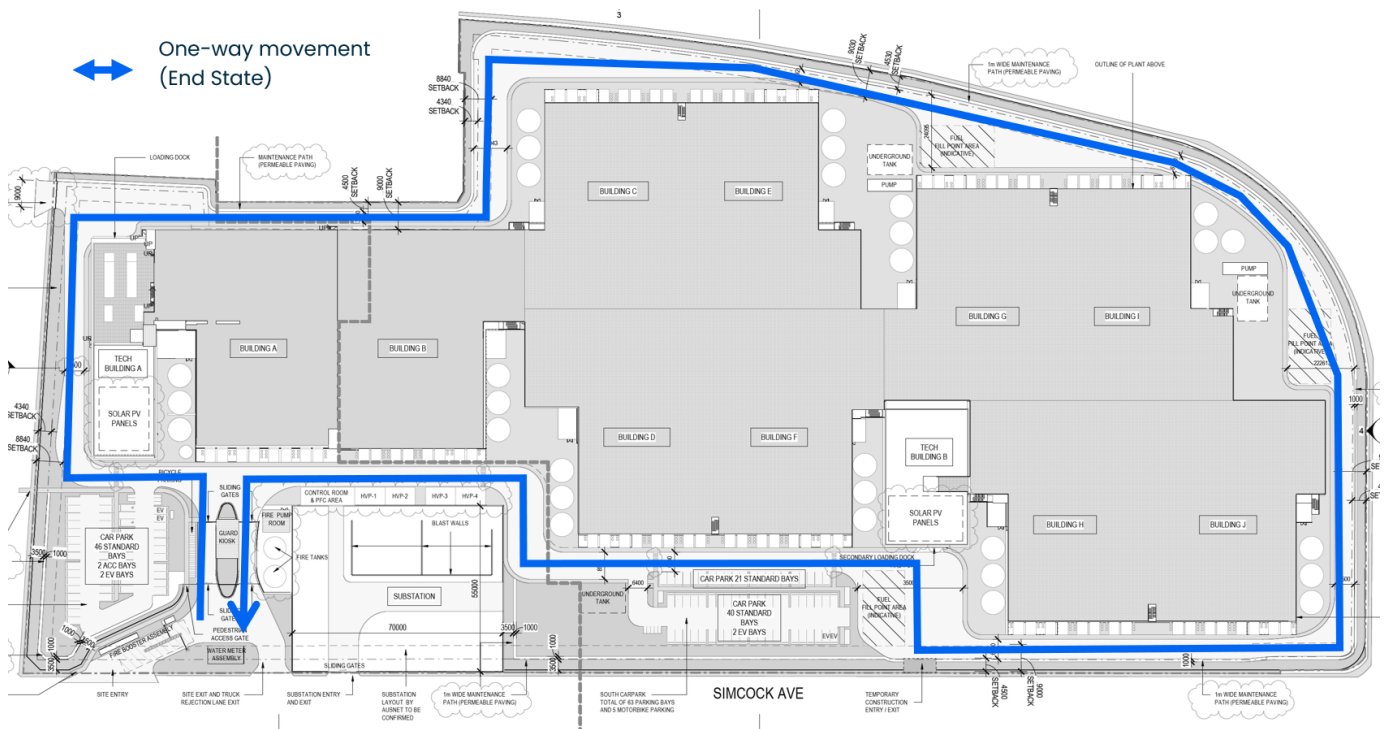
The end state proposal includes the provision of an additional 63 car parking spaces (including two EV charging bays) and five motorcycle spaces.

The proposal also includes a new technical building (Tech Building B), incorporating a loading dock and waste room to facilitate regular waste collection by a typical 8.8-metre medium rigid refuse collection vehicle, as well as occasional deliveries of replacement components for the data halls by 12.5-metre heavy rigid vehicles.

A clockwise perimeter circulation accessway will be provided to enable one-way vehicle movement around the site, accommodating articulated vehicles up to 19 metres in length to support occasional refuelling of the data centre facilities as required.

Figure 18 shows the proposed accessway circulation for end state development.

Figure 18 Proposed accessway circulation for end state development



Appendix A contains the proposed end state development area, and **Appendix B** includes swept path assessments of critical vehicle movements to, from and within the site.

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4 Car Parking Demand Assessment

4.1 Car Parking Requirements – Clause 52.06–5

Parking requirements for new use developments are set out under Clause 52.06–5 of the Hobsons Bay Planning Scheme. The purpose of this Clause, amongst other things is:

- To ensure that car parking is provided in accordance with the Municipal Strategy and other Planning Policy Framework,
- To ensure the provision of an appropriate number of car parking spaces, having regard to the demand likely to be generated, the activities on the land and the nature of the locality,
- To support sustainable transport alternatives to the motor car, and
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Data centre is not a listed use in Table 1 of Clause 52.06–5. Car parking, therefore, needs to be provided to the satisfaction of the responsible authority. The office component of the development is considered ancillary and therefore does not trigger an office specific car parking requirement.

Accordingly, a Car Parking Demand Assessment has been undertaken below to assess the expected demand generated by the data centre proposal.

Clause 52.06–7 sets out the matters to be considered when preparing a Car Parking Demand Assessment. These matters are listed below:

- The variation of car parking demand likely to be generated by the proposed use.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use over time.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- An empirical assessment or case study.

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4.2 Adequacy of Car Parking Supply

A car parking demand assessment has been undertaken to determine the likely car parking demand generated by the proposed data centre development, in accordance with the requirements of Clause 52.06–7 of the Hobsons Bay Planning Scheme. The matters of the car parking demand assessment are discussed in the sections below.

4.2.1 Variation of car parking demand over time

As discussed in **Section 3.2.1**, the data centre will operate on a 24-hour basis, with varying shift patterns resulting in staff car parking demand being distributed throughout the day. For the Day 1 development, up to 35 staff are anticipated to be on-site at any given time. Under the end-state proposal, this increases to up to 150 staff at any given time.

4.2.2 The availability of public transport in the locality of the land

As highlighted in **Section 2.3**, the site benefits from good access to public transport options. The site is located approximately 300 metres north of Spotswood Train Station, which provides frequent services along the Werribee and Williamstown Lines to Melbourne's CBD. In addition, Route 472 bus services are located within a 10-minute walk of the site.

A review of available Victorian Integrated Survey of Travel & Activity (VISTA) 2023–2024 journey to work data indicates that approximately 75 per cent of workers travelling to the City of Hobsons Bay typically travel to work by car, with the remaining 25 per cent using other modes of transport.

4.2.3 Provision of bicycle parking facilities

30 bicycle parking spaces in the form of horizontal rails will be provided on site adjacent to the guard kiosk in the Day 1 development area.

As discussed in **Section 2.3**, the site is well serviced by cycling infrastructure, including the shared use path along Hall Street, West Gate Trail and Maribyrnong River Trail.

4.2.4 Adequacy of the proposed on-site parking supply

Based on the VISTA data mentioned in Section 4.2.2, it is anticipated that approximately 25 per cent of staff will travel to and from the site by non-car modes, equating to a car parking demand rate of 0.75 spaces per staff member. The adopted rate also considers the operational characteristics of data centre uses, including limited on-site staffing, staggered shift changes, and staff working outside traditional peak periods.

Table 9 summarises the anticipated car parking demand using the adopted demand rate. The table demonstrates that the proposed car parking provision for both the Day 1 development and the end state development is sufficient to accommodate the anticipated parking demand generated by the data centre use. As the design progresses, there may be an opportunity to review the parking demand for the end state proposal, considering any future improvements to public and active transport connectivity in the vicinity of the site that may encourage increased non-car travel and reduce on-site car parking demand.

Table 9 Anticipated car parking demand

Scenario	Number of staff expected on-site at any given time	Adopted parking rate	Estimated parking demand	Car Parking Provision
Day 1 (Phase 1)	35	0.75 spaces/staff	27 spaces	50 spaces
End State (Phase 10)	150	0.75 spaces/staff	113 spaces	113 spaces (includes 50 spaces from Day 1)

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5 Access and Car Parking Layout

5.1 Design Standard Assessment – Clause 52.06–9

The proposed access arrangements and car parking layout have been designed in accordance with the objectives and design requirements of Clause 52.06–9 of the Hobsons Bay Planning Scheme and relevant Australian Standard requirements.

An assessment against the relevant design standards of Clause 52.06–9 of the Hobsons Bay Planning Scheme is provided below.

5.1.1 Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06–9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in **Table 10**.

Table 10 Design Standard 1 – Accessways

Design Standard Requirement	Day 1 Development Design Assessment	End State (Phase 10) Design Assessment
Must be 3m wide	Satisfied All internal accessways have been designed with a minimum trafficable width more than 3.0 metres.	
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied All internal accessways and intersections are more than 4.2 metres in width.	
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre	Not applicable yet satisfied The proposed development does not feature public car parks and the design requirement is therefore not applicable. Notwithstanding, vehicles parked in the end of aisle spaces can exit the car park in a forward direction with a single manoeuvre. Further details of this assessment are provided in Appendix B .	
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	Satisfied A minimum headroom clearance more than 2.1 metres has been provided at the Day 1 loading dock (in Tech Building A).	Satisfied A minimum headroom clearance more than 2.1 metres has been provided at the loading docks (in Tech Building A and B).
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied All vehicles can enter/exit the site in a forward direction.	

Design Standard Requirement	Day 1 Development Design Assessment	End State (Phase 10) Design Assessment
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied Vehicle access has been designed to accommodate simultaneous two-way movements.	
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied A corner splay is provided at the site's exit crossover onto Simcock Avenue and emergency vehicle only exit onto Hall Street.	
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Not applicable The accessway does not connect to a Transport Zone 2 or Transport Zone 3 road and is therefore deemed as not being applicable.	
If entry to the car space is from a road, the width of the accessway may include the road.	Not applicable Car parking spaces are accessed via internal access aisles and an internal circulation route.	

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5.1.2 Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06–9 relates to the design of car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in **Table 11**.

Table 11 Design Standard 2 – Car Parking Spaces

Design Standard Requirement	Day 1 Development Design Assessment	End State (Phase 10) Design Assessment
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2.	Satisfied	The proposed car parking spaces are 4.9 metres in length and 2.6 metres wide. A minimum aisle width of 6.4 metres is provided throughout the site, which meets the design standard requirements.
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1, other than: - A column, tree or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1. - A structure, which may project into the space if it is at least 2.1 metres above the space.	Satisfied	All car parking spaces are clear of any encroachments within the area marked as 'clearance required' on Diagram 1 of Design Standard 2.
Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.	Not applicable	No garages are proposed.
Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.	Not applicable	No tandem spaces are proposed.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	Not applicable	No dwellings are provided as part of the proposal.
Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6–2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.	Satisfied	The accessible space and adjacent shared zone have been provided in accordance with AS/NZS 2890.6:2009, with a minimum car space width of 2.6 metres, a minimum shared area width of 2.5 metres, a minimum length of 5.4 metres, 500mm of which is provided within the accessway, accessed via a minimum aisle width of 6.4 metres.

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5.1.3 Design Standard 3 – Gradients

Design Standard 3 of Clause 52.06–9 relates to the design of the gradients. The requirements of Design Standard 3 are assessed against the proposal in **Table 12**.

Table 12 Design Standard 3 – Gradients

Design Standard Requirement	Day 1 Development Design Assessment	End State (Phase 10) Design Assessment
Accessway grades must not be steeper than 1:10 (10%) within 5 meters of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.	Generally Satisfied Accessway grades are not steeper 1:10 (10%) within 5 meters of the frontage at Simcock Avenue.	
Ramps (except within 5 metres of the frontage) must have the maximum grades as outlined in Table 3 and be designed for vehicles travelling in a forward direction.	Not Applicable No ramps are provided within the Day 1 proposed site.	Not Applicable No ramps are provided within the end state development. A further assessment will be completed on a stage-by-stage basis in line with the end state proposal.
Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to per cent vehicles scraping or bottoming.	Generally satisfied No ramps are provided within the Day 1 proposed site.	Generally satisfied No ramps are provided. A further assessment will be completed on a stage-by-stage basis in line with the end state proposal.

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6 Traffic Assessment

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6.1 Traffic Generation

6.1.1 Approved Traffic Generation

As outlined in **Section 2.6.3**, a transport impact assessment was undertaken for the approved permit to develop four warehouses on the site. This assessment considered the traffic anticipated to be generated by the approved development and its impacts on the surrounding road network. The approved development included a net leasable floor area of 43,690 square metres, and provision of 197 car parking spaces.

Table 13 Approved Traffic Generation

Peak periods	Total vehicle movements
AM peak (7–8am)	218
PM peak (4–5pm)	218

Source: Warehouse Development: 44–76 Simcock Avenue, Spotwood Traffic and Transport Assessment Report, prepared by Impact Traffic Engineering, dated 13 January 2023

6.1.2 Proposed Traffic Generation

The traffic generated by the site will be associated with on-site car parking for staff.

As detailed in **Section 3.2**, staff trips associated with the data centre use are not expected to align with typical commuter peak periods. The data centre will operate on a 24-hour basis, and staff travel is therefore anticipated to be distributed throughout the day, with shift patterns varying from standard AM and PM commuter peaks.

Notwithstanding the above, a conservative assumption of one vehicle trip per car parking space during both the AM and PM peak periods has been adopted.

Table 8 summarises the expected traffic generation associated with the car parking provision for Day 1 and end state during the AM and PM peak periods.

Table 14 Proposed Traffic Generation

Scenario	Total Car Parking Provision	Total AM peak vehicle movements	Total PM peak vehicle volume
Day 1 (Phase 1)	50	50	50
End State (Phase 10)	113	113	113

6.2 Traffic Distribution

While the proposed data centre is of a comparable development scale to the approved warehouse development, **Table 9** provides a comparison of the approved warehouse traffic generation and the anticipated traffic generation associated with the data centre. The comparison demonstrates that the data centre use is expected to generate fewer vehicle movements.

