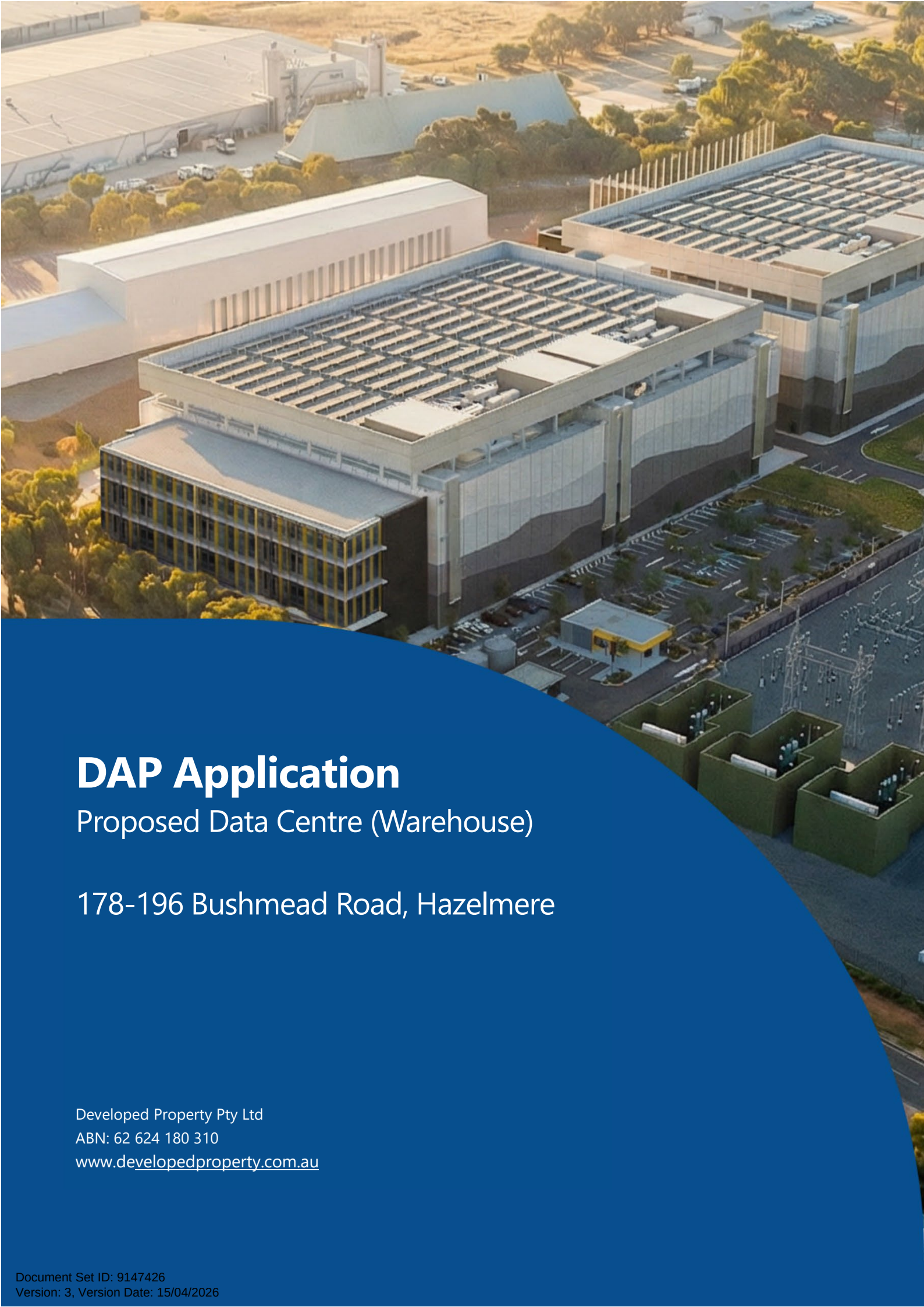




# DAP Application

Proposed Data Centre (Warehouse)