The approved warehouse development was anticipated to generate approximately 218 vehicle movements during both the AM and PM peak hours, equating to around four vehicles per minute. In comparison, the proposed data centre is expected to generate up to 113 vehicle movements in both the AM and PM peak hours, equating to approximately two vehicles per minute. These data centre traffic volumes represent a conservative assessment, noting that majority of staff shift times are likely to fall outside the AM and PM peak

periods. From a traffic engineering perspective, this level of traffic generation is considered low to moderate and is therefore acceptable.

Table 15 Traffic Generation Comparison

	Approved warehouse development	Proposed Data Centre (Day 1 / Phase 1)	Proposed Data Centre (End State – Phase 10)
AM peak (7–8am)	218	50	113
PM peak (4–5pm)	218	50	113

In addition, having regard to the nature of the data centre use, the proposed development is anticipated to generate fewer heavy vehicle movements than the approved warehouse and industrial uses.

The approved warehouse development also included vehicle access to and from Hall Street. In contrast, the proposed data centre will restrict access to Hall Street to emergency vehicles only, thereby eliminating regular heavy vehicle movements entering and exiting Hall Street. This approach aligns with Hobsons Bay City Council’s vision to prioritise active transport along the site frontage to Hall Street as discussed in **Section 2.6**.

On this basis, the additional traffic volumes generated by the proposed data centre can be accommodated by the existing road network without resulting in adverse traffic safety or operational impacts.

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7 Bicycle Parking Assessment

7.1 Bicycle Facilities Requirements – Clause 52.34–5

Bicycle parking requirements for new use developments are set out under Clause 52.34–5 of the Hobson Bay Planning Scheme. The number of bicycle parking spaces required for the specified uses is listed under Table 1 of Clause 52.34–5.

As a data centre is not a listed use within Clause 52.34–5, the proposal does not have a statutory requirement to provide bicycle parking spaces on-site.

However, a total supply of 30 bicycle parking spaces in the form of horizontal rails will be provided on site adjacent to the guard kiosk in the Day 1 development area.

It is expected that bicycle parking spaces are designed in accordance with the dimensional requirements of AS2890.3:2015. More specifically, the following standards have been met:

- The proposed bicycle parking provides 100% of bicycle parking spaces within ground level (horizontal rails), which exceeds the requirement outlined in AS2890.3:2015 that 20% of bicycle parking must be provided via ground level rails.
- The floor mounted horizontal bicycle rails are spaced at 1.0 metre intervals, with an envelope of 1.8 metres and accessed via an aisle with a width of at least 1.5 metres.
- The wall mounted vertical bicycle rails are spaced at 500mm intervals, with an envelope of 1.2 metres and accessed via an aisle with a width of 1.5 metres.

The proposed bicycle parking provision is considered appropriate for the nature and location of the land use.

7.2 End of Trip Facilities Requirements – Clause 52.34–5

Requirements for the end of trip facilities (showers and changerooms) for developments providing employee bicycle parking spaces are set out within Table 2 and Table 3 of Clause 52.34–5 of the Hobson Bay Planning Scheme and include:

- Showers – If 5 or more employee bicycle parking spaces are required, 1 shower for the first 5 employee bicycle spaces, plus 1 to each 10 employee bicycle spaces thereafter
- Changerooms – 1 change room or direct access to a communal change room to each shower. The change room may be a combined shower and change room.

As noted in **Section 7.1**, there is no statutory requirement to provide employee bicycle parking, and therefore, there is no requirement to provide end of trip (EoT) facilities. However, EoT facilities will be provided on site and is considered adequate to cater for the intended users of the proposed development.

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8 Loading & Waste Collection

Loading and unloading activities associated with the proposed Day 1 development will be undertaken via a dedicated loading dock located in the north-western corner of the site within Tech Building A. In the ultimate end state, a secondary loading dock will be provided within Tech Building B.

A swept path assessment has been undertaken using Autodesk Vehicle Tracking software. The largest design vehicle required to access the loading docks is a 12.5-metre heavy rigid vehicle. The assessment, provided in **Appendix B**, demonstrates that a 12.5-metre heavy rigid vehicle can enter the site from Simcock Avenue in a forward direction, circulate the internal roadway, and reverse into the service bays to undertake loading or unloading activities.

For the proposed Day 1 development, the vehicle can exit the loading dock in a forward direction, undertake a three-point turn within the site, and exit the site in a forward direction via Simcock Avenue. In the ultimate end state, the vehicle can exit in a forward direction and utilise the internal clockwise perimeter accessway to exit the site via Simcock Avenue.

These vehicles are anticipated to be used primarily for the ad-hoc delivery of larger data hall components for maintenance or replacement purposes.

The dedicated loading docks within Tech Building A and Tech Building B will also provide access to the buildings' waste rooms. An 8.8-metre medium rigid vehicle is expected to utilise the loading docks for all waste collections, reversing into the loading dock adjacent to the waste room and bin store to undertake collection. As the loading docks and internal roadway are designed to accommodate a 12.5-metre heavy rigid vehicle, the smaller 8.8-metre medium rigid vehicle can be safely accommodated within the site, and a separate swept path assessment is not required.

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9 Conclusions

This Transport Impact Assessment has been prepared by Urbis on behalf of Green Square DC to assess the transport and traffic implications of a proposed data centre at 44–76 Simcock Avenue, Spotswood. The application seeks approval under the Development Facilitation Program to the Department of Transport and Planning for the use of development of the land at the site for a Utility Installation (Data Centre).

The proposal comprises a data centre precinct to be delivered over ten phases, with an ultimate gross floor area of approximately 107,376 square metres and a planned capacity of 240 MW. This TIA provides a detailed assessment of Phase 1 ('Day 1'), with high-level consideration of the end state proposal (Phase 10).

The Day 1 development includes a three-storey, 24 MW data hall with associated technical and substation infrastructure, operating 24 hours a day with up to 35 personnel on-site at any one time. Vehicle access is proposed via separate entry and exit crossovers to Simcock Avenue, supported by a guard kiosk and vehicle rejection loop, with an emergency-only access to Hall Street. Internal circulation is designed to accommodate two-way movements and heavy vehicles.

The 'end state' development includes Phase 2 to Phase 10. While detailed design for the Phases 2 to 10 of the proposed data centre development will be submitted for approval by condition, approval is sought for all stages of the development as part of this application. The end state development (Phase 10) is anticipated to accommodate up to 150 personnel on-site at any one time.

9.1 Car Parking Provision

A car parking demand assessment has been undertaken in accordance with Clause 52.06-7 of the Hobsons Bay Planning Scheme, having regard to the 24-hour operation and staggered staffing patterns of the proposed data centre. The site is well served by public transport and cycling infrastructure, supporting a proportion of non-car travel.

A supply of 113 car parking spaces is provided for the proposed data centre development. 50 car parking spaces will be provided in the west car park for Day 1 development and 63 car parking spaces in the end state development area within the south car park.

Based on available VISTA data, the parking demand rate of 0.75 spaces per staff member has been adopted. On this basis, the assessment confirms that the proposed on-site parking provision is sufficient to accommodate the anticipated demand generated by both the Day 1 development and the end state development.

9.2 Vehicular Access and Car Parking Layout

The proposed access and car parking layout has been designed in accordance with Clause 52.06-9 of the Hobsons Bay Planning Scheme and relevant Australian Standards. All relevant design standards within the Hobson Bay Planning Scheme are satisfied, particularly concerning Day 1 and end state operation of the site.

9.3 Traffic Generation and Impact

The impact of site-generated traffic has been assessed against the approved warehouse traffic generation and the anticipated traffic generation for the proposed data centre in the Day 1 scenario and end state scenario.

The approved warehouse development was anticipated to generate approximately 218 vehicle movements in both the AM and PM peak hours.

Using a conservative peak-hour assumption, the Day 1 development is expected to generate up to 50 vehicle movements in each peak period, increasing to up to 113 vehicle movements under the end state development. Both scenarios represent a substantial reduction in traffic compared to the approved warehouse use.

The data centre is also expected to generate fewer heavy vehicle movements, with Hall Street access limited to emergency vehicles only. On this basis, the proposed development can be accommodated by the existing road network without adverse traffic or safety impacts.

Overall, the proposed data centre is not expected to result in any significant adverse impact on the safety or operation of Simcock Avenue or Hall Street or the surrounding road network.

9.4 Bicycle Parking Provision and Layout

'Data centre' is not a listed land use within Clause 52.34-5 of the Hobsons Bay Planning Scheme, and the proposal therefore does not trigger a statutory requirement to provide bicycle parking spaces on-site. However, a total supply of 30 bicycle parking spaces in the form of horizontal rails will be provided on site adjacent to the guard kiosk in the Day 1 development area. In addition, whilst there is no requirement for EoT facilities, these facilities will be provided on site.

9.5 Loading and Waste Collection Arrangements

The proposed crossovers and internal access roads have been designed to accommodate a 19 metres long articulate vehicle, which is the largest design vehicle that will require access to the site during operation. This vehicle can enter and exit the site via Simcock Avenue in a forward direction.

Loading, unloading and waste collection for the Day 1 development area will be accommodated via a dedicated on-site loading dock within Tech Building A and a secondary loading dock in Tech Building B in the end state development area. Swept path assessments confirm that the design can safely accommodate the largest anticipated service vehicle, being a 12.5-metre heavy rigid vehicle, entering, circulating within and exiting the site in a forward direction.

Waste collection will be undertaken by an 8.8-metre medium rigid vehicle accessing the same loading docks, which can be safely accommodated within the internal roadway and loading layout. Occasional heavy vehicle access is expected to be infrequent and limited to maintenance or replacement activities.

Overall, based on the assessment undertaken above, the proposed development is considered to be acceptable from the transport engineering perspective and is not expected to create adverse traffic or parking impacts in the wider network.

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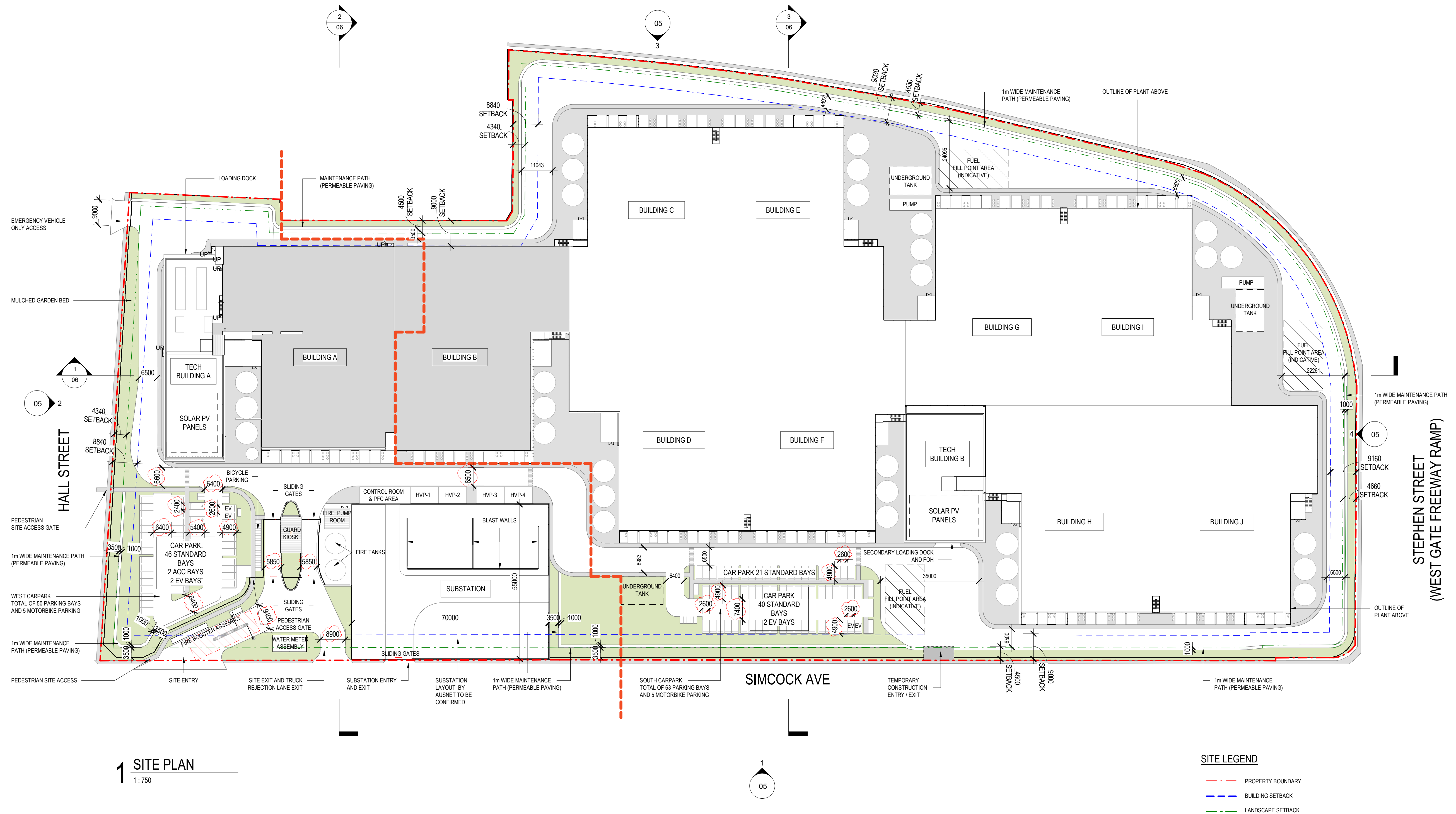
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Appendix A – Architectural Plan (Site Layout)

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PROJECT

GreenSquareDC Spotswood

44-76 SIMCOCK AVENUE
SPOTSWOOD VIC 3015

Scale

As indicated



DRAWING

SITE PLAN

PRINT DATE

22.07.2026

PROJECT STATUS

DEVELOPMENT APPLICATION

DRAWING NO.

MEL1-ST000-ARC-GBA-DRG-X-00-000004

Issue	Date	Description
1	06.02.2026	PLANNING APPLICATION
2	25.02.2026	PLANNING APPLICATION
3	27.02.2026	PLANNING APPLICATION
4	06.07.2026	PLANNING APPLICATION
5	22.07.2026	PLANNING APPLICATION

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GreenSquareDCTM

HOME OF AI

GreenSquareDC
LEVEL 3/143 MCGILL QUARIE STREET
SYDNEY NSW 2000 AUSTRALIA



Greenbox

A WOOLPERT COMPANY

GREENBOX ARCHITECTURE PTY LTD
LEVEL 22/88 FITZROY STREET
SYDNEY NSW 2000 AUSTRALIA

+61 2 8069 8930
ABN: 79 159 179 098
ISO 9001 CERTIFIED QUALITY SYSTEM

NOTES

- Use written dimensions only
- Do not scale from drawing
- Contractors shall confirm all dimensions on-site prior to commencing any work or producing any shop drawings
- All materials to be used in accordance with the manufacturer's specifications and instructions and shall comply with the relevant Australian Standards
- Copyright of this drawing and design remain the property of Greenbox Architecture Pty Ltd
- Nominated Architect - Gerard Page, NSW reg No.7247, Vic reg No.17664, QLD reg No.4538

NORTH



ISSUE

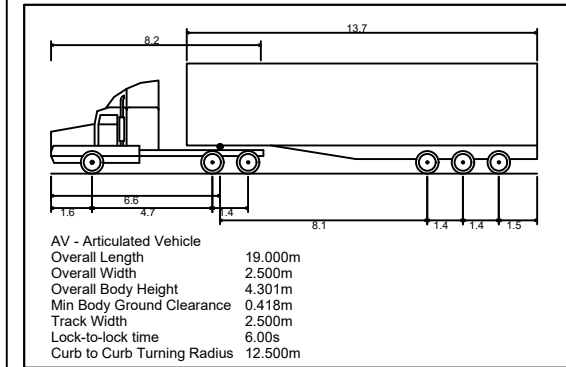
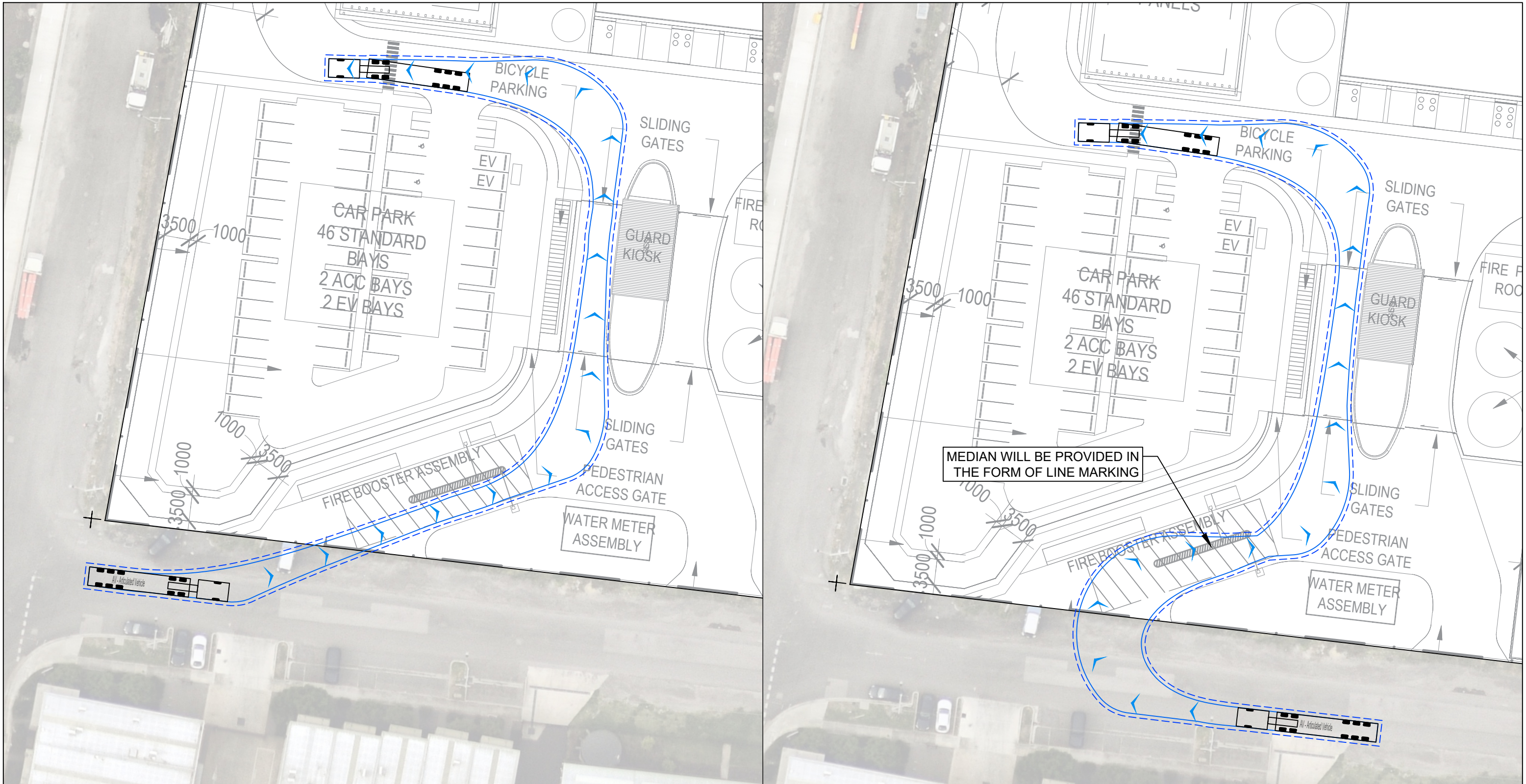
REV 5

A1

Appendix B – Swept Path Assessment

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LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

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19m ARTICULATED VEHICLE SITE ENTRY

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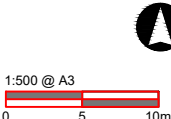
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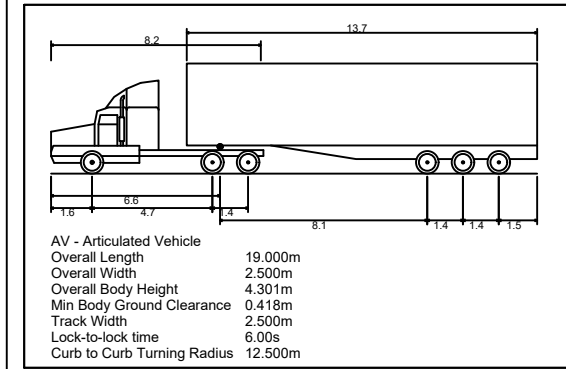
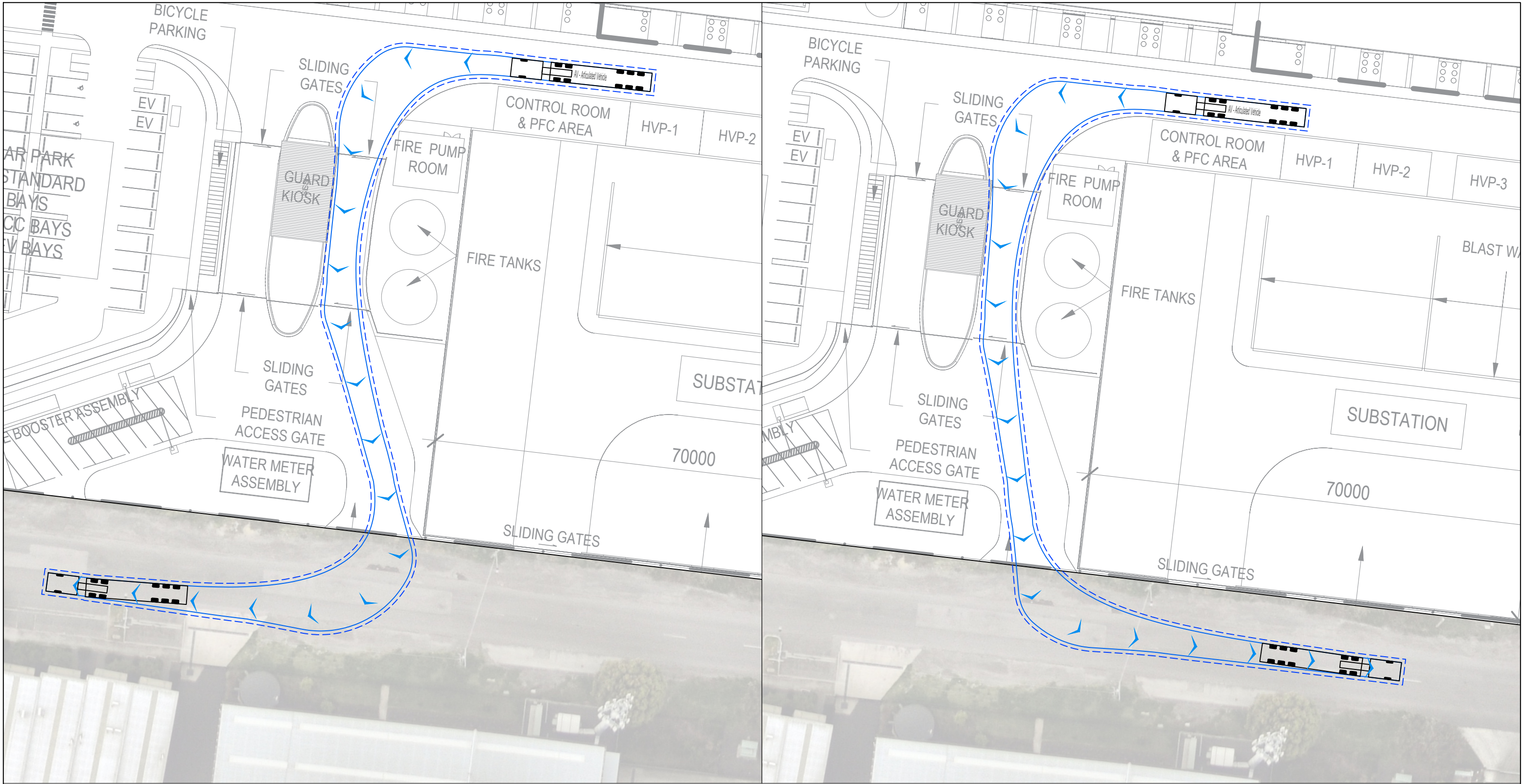
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REV	DESCRIPTION	DATE	BY	CHK	DATE
D	Swept Path Assessment	23/07/26	JT	KD	
C	Swept Path Assessment	07/07/26	JT	KD	
B	Swept Path Assessment	25/03/26	JT	KD	
A	Preliminary Issue	06/02/26	JT	KD	

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LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