178-196 Bushmead Road, Hazelmere

Developed Property Pty Ltd

ABN: 62 624 180 310

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## Contents

|                                                                        |    |
|------------------------------------------------------------------------|----|
| Executive Summary .....                                                | 5  |
| 1. Introduction .....                                                  | 6  |
| 1.1. Pre-Lodgement.....                                                | 6  |
| 2. Development Background.....                                         | 8  |
| 2.1. Site Context.....                                                 | 8  |
| 2.2. Site History .....                                                | 10 |
| 2.3. Infrastructure Summary.....                                       | 12 |
| 3. Development Proposal.....                                           | 13 |
| 3.1. Built Form and Layout.....                                        | 13 |
| 4. Design Review Panel.....                                            | 15 |
| 4.1. Design Review Panel Meeting Minutes Response.....                 | 15 |
| 5. Design Performance.....                                             | 19 |
| 5.1. State Planning Policy 7.0 – Design Principles Assessment .....    | 19 |
| 6. Strategic Planning Framework .....                                  | 25 |
| 6.1. Planning & Development Act 2005 – Metropolitan Region Scheme..... | 25 |
| 6.2. Perth and Peel @ 3.5million.....                                  | 25 |
| 6.3. City of Swan Local Planning Strategy 2020 .....                   | 26 |
| 7. Statutory Planning Framework.....                                   | 27 |
| 7.1. Local Planning Scheme .....                                       | 28 |
| 7.2. Local Structure Plan - Hazelmere Enterprise Area 2022 (HEA) ..... | 29 |
| 7.3. State Planning Policies .....                                     | 30 |
| 7.4. Local Planning Policies.....                                      | 32 |
| 7.5. Additional Assessment Criteria.....                               | 32 |
| 8. Planning Assessment.....                                            | 33 |
| 8.1. Local Planning Scheme No. 17 – Special Use Zone 25.....           | 33 |
| 8.2. Special Use Zone 25 Provisions .....                              | 34 |
| 8.3. Land Use Assessment .....                                         | 36 |
| 8.4. Local Planning Policy Assessment .....                            | 37 |
| 9. Technical Considerations.....                                       | 41 |
| 9.1. Acoustic .....                                                    | 41 |
| 9.2. Arborist & Landscape.....                                         | 41 |
| 9.3. Bushfire .....                                                    | 41 |
| 9.4. Geotechnical .....                                                | 41 |
| 9.5. Sustainability.....                                               | 41 |
| 9.6. Traffic .....                                                     | 42 |
| 9.7. Wastewater.....                                                   | 42 |
| 10. Matter for Due Regards .....                                       | 43 |

|                     |    |
|---------------------|----|
| 11. Conclusion..... | 46 |
|---------------------|----|

## Table of Figures

|                                                                                             |    |
|---------------------------------------------------------------------------------------------|----|
| Figure 1: Perspective .....                                                                 | 7  |
| Figure 2: Subject Site (MNG Access 2026).....                                               | 8  |
| Figure 3: Local Context Map .....                                                           | 10 |
| Figure 4: Streetscape – as seen from existing crossover .....                               | 11 |
| Figure 5: Streetscape – intersection of abutting lots - No. 196 and No. 178.....            | 11 |
| Figure 6: Proposed Site Plan .....                                                          | 14 |
| Figure 7: Extract of Perth & Peel @ 3.5million – Employment by industry 2011 and 2050 ..... | 25 |
| Figure 8: Northern Aspect Massing.....                                                      | 27 |
| Figure 9: Extract of Local Planning Scheme Map (PlanWA) .....                               | 28 |
| .....                                                                                       | 29 |
| Figure 10: Extract of Local Structure Plan .....                                            | 29 |
| Figure 11: Extract of Bushfire Prone Vegetation Mapping (PlanWA).....                       | 30 |
| Figure 12: Extract of Land Use Mapping (Perth Airport 2026) .....                           | 31 |
| Figure 13: Perspective.....                                                                 | 39 |
| Figure 14: Perspective.....                                                                 | 42 |

## Table of Tables

|                                                    |    |
|----------------------------------------------------|----|
| Table 1: General Site Details.....                 | 8  |
| Table 2: Infrastructure Summary Table.....         | 12 |
| Table 3: Development Proposal Summary.....         | 13 |
| Table 6: Local Planning Strategy Objectives.....   | 26 |
| Table 7: Statutory Planning Framework Summary..... | 27 |
| Table 8: Zone Assessment.....                      | 33 |
| Table 9: Zone Assessment.....                      | 36 |
| Table 10: Land Use Assessment .....                | 36 |
| Table 11: Assessment Table .....                   | 38 |
| Table 12: Parking Assessment Table.....            | 39 |
| Table 13: Matters for Due Regard Assessment .....  | 45 |

## Attachments

1. Application Forms and Supporting Information
2. Development Plans
3. Acoustic Report
4. Arborist Report
5. Bushfire Report
6. Geotechnical Report
7. Sustainability Report
8. Traffic Report
9. Wastewater Report
10. Landscaping Plan
11. Fire Management Plan
12. Hydraulic Report
13. Contour Feature Survey

## Version Control

| Date             | Author | Approved    | Version   |
|------------------|--------|-------------|-----------|
| 24 February 2026 | MS     | DP          | 1         |
| 27 February 2026 | MS     | DP          | 2         |
| 05 March 2026    | MS     | DP/External | 3         |
| 13 March 2026    | MS     | DP          | Lodgement |

## Project Team

|                                                                                     |                                                                                     |                                                                                     |                                                                                      |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
|    |    |   |   |
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|    |    |   |   |
| <b>Urbii</b>                                                                        | <b>Terras</b>                                                                       | <b>Arbor Logic</b>                                                                  | <b>Envision</b>                                                                      |
| <b>Traffic</b>                                                                      | <b>Landscape</b>                                                                    | <b>Arborist</b>                                                                     | <b>Bushfire</b>                                                                      |
|   |   |  |  |
| <b>Tadros</b>                                                                       | <b>Vector Alliance</b>                                                              | <b>Galt Geotechnics</b>                                                             | <b>E-Lab</b>                                                                         |
| <b>Civil</b>                                                                        | <b>Fire</b>                                                                         | <b>Geotechnical</b>                                                                 | <b>Acoustics</b>                                                                     |
|  |  |                                                                                     |                                                                                      |
| <b>Veris</b>                                                                        | <b>Collective Engineering</b>                                                       |                                                                                     |                                                                                      |
| <b>Spatial</b>                                                                      | <b>Hydraulics</b>                                                                   |                                                                                     |                                                                                      |

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- ii. use of, or reliance upon, this report in relation to any land other than the subject site; or
- iii. the Client's implementation, or application, of the strategies recommended in this report.

## Executive Summary

This report has been prepared by Developed on behalf of the landowners Canberra Data Centres Pty Ltd. The application is to facilitate an industrial development, comprising of a four-storey Data Centre (Warehouse), ancillary incidental structures (Substation and Offices) at No. 178 and No. 196 Bushmead Road, Hazelmere.

The subject site is located within the broader Hazelmere Enterprise Area Structure Plan (HEASP), which identifies land as Industrial and provides a blueprint for Metropolitan Region Scheme and Local Planning Scheme rezoning. The land is designated as Light Industrial in accordance with the HEASP, which required the land to be Light Industry to establish a 200m light industrial buffer between the General Industrial zone and the Residential and Rural Residential land to the west.

The proposed development aligns with the purpose and direction of the Special Use Zone in accordance with the City of Swan Local Planning Scheme No. 17 and reinforces the strategic objectives of the City's Local Planning Strategy and overall planning framework.

The proposal seeks to deliver an outcome oriented for consistent land use on an underutilised site and represents a high-quality redevelopment outcome. The architectural application presents point of interest, street-oriented built form that improves amenity, legibility, and passive surveillance of the development site.

This report demonstrates the planning merit of the application by providing:

- A clear appraisal of the site's immediate, local, and strategic context.
- A detailed description of the proposed development and its functional layout.
- An explanation of the architectural narrative and an assessment against the Principles of Good Design in State Planning Policy 7.0.
- An assessment against the applicable State and Local Government planning framework.

## 1. Introduction

Developed on behalf of the landowners of No. 178 and No. 196 Bushmead Road, Hazelmere, have proposed an industrial development, comprising of a four-storey Data Centre (Warehouse) and ancillary structures (Substation) inclusive of multiple associated power generators and front of house offices, with an incorporated staff and guest car park.

The development proposal seeks to approve a warehouse land use, which is highly consistent with the planning objectives for the Hazelmere locality and is conducive with the nature of established land uses. Despite being in a zone that typically requires a Local Structure Plan, the City of Swan has confirmed that due to the permissible nature and clear intended outcome, the requirement and absence of one will not preclude support of the intended planning proposal.