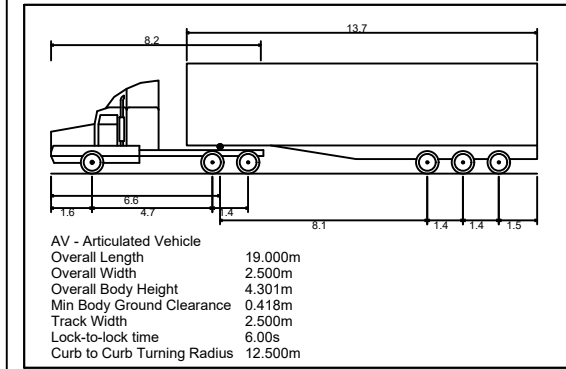
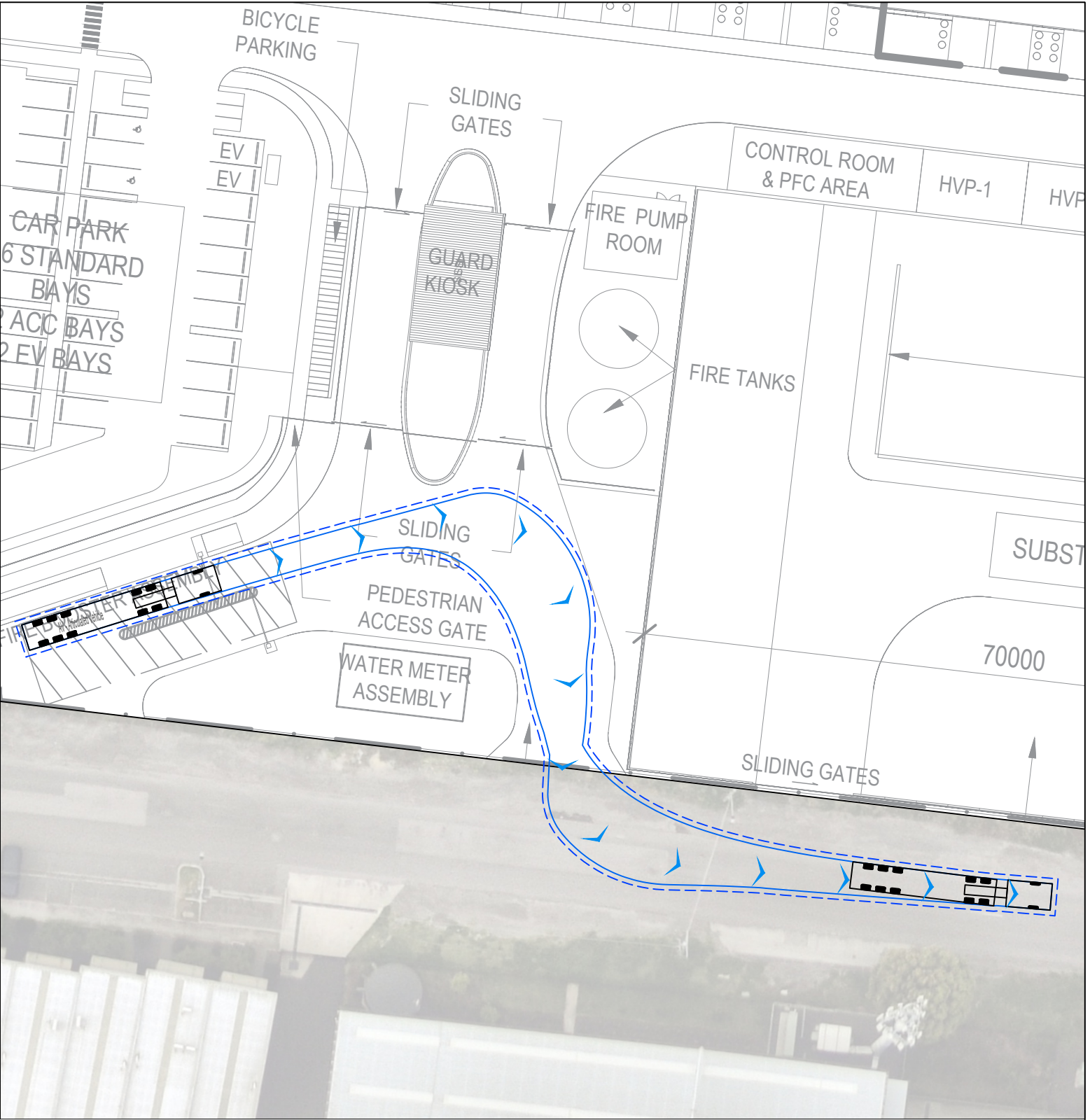
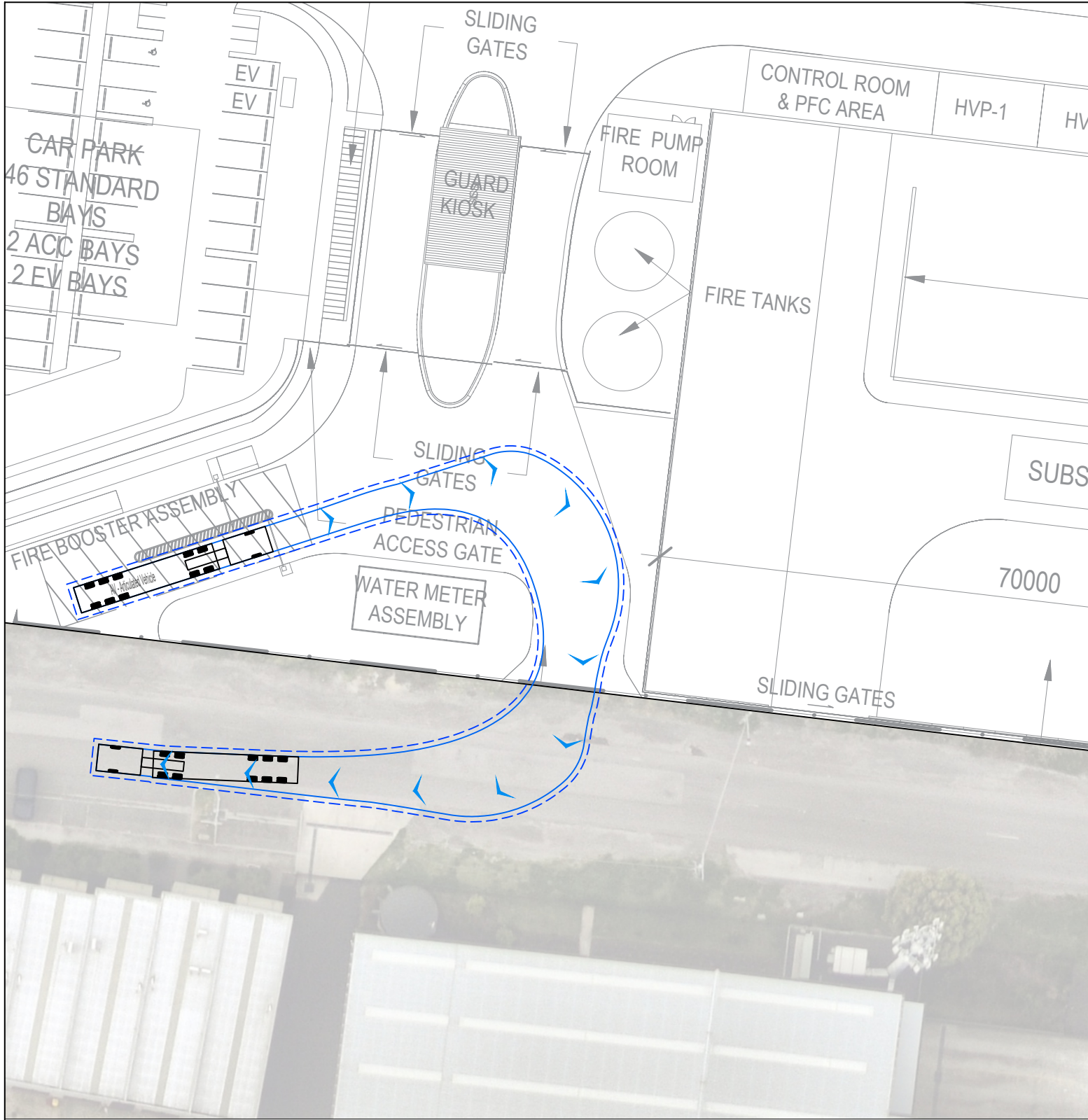
19m ARTICULATED VEHICLE SITE EXIT

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LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

19m ARTICULATED VEHICLE SITE REJECTION

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Swept Path Assessment

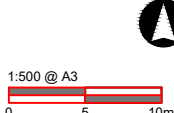
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ARCHITECTURAL DRAWING REF	
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DATE:	22/07/2026
NEARMAP IMAGE	
DATE:	10/12/2025

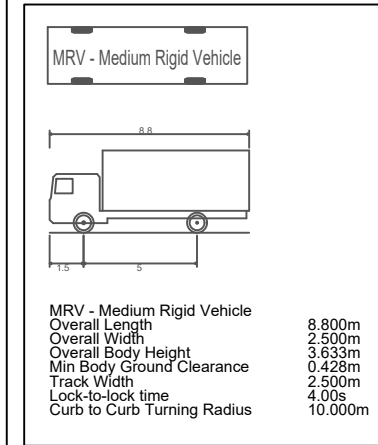
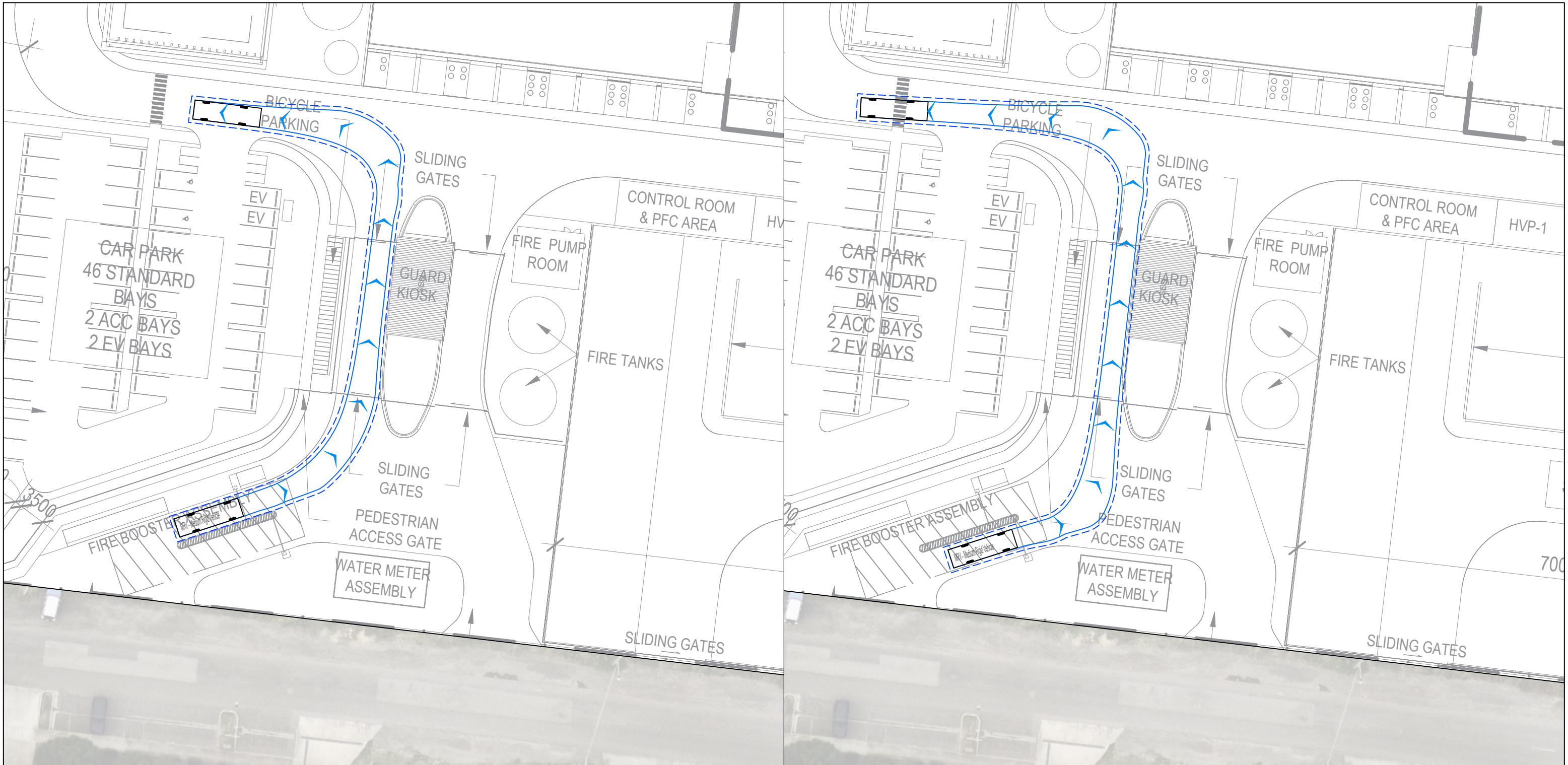
REV	DESCRIPTION	DATE
A	Preliminary Issue	06/02/26
B	Swept Path Assessment	25/03/26
C	Swept Path Assessment	07/07/26
D	Swept Path Assessment	23/07/26

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DATE 23/07/26
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LEGEND	
	500m BODY CLEARANCE
	VEHICLE BODY - FORWARD
	VEHICLE BODY - REVERSE

ADVERTISED PLAN

8.8m MEDIUM RIGID VEHICLE SITE ENTRY

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ARCHITECTURAL DRAWING REF	
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NEARMAP IMAGE	
DATE:10/12/2025	

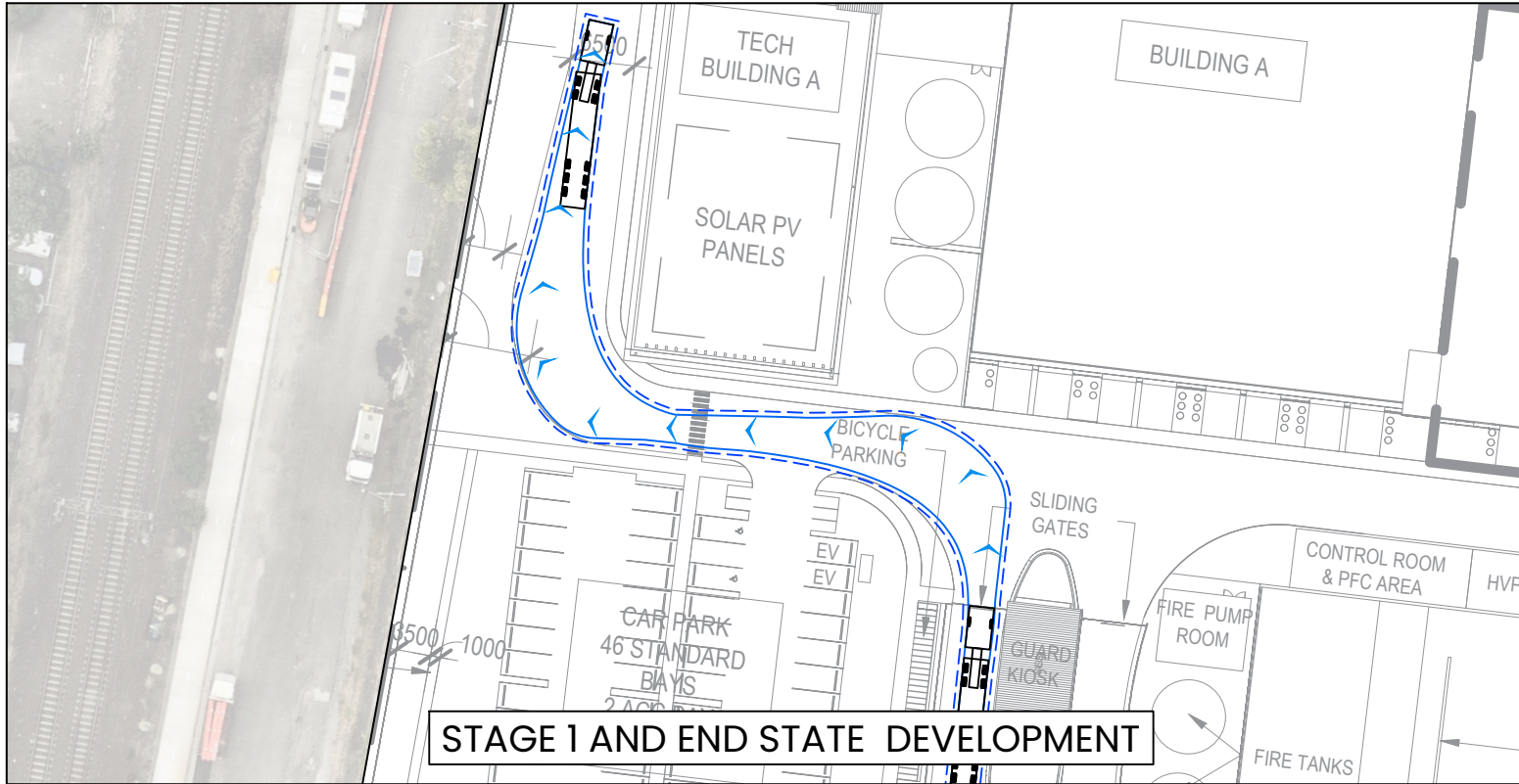
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D	Swept Path Assessment	JT KD 23/07/26
C	Swept Path Assessment	JT KD 07/07/26
B	Swept Path Assessment	JT KD 25/03/26
A	Preliminary Issue	JT KD 06/02/26

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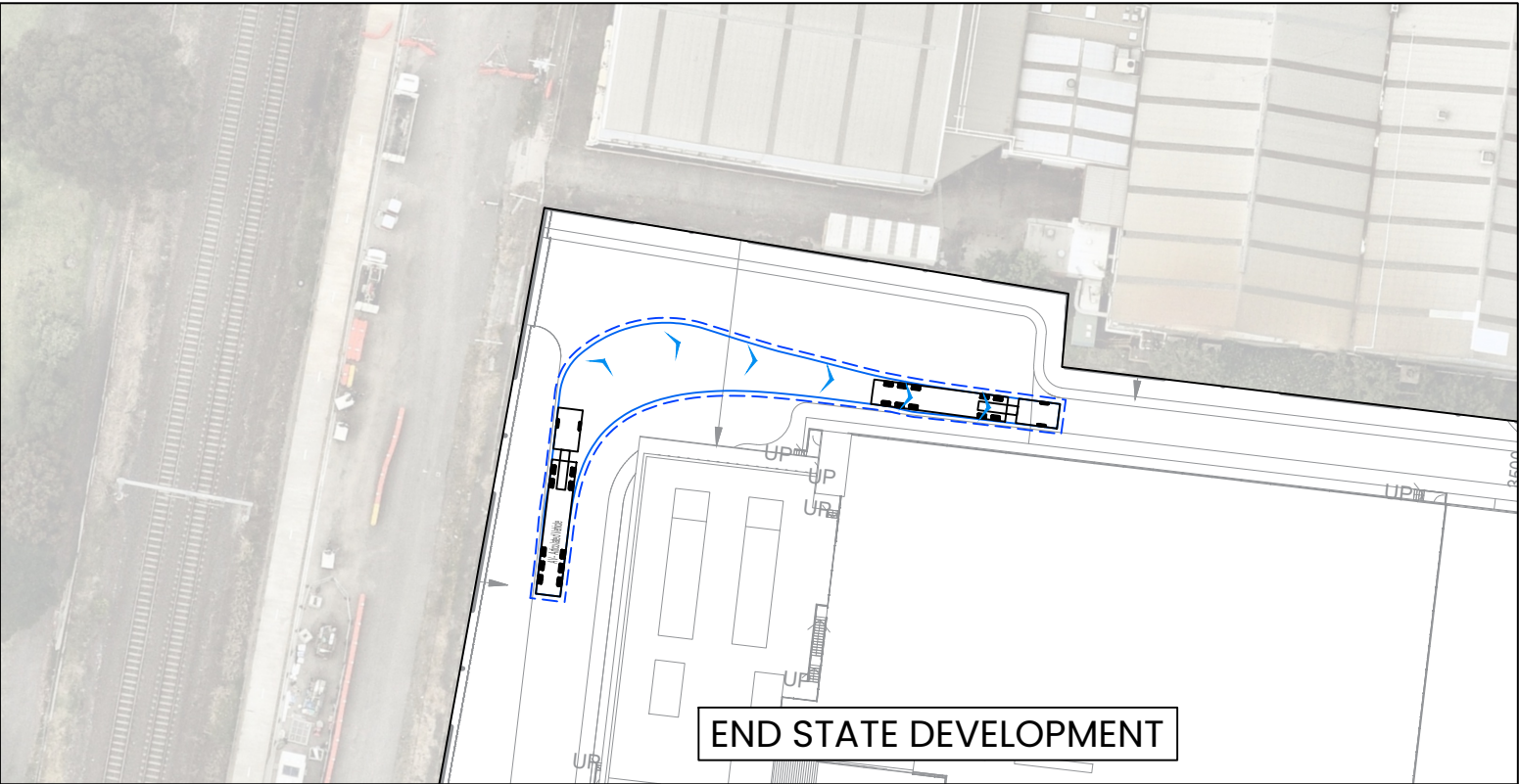
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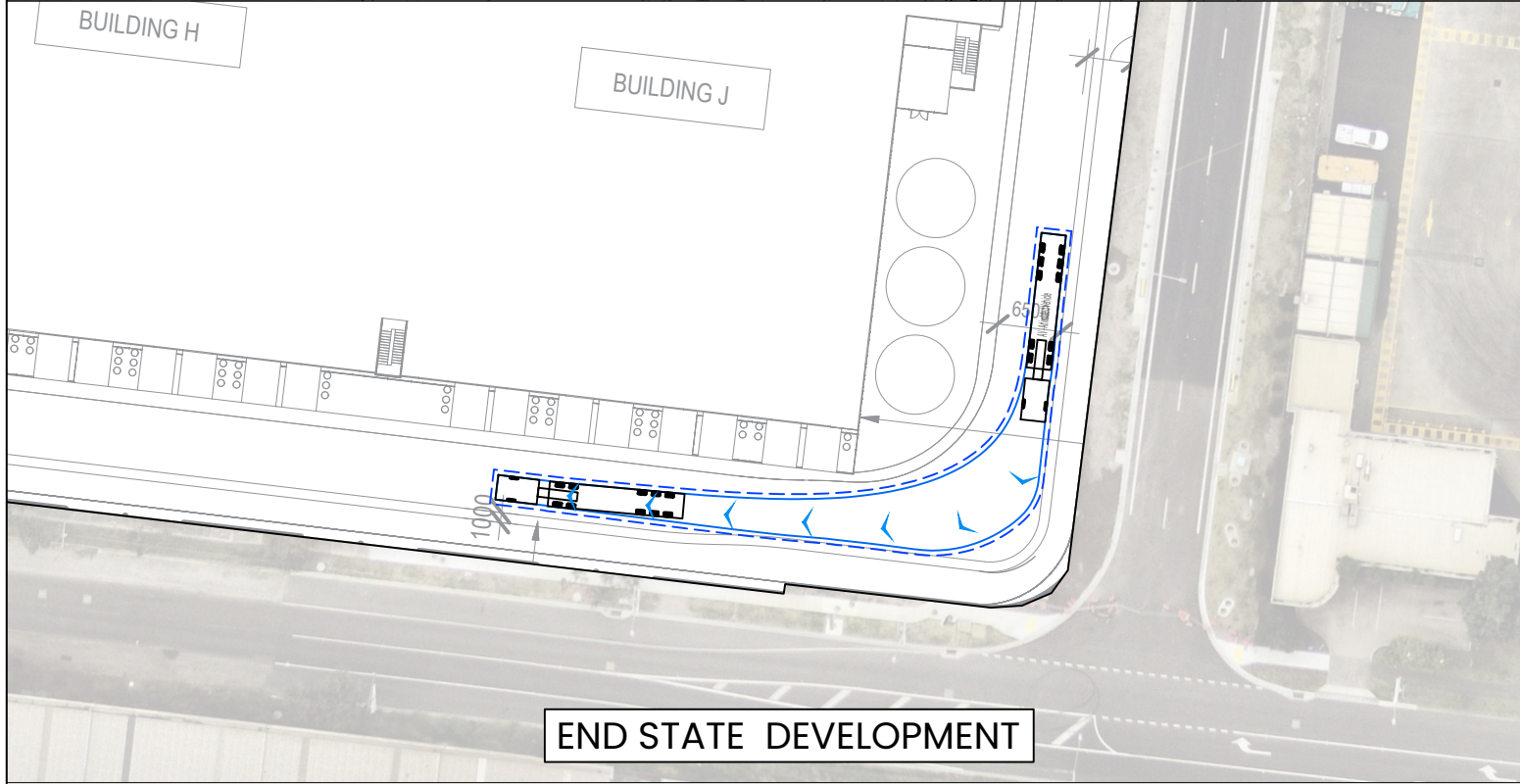
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DATE 23/07/26
REVISION D



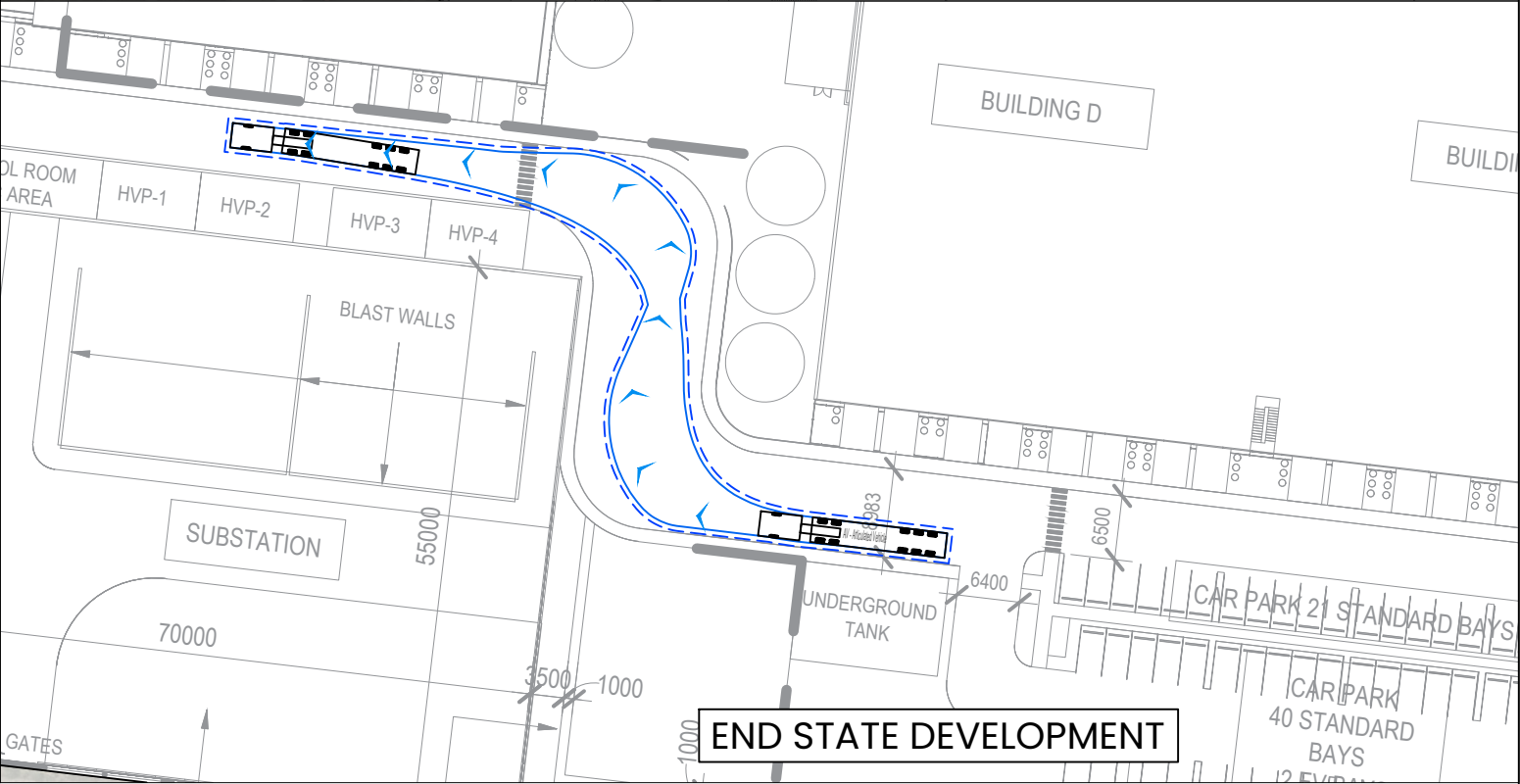
STAGE 1 AND END STATE DEVELOPMENT



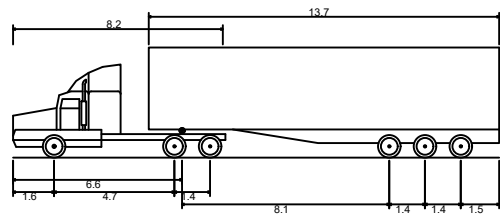
END STATE DEVELOPMENT



END STATE DEVELOPMENT



END STATE DEVELOPMENT



AV - Articulated Vehicle
Overall Length 19.000m
Overall Width 2.500m
Overall Body Height 4.301m
Min Body Ground Clearance 0.418m
Track Width 2.500m
Lock-to-lock time 6.00s
Curb to Curb Turning Radius 12.500m

LEGEND

- 500m BODY CLEARANCE
- VEHICLE BODY - FORWARD
- VEHICLE BODY - REVERSE

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19m ARTICULATED VEHICLE INTERNAL CIRCULATION

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Swept Path Assessment

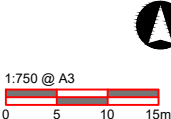
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ARCHITECTURAL DRAWING REF
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MEL1-ST000-ARC-GBA-DRG-X-00-00004-SITE PLAN
DATE: 22/07/2026
NEARMAP IMAGE
DATE:10/12/2025