### 1.1. Pre-Lodgement

The development proposal has undergone extensive review, with initial preliminary advice sought on the 16<sup>th</sup> of March 2022 with the City of Swan. Since such time, the landowners, Canberra Data Centres Pty Ltd purchased the subject site with the confidence that the site could accommodate a data centre development. Additional pre-lodgement advice was sought during this time for the preparation of a Development Assessment Panel (DAP) application through a face-to-face meeting with the City of Swan, landowners, design team and Developed. The initial feedback and correspondence between the City, the landowners and proponent, formed the basis of the development proposal.

#### 1.1.1. Design Review Panel Pre-Lodgement

The City had further encouraged the pre-lodgement consideration of the Design Review Panel (DRP). In anticipation, the appointed Architect EJE prepared a high-level review of State Planning Policy 7.0's assessment of the 10 design principles to further bolster the development as a positive design outcome for the Hazelmere locality. In addition to architectural design, expert technicians have been appointed to provide planning, design, landscape and operational advice for transport, waste, and sustainability measures.

The DRP meeting was undertaken on the 17<sup>th</sup> of February 2026 with a positive response from the Chair and panel. This in part has demonstrated that the proposal is of an appropriate built form, a quality design, resulting in an overall development proposal that is appropriate for development approval.

Due to the supportive response and pre-lodgement process of the City of Swan, the proposed Data Centre application is presented in anticipation for approval, subject to suitable conditions.

## 1.1.2. Previously Determined Comparable Applications

The subject site has a pre-existing DAP Determination (MOJAP/153) issued in February 2022 for a \$9.585 million warehouse development. The development did not eventuate and has since lapsed. The previous application sought a similar scale development. Since such time there have been no additional approvals.

## 1.1.3. Other Determined Comparable Applications

A recent DAP Determination (MODAP/11) of similar land use (warehouse) and scale was issued in May 2024. Coincidentally, the application was endorsed for a competitor Data Centre company. The endorsement of this type of development is evidence that the City of Swan and the community can support the application.



**Figure 1: Perspective**

## 2. Development Background

### 2.1. Site Context

| General Property Details                 |                                                                                                                                                                                                                                                                                                               |
|------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Property Address                         | No. 178 (Lot 1) & 196 (Lot 82) Bushmead Road, Hazelmere                                                                                                                                                                                                                                                       |
| Lot Size                                 | No. 178 – 10,001m <sup>2</sup> and No. 196 - 39,869m <sup>2</sup> – <b>Total 49,870m<sup>2</sup></b>                                                                                                                                                                                                          |
| Current Use                              | Vacant Land (Special Use Zone 25)                                                                                                                                                                                                                                                                             |
| Owner                                    | Canberra Data Centres Pty Ltd                                                                                                                                                                                                                                                                                 |
| Local Government                         | City of Swan                                                                                                                                                                                                                                                                                                  |
| No. 196 Bushmead Road – Site Description | <p>Single road frontage to Bushmead Road to the north (150m frontage). The site is heavily industrialised and only has notable vegetation within the verge. The site has small water body, likely due to flooding inundation.</p> <p>There is a consistent natural ground level of approximately 1 metre.</p> |
| No. 176 Bushmead Road – Site Description | <p>Single road frontage to Bushmead Road to the north (99m frontage). The site is heavily industrialised and only has notable vegetation within the verge.</p> <p>There is a consistent natural ground level of approximately 1 metre.</p>                                                                    |

Table 1: General Site Details



Figure 2: Subject Site (MNG Access 2026)

## 2.1.1. Site Summary

The development site is located within a Special Use Zone (No. 25) of the City of Swan Local Planning Scheme No. 17 and is further defined by a Light Industrial land use within the City's Hazelmere Enterprise Area Structure Plan (October 2011).

The subject site is allocated at No. 178 and No. 196 Bushmead Road, Hazelmere. It is the intention to amalgamate both lots subject to this approval prior to occupancy. For the purpose of this planning report, No. 196 shall be referred to as the primary subject site, as No. 178 is proposed to be developed for the purposes of a substation. The final design is subject to a future application as the design is subject to Western Powers design guidelines and pre-lodgement input.

The subject site has a frontage of 150.88m and a depth of approximately 280m. As indicated by the Regional and Local Context Map, the subject site is located in the east of the town site and is framed by Roe Highway to the east and Great Eastern Highway Bypass to the south, in a formal industrial precinct.

Development within the immediate locality has historically been large-scale industrial/commercial development. It is unlikely that the locality will transition into any land use other than industrial or commercial. The subject site is located approximately 13km to Perth Central Business District, 3km from Perth International Airport and 25km to Fremantle. Although situated in the east of Perth, the site is well positioned to most notable infrastructure and transport nodes.