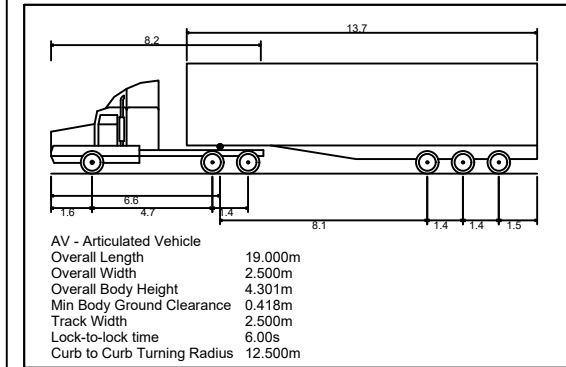
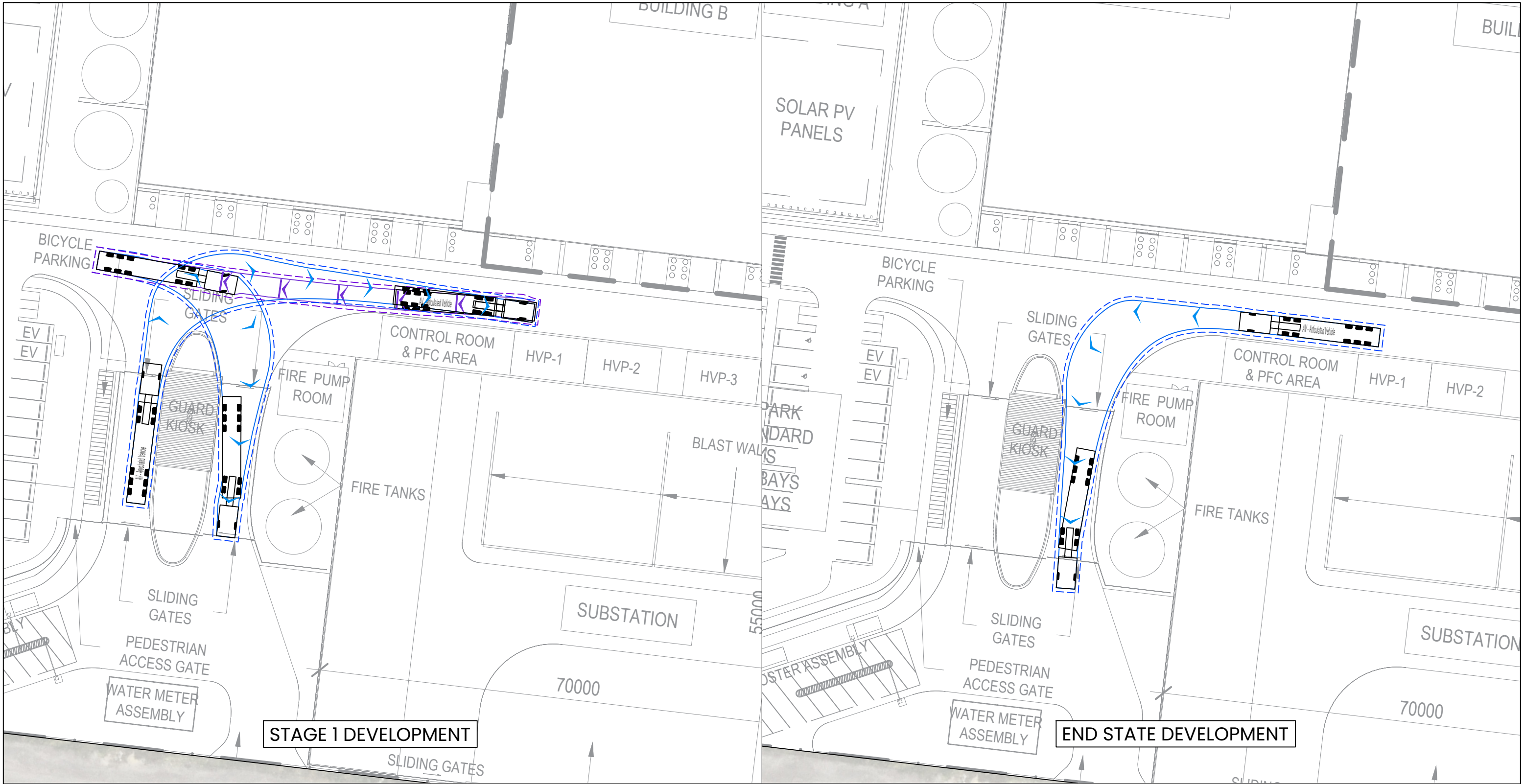
D	Swept Path Assessment	JT	KD	23/07/26
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B	Swept Path Assessment	JT	KD	25/03/26
A	Preliminary Issue	JT	KD	06/02/26
REV	DESCRIPTION	DWN	CHK	DATE

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DATE 23/07/26
REVISION D



LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

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19m ARTICULATED VEHICLE SITE EXIT

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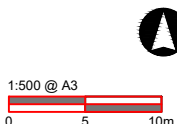
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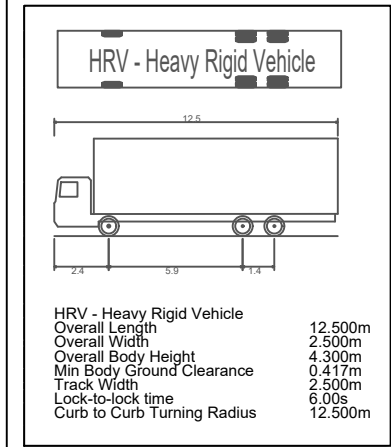
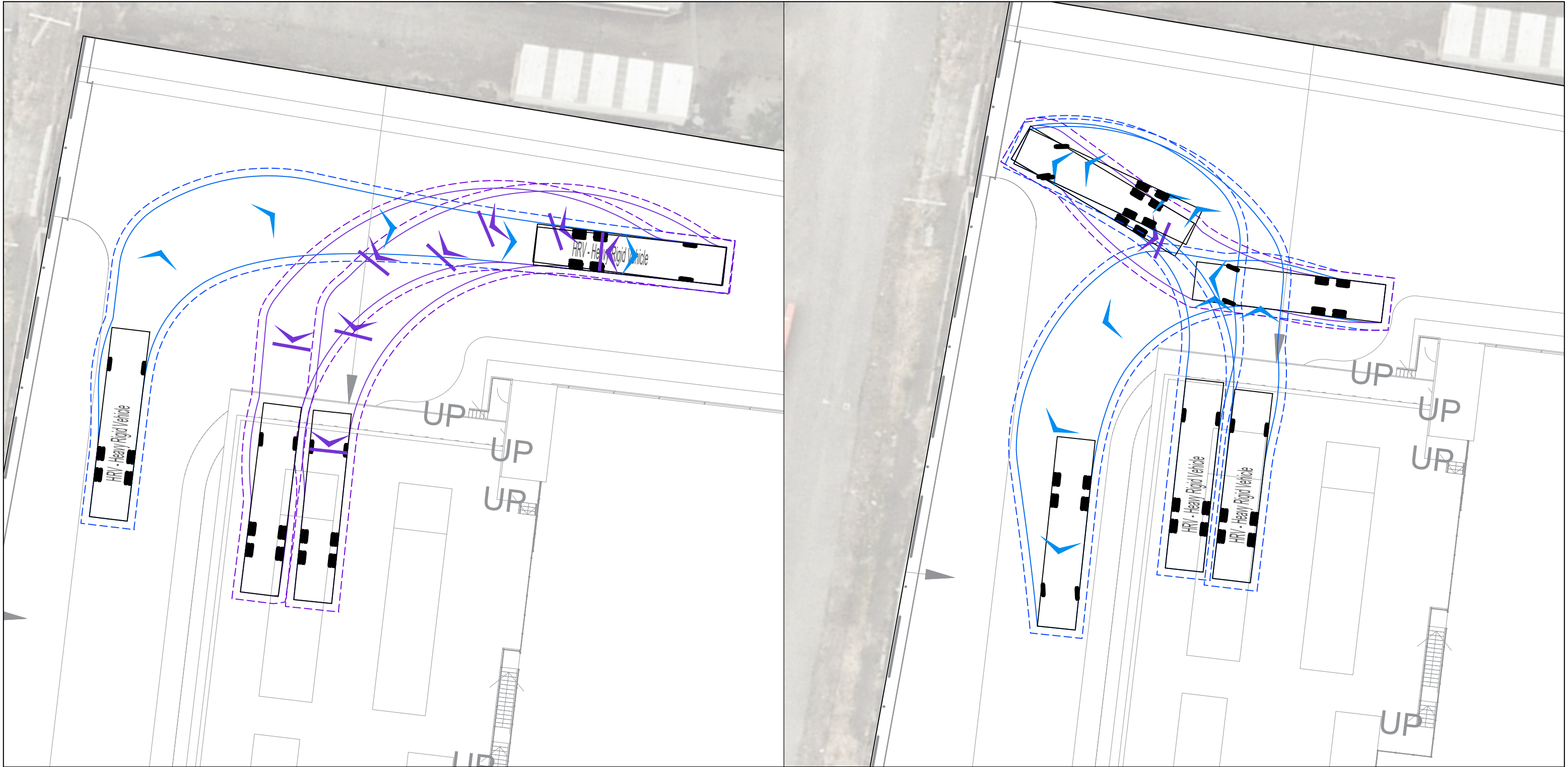
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LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

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12.5m HEAVY RIGID VEHICLE LOADING ACCESS

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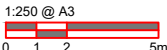
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MEL1-ST000-ARC-GBA-DRG-X-00-00004-SITE PLAN	
DATE: 22/07/2026	
NEARMAP IMAGE	
DATE:10/12/2025	

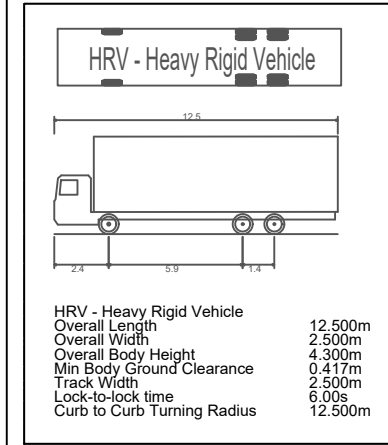
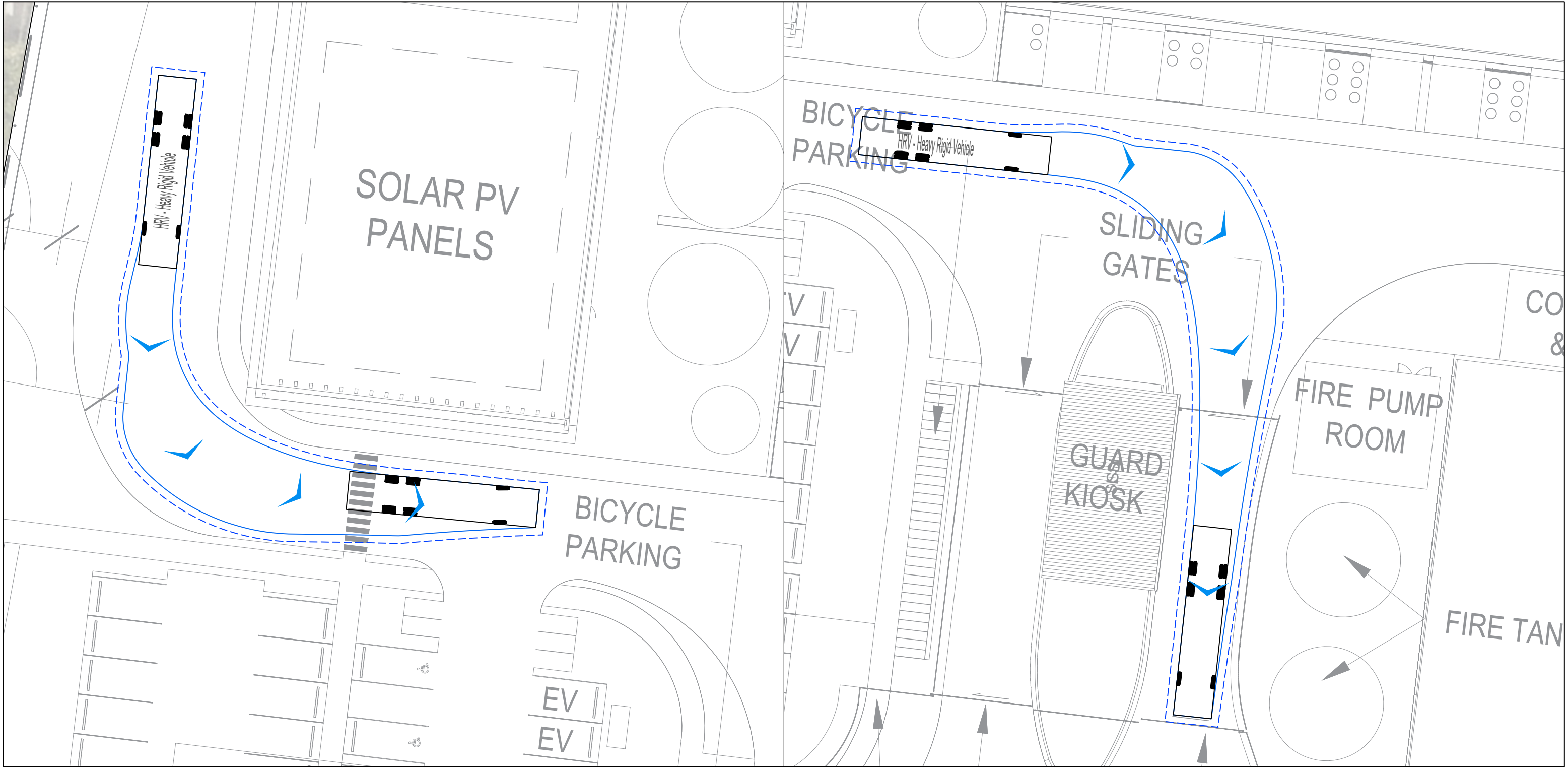
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07 OF 13	D



LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

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STAGE 1
12.5m HEAVY RIGID VEHICLE SITE EXIT MOVEMENT

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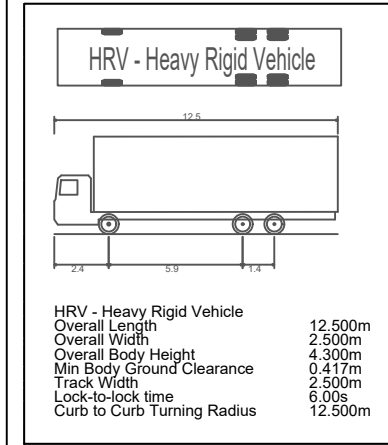
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1:250 @ A3
0 1 2 5m

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LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

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12.5m HEAVY RIGID VEHICLE LOADING ACCESS

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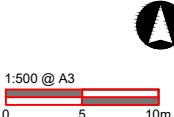
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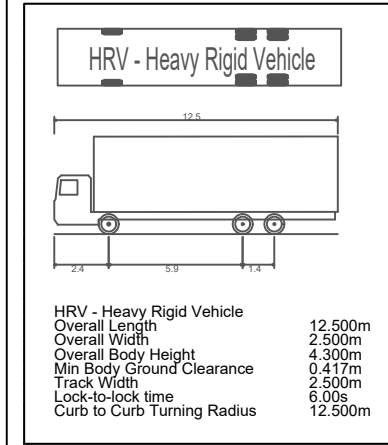
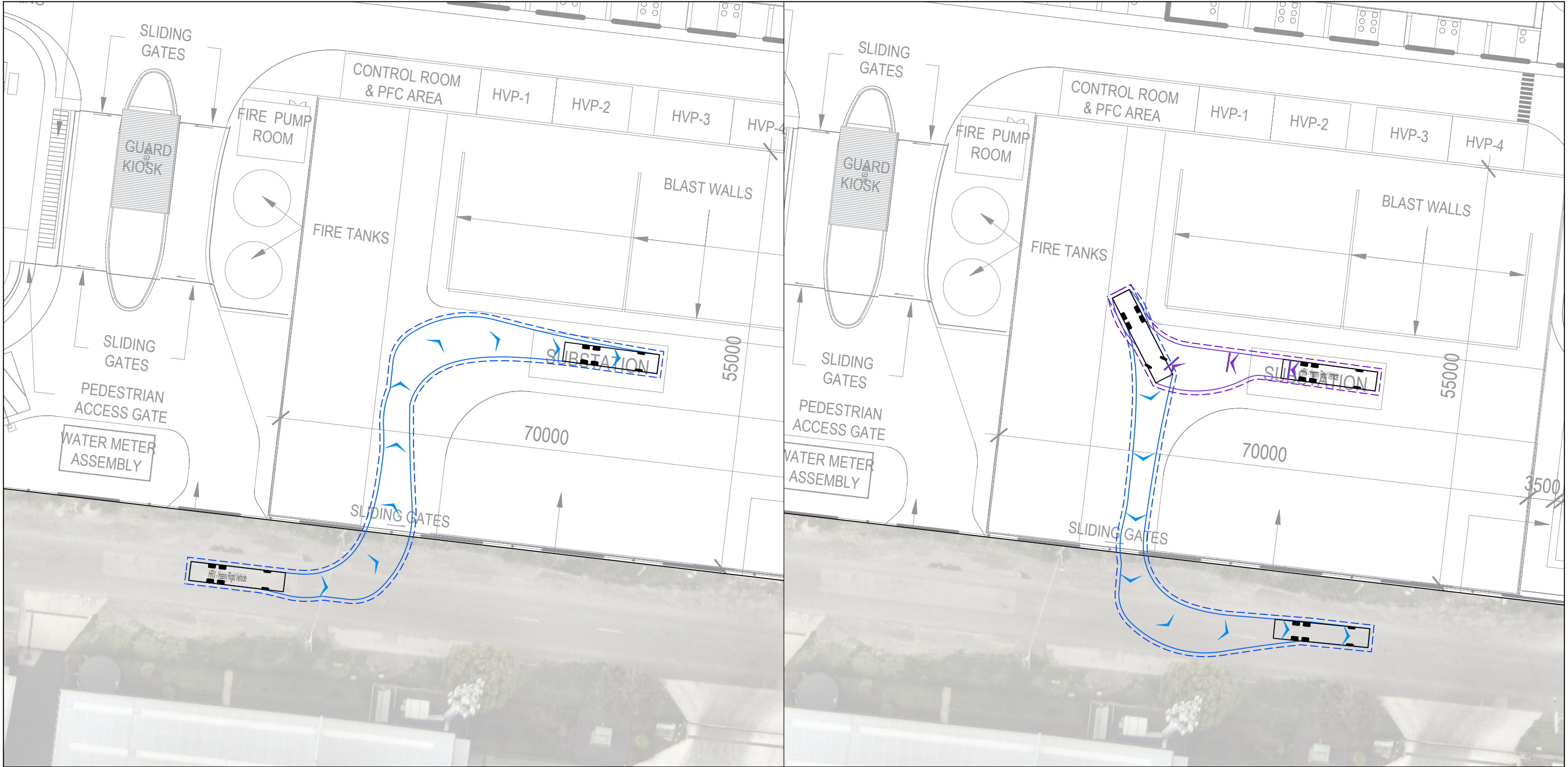
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LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

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12.5m HEAVY RIGID VEHICLE SUBSTATION ACCESS

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Swept Path Assessment

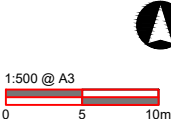
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ARCHITECTURAL DRAWING REF	
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MEL1-ST000-ARC-GBA-DRG-X-00-00004-SITE PLAN	
DATE: 22/07/2026	
NEARMAP IMAGE	
DATE:10/12/2025	

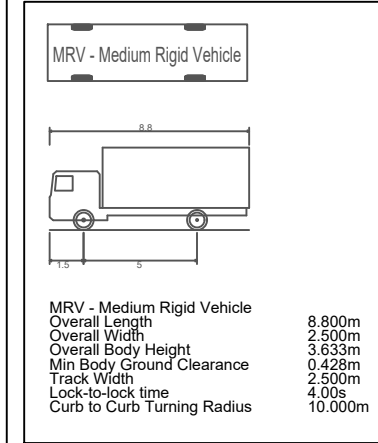
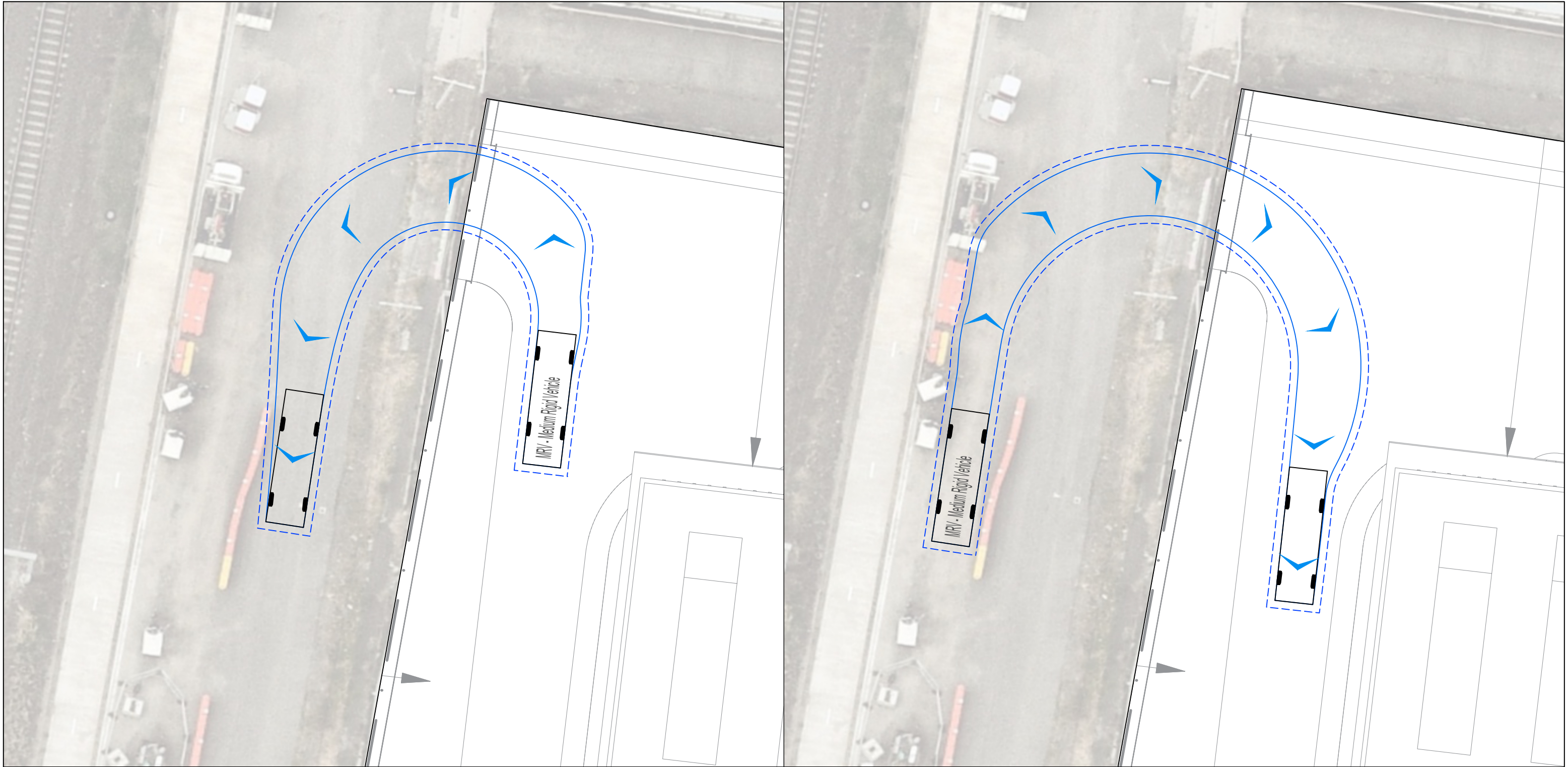
REV	DESCRIPTION	DATE
D	Swept Path Assessment	JT KD 23/07/26
C	Swept Path Assessment	JT KD 07/07/26
B	Swept Path Assessment	JT KD 25/03/26
A	Preliminary Issue	JT KD 06/02/26

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GreenSquareDC
Level 3/143 Macquarie Street
Sydney NSW 2000



PROJECT NO. P0058526
SHEET NO. 10 OF 13
DATE 23/07/26
REVISION D



LEGEND	
---	500m BODY CLEARANCE
---	VEHICLE BODY - FORWARD
---	VEHICLE BODY - REVERSE

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HALL STREET EMERGENCY ONLY ACCESS -
8.8m MEDIUM RIGID VEHICLE

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44-76 Simcock Avenue, Spotswood
Swept Path Assessment

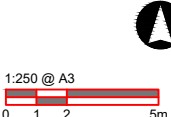
Olderfleet, Level 10, 477 Collins Street | Melbourne VIC 3000 AUSTRALIA | +61 3 8663 4888 | URBIS Pty Ltd | ABN 50 105 256 228

ARCHITECTURAL DRAWING REF	
DWG NAME:	
MEL1-ST000-ARC-GBA-DRG-X-00-00004-SITE PLAN	
DATE: 22/07/2026	
NEARMAP IMAGE	
DATE:10/12/2025	

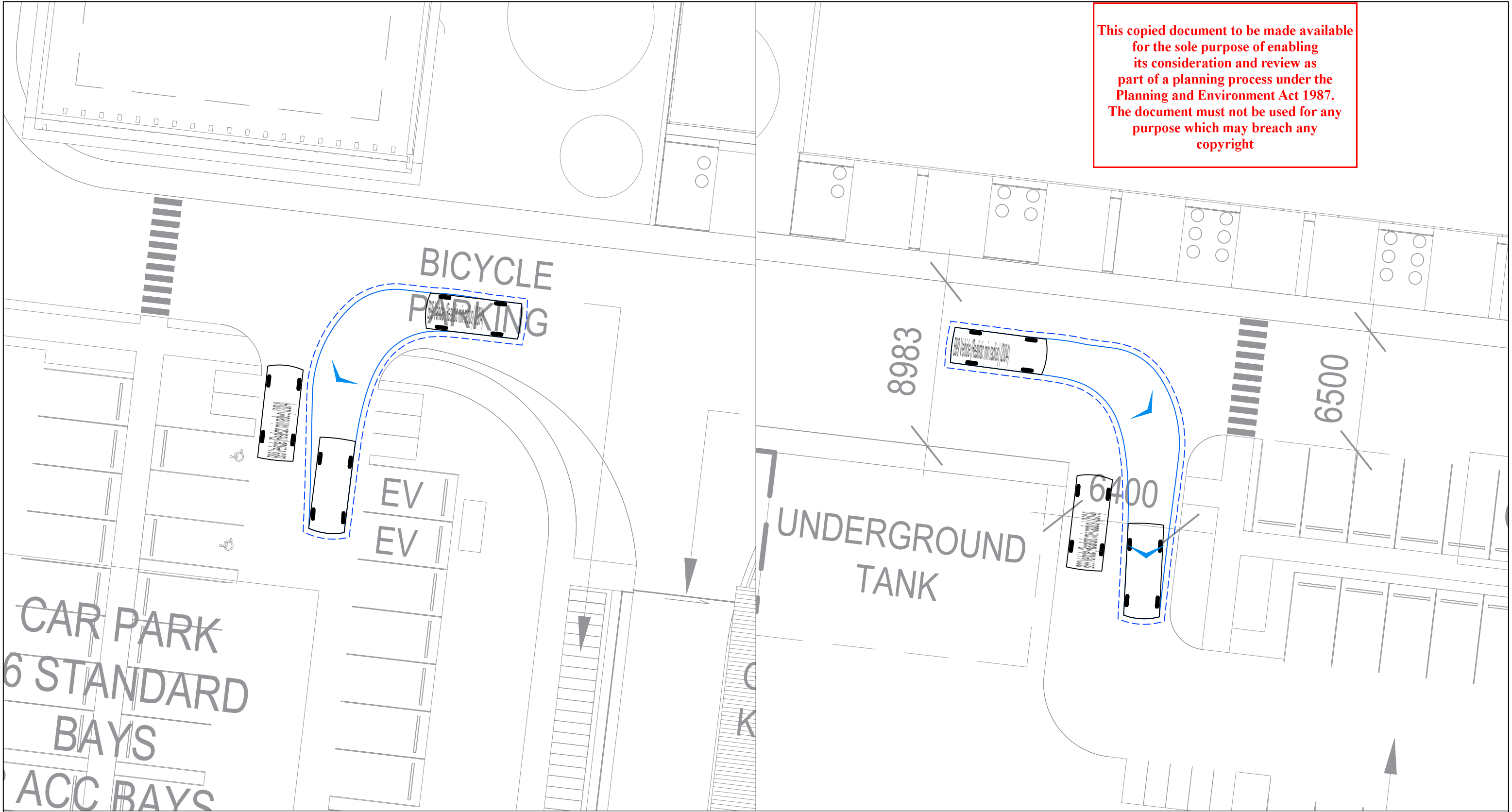
REV	DESCRIPTION	DTN	CHK	IDATE
D	Swept Path Assessment	JT	KD	23/07/26
C	Swept Path Assessment	JT	KD	07/07/26
B	Swept Path Assessment	JT	KD	25/03/26
A	Preliminary Issue	JT	KD	06/02/26