The most notable landmark is Perth Airport located approximately 3km south. Other notable landmarks are Midland Town Centre approximately 1.8km to the north and a series of High Frequency Bus routes 277/278/290/291/301(<100m walkable catchment zone).

There are no site burdens or easements located at the development site, which enables the lawful access into each of the sites. The road verge has regulated trees to be considered for retention and does not include any other notable features.

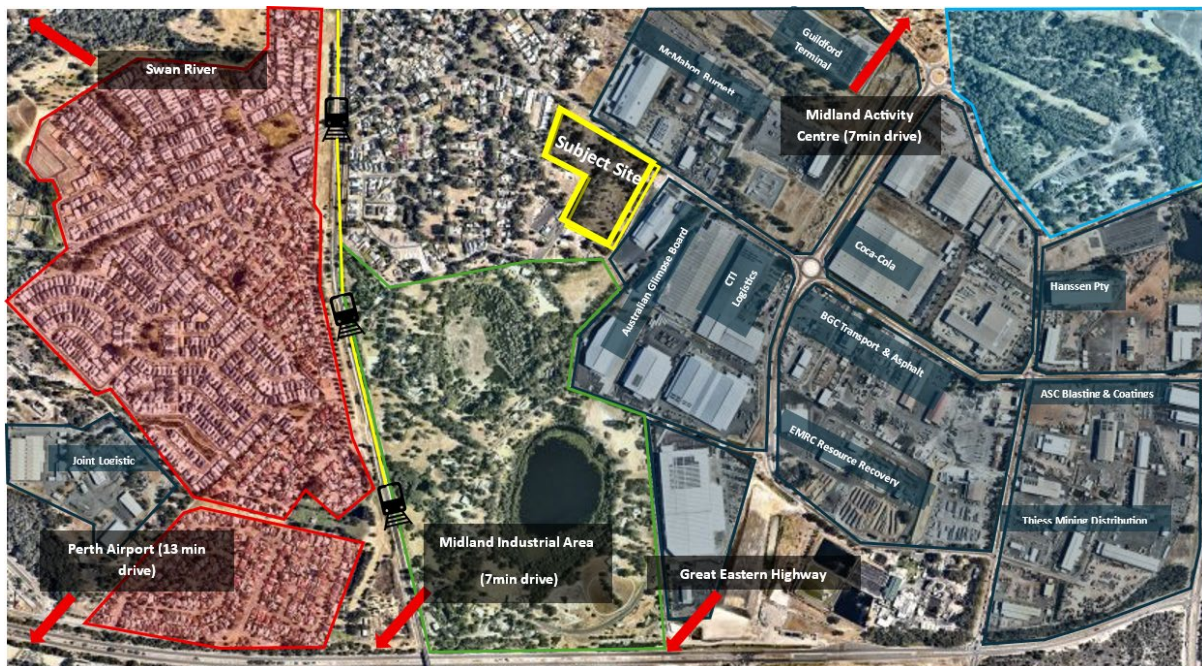


Figure 3: Local Context Map

## 2.2. Site History

### No. 196 Bushmead Road

- **Pre-1953 to 1989** – Property undeveloped.
- **1989 and 1995** – Apparent filling of land commences and two buildings constructed (northern portion of the property).
- **1995 - 2005** – Filling continues with further establishment a rural homestead across the northern portion of the property. A cleared and filled area present along the western boundary of the property in the early 2000s, with a shed/stable constructed between 2005 and 2006.
- **2005 - Present** – The property has remained relatively unchanged since.

### No. 178 Bushmead Road

- **Pre-1953 to 1965** – Property undeveloped
- **1965 - 1985** – House and sheds constructed
- **1985 - Present** – Unchanged



**Figure 4: Streetscape – as seen from existing crossover**



**Figure 5: Streetscape – intersection of abutting lots - No. 196 and No. 178.**

### 2.3. Infrastructure Summary

Included in the application package is a detailed contour and feature survey, undertaken by a Veris, and includes the identification of existing servicing infrastructure within the Bushmead road reserve.