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DATE 23/07/26
REVISION D



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B99 Vehicle (2004)

B99 Vehicle (Realistic min radius) (2004)

Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	1.878m
Min Body Ground Clearance	0.272m
Track Width	1.840m
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6.250m

LEGEND

- 300m BODY CLEARANCE
- VEHICLE BODY - FORWARD
- VEHICLE BODY - REVERSE

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B99 CAR PARK CIRCULATION

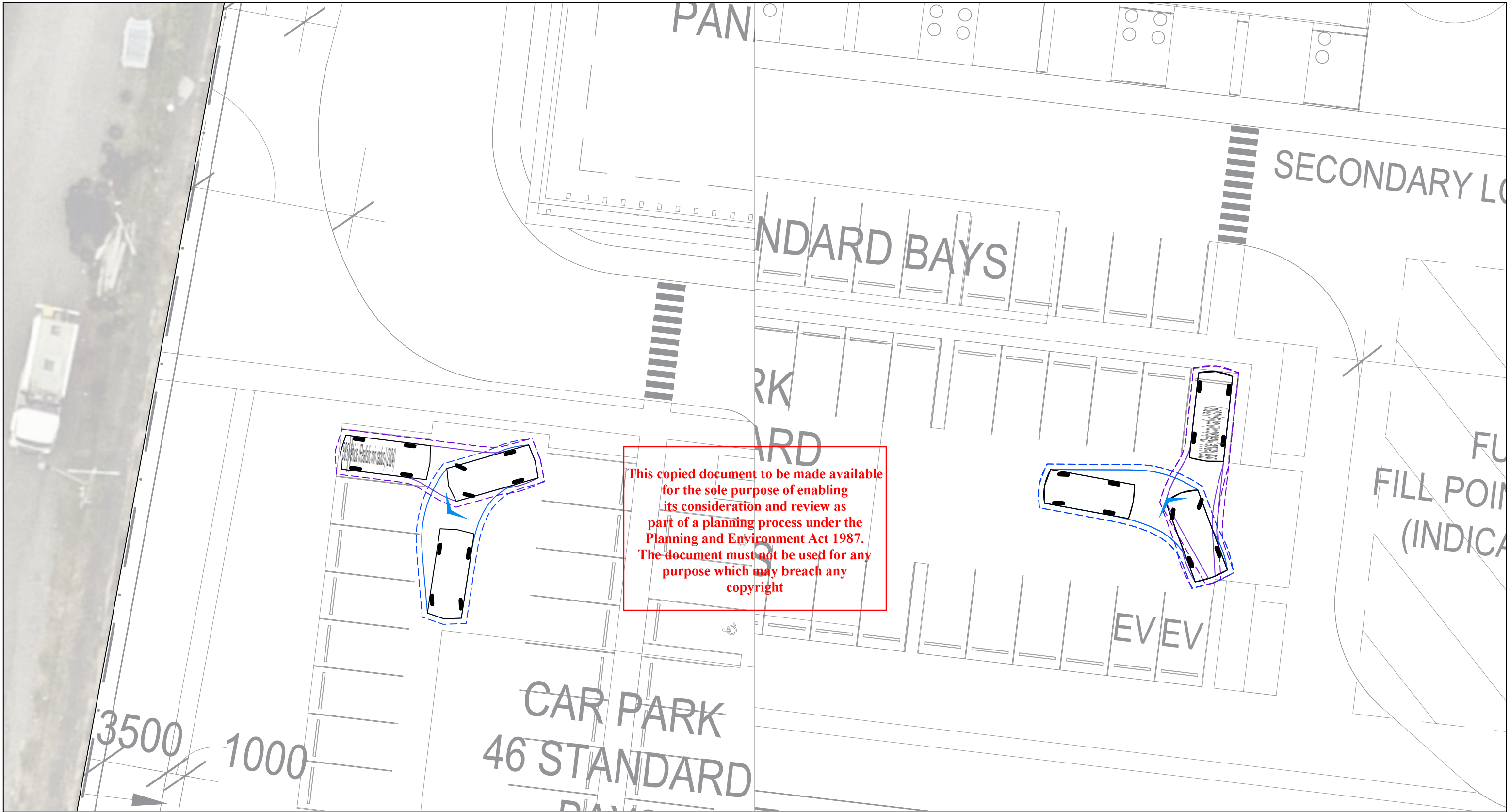
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D	Swept Path Assessment	JT	KD	23/07/26
C	Swept Path Assessment	JT	KD	07/07/26
B	Swept Path Assessment	JT	KD	25/03/26
A	Preliminary Issue	JT	KD	06/02/26
REV	DESCRIPTION	DNW	CHK	DATE

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Sydney NSW 2000



B85 Vehicle (2004)

B85 Vehicle (Realistic min radius) (2004)

Overall Length 4.910m

Overall Width 1.870m

Overall Body Height 1.421m

Min Body Ground Clearance 0.159m

Track Width 1.770m

Lock-to-lock time 4.00s

Curb to Curb Turning Radius 5.750m

LEGEND

300m BODY CLEARANCE

VEHICLE BODY - FORWARD

VEHICLE BODY - REVERSE

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B85 CRITICAL CAR SPACE ACCESS

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Appendix C – DTP Eligibility Letter (PAA-2025)

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Department of Transport and Planning

GPO Box 2392
Melbourne, VIC 3001 Australia
www.transport.vic.gov.au

Ref: PPA-2025

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Dear [REDACTED]

DEVELOPMENT FACILITATION PROGRAM PPA-2025 44-76 SIMCOCK AVENUE, SPOTSWOOD

Thank you for your pre-application submission to the Development Facilitation Program (DFP) within the Department of Transport and Planning (DTP) regarding the proposed use and development of land at the above address for a data centre.

Project eligibility

Under delegation of the Minister for Planning, I am writing to advise that a planning permit application for the proposal can be made under Category 1 Clause 53.22 of the Melton Planning Scheme on the basis that:

- The proposed land use ('data centre') is listed under Table 2 of Clause 53.22-1, and
- The proposed estimated cost of development cost exceeds \$20m.
- Information demonstrating the likely feasibility of the proposal has been provided to the satisfaction of the Minister for Planning, including written advice from the Chief Executive Officer (or delegate) of Invest Victoria.

Preliminary comments

A preliminary assessment of the proposal has been undertaken, and the following matters require further consideration or resolution as part of a formal application:

- Urbis have advised in correspondence to Council dated 22 June 2026 that there is a commitment to provide substantial public realm upgrades as part of the development, which would be delivered either through works in kind or a monetary

contribution. Please confirm the extent of public realm upgrades proposed and the mechanism to deliver so this can be conditioned accordingly on a future permit.

- Given the large size of the site, additional landscaping throughout the development should be incorporated (where practical). Landscaping should also be increased for the full length of the Hall Street frontage given the presentation to residential further west.
- Demonstrate canopy tree planting around the perimeter of the site and within car parking spaces. Ensuring there is adequate setback from the security fence and canopy trees to be provided.
- Council have mentioned that the Stormwater Management Plan should result in the same or improved stormwater management outcome when compared to the SWMS approved under PA210039. Ensure the SMP is updated to directly address how the proposal is achieving this. In addition, if natural or passive treatment systems for stormwater are not being adopted, include additional justification in the SMP regarding why.
- The proposal includes provision of underground tanks at various locations throughout the site. Given the site history and contamination, please seek further written advice from a suitably qualified consultant regarding how placement of these underground tanks will be managed so as not to disturb contaminated soils.
- DFP note that there is a s72 Amendment to the Planning and Environment Act 1987 progressed separately with Hobsons Bay City Council relating to permit PA230665 for early bulk earthworks and vegetation removal under Clause 52.17. At time of formal lodgement, please clarify and submit:
 - why Clause 52.17 of the Hobsons Bay Planning Scheme is triggered when the Ecolink Report in March 2026 states there is no native vegetation on site;
 - Amend and submit an updated Ecolink Report to depict the study area in question within the report; and
 - provide an update of the status of the s72 amendment.
- The EPA provided feedback on the proposal, seeking additional information and reporting. At time of formal lodgement, please submit the following:
 - the Environmental Noise Impact Assessment prepared by Aurecon (dated 13 March 2026) has deficiencies. Prior to formal lodgement, the Noise Assessment should be amended to address the EPA comments. This was shared with Urbis via email on 12 June 2026.
 - An air quality assessment needs to be supplied in relation to potential release of sulphur hexafluoride within switchgear and other electrical components associated with the use. This was shared with Urbis via email on 12 June 2026 and will need to be prepared and lodged at formal submission.
 - In accordance with the GED, EPA reinforces that the proponent must develop the site with the best available techniques and technologies (BATT). It is

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expected that the proponent identify how, at an early stage in the design, the proposal has been developed to minimise the risks of harm to human health and the environment so far as reasonably practicable.

- Additionally, the consideration and meeting of climate change and greenhouse gas emission requirements are obligations of the general environmental duty. EPA Publication 2048: Guideline for minimising greenhouse gas emissions provides advice for operators to help meet the responsibilities under the *Environment Protection Act 2017*.
- Worksafe advised a response will not be provided until formal lodgement of a planning permit application. However, they did specify that a draft emergency management plan will be required. This is likely to be conditioned on any planning permit that may issue for the use.
- No response was recorded from Fire Rescue Victoria, Greater Western Water. An application will be referred again once formal lodgement occurs. An application will be referred again once formal lodgement occurs (under s52 of the P&EA 1987).

Further information

In addition to the matters above, the following information is required to be submitted with a planning permit application:

- a. Certificates of title, including any encumbrances, covenants, and agreements (less than three months old).
- b. Metropolitan Planning Levy receipt of payment
- c. A revised Environmental Noise Impact Assessment, (as per the EPA comments)
- d. An air quality assessment (as per the EPA comments)
- e. Updated to the Ecolink Report (March 2026) to:
 - i. Depict the study area associated with the assessment
 - ii. Clarify why a permit is triggered under Clause 52.17 if no native vegetation is present on site.
- f. Amended plans that:
 - i. Provide a clear development summary including total GFA of each phase, total office space, total car parking etc
 - ii. Provide additional recesses or other mechanism to break up the built form of the proposed buildings, particularly along the interface to Hall Street and Simcock Avenue to reduce visual bulk when viewed from the street.
 - iii. address Council's concerns (as far as practicable) and a design response to the items raised by them.
 - iv. Clarify fencing materials to be used and height of fencing (noting Council requested this be metal picket fencing)
 - v. Include location of solar PV on the roofs of tech buildings
 - vi. Dimension entry and exit accessways, car parking spaces and car parking aisles.

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- vii. The location, details and dimensions of the proposed signage.
- viii. Location and details of any noise attenuation measures recommended by the Environmental Noise Impact Assessment.
- ix. Landscape Plan, cross sections to demonstrate adequate separation from security fence and canopy tree planting around perimeter.
- g. Town Planning Report and Waste Management Plan updated to ensure reference to Hobsons Bay City Council.
- h. Further information regarding the proposed underground tanks and how this will be managed given the soil contamination on-site.
- i. The Traffic Impact Assessment updated to:
 - i. confirm whether the accessway is proposed as one-way or two way traffic;
 - ii. include clarification on what truck restrictions will apply and what appropriate measures will be implemented to manage these restrictions at the site entry.
 - iii. Clarify car parking provision discrepancy between TIA and Architectural Plans
- j. SMP to be amended to include written justification for the use of proprietary stormwater treatment devices instead of natural or passive treatments systems considering long-term performance, environmental outcomes and lifecycle impacts.
- k. Formal response from Aurecon regarding local and low carbon materials to be used.
- l. Submission of Building Use Guidelines

All planning permit application materials must be formally submitted for assessment through the planning permit application portal. Documents submitted during the pre-application process will not automatically be included in the application.

To reduce the likelihood of receiving a request for further information, I encourage the project team to ensure that detailed design matters (such as building height and setbacks, finished floor levels, car parking and aisle widths, etc.) are accurately depicted in the application documents.

Please note that a comprehensive assessment against the requirements of the Hobsons Bay Planning Scheme and the *Planning and Environment Act 1987* has not yet been undertaken. All commentary is based on preliminary review, provided on a without prejudice basis and may be subject to change once full information is provided and assessed in detail.

Should you have any further queries in relation to this matter please contact [REDACTED]

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Yours sincerely



Date: 20/07/2026

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