The services record identifies the presence and indicative location of standard services, including water, sewer, electricity, telecommunications, and drainage, within the immediate road corridors. The table below summarises the availability of each service as identified through the survey and informs the proposed servicing strategy and subsequent detailed civil design.

| Infrastructure      | Summary |           |            |         |
|---------------------|---------|-----------|------------|---------|
|                     | Located | Available | No Service | Unknown |
| Water               | ✓       | ✓         |            |         |
| Sewer               |         |           | ✓          |         |
| Power – Underground |         | ✓         |            |         |
| Power – Aboveground |         | ✓         |            |         |
| Gas                 |         | ✓         |            |         |
| Drainage            |         | ✓         |            |         |
| Telecoms            |         | ✓         |            |         |

**Table 2: Infrastructure Summary Table**

### 3. Development Proposal

| Property Address         | Summary                                              |
|--------------------------|------------------------------------------------------|
| Summary of Development   | Proposed Warehouse Development                       |
| Land Uses                | Warehouse & Substation                               |
| Building height          | 36.7m (4 storeys and equipment/services area)        |
| Car Parking              | Total 87 car bays                                    |
| Bicycle Parking          | 6 bicycle bays (inclusive of end of trip facilities) |
| Est. Cost of Development | \$337,000,000                                        |

**Table 3: Development Proposal Summary**

#### 3.1. Built Form and Layout

The proposed development comprises of a single warehouse developed across the entire site, paired with multiple service generators and equipment, situated either below ground, above ground or screened from the Bushmead Road. The site adjoining the subject site (No. 178) is proposed to be amalgamated as part of this development and proposes a future substation development.

The substation land use is to be considered as part of this application. However, the final design is subject to the endorsement of Western Power and associated design guidelines.

The Warehouse, known as a Data Centre for the purposes of the application, are large structures, inclusive of predominantly self-sufficient machinery and minimal service personnel operators, except for a handful of transient personnel, the data centre functions and operates independently.

Access into the site is via two new crossovers from Bushmead Road. The internal road layout and intended movement of vehicles is self-contained due to the limited traffic movement necessary for the centre. The premise is expected to accommodate standard commuter vehicles and transport vehicles for deliveries. It is not anticipated the premise receive weekly deliveries. Once entered the site via the entry gatehouse and associated safety checks, traffic is directed in an enclosed loop either to parking bays or to exit via Bushmead road. The consolidated traffic movement enables smooth ingress and egress to and from the site.

Due to the self-contained, independent nature of the Data Centre, there is no expectation for a significant number of patrons to occupy the facility or for there to be sufficient communal infrastructure.

The proposed development consists of the following site specific components:

- Warehouse GFA (66,465m<sup>2</sup>).
- Substation GFA (10,000m<sup>2</sup>).
- Front of House (office) (19,480m<sup>2</sup>) across four floors.
- Substation (final design to be determined in a separate application) The construction of the associated electrical substation will be the subject of a future development application. Ancillary plant and infrastructure including generator plant, chiller plant and associated services infrastructure to be considered as part of the warehouse design.
- A security gatehouse at the primary site entry.
- A fire pump room, hydraulic pump room and backup power generators.
- Two (2) proposed crossovers from Bushmead Road.
- An internal circulation road network designed to accommodate heavy vehicles, including a dedicated truck off-street waiting bay.
- On-site car parking comprising 87 bays (72 staff bays, 15 contractor bays/visitor bays).
- A maximum of 75 person occupancy will be on site at any one time.
- Landscaping, irrigation, drainage and waste treatment areas.



**Figure 6: Proposed Site Plan**

## 4. Design Review Panel

### 4.1. Design Review Panel Meeting Minutes Response

The DRP meeting was undertaken on the 17<sup>th</sup> of February 2026 (DRP-4/2026) with a positive response from the panel. This in part has demonstrated that the proposal is of an appropriate built form, a quality design, resulting in an overall development proposal that is appropriate for development approval.

#### 4.1.1. Chair Summary

The Panel is thankful for presenting to the DRP before lodgement of the DAP. The design is, generally, a well-considered response to both the site and a functional brief and is of a high architectural standard. There are a few areas where the Panel has suggested changes to the design, with most of the DRP comments being requests for more detail and more supporting information – particularly regarding Landscape Quality and Sustainability. The Panel has requested the application be presented to a second DRP.

| Design Review Panel Meeting Minutes and Responses                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Principle 1 – Context and character</b><br><i>Good design responds to and enhances the distinctive characteristics of a local area, contributing to a sense of place.</i>                        |                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                     | <ol style="list-style-type: none"> <li>1. <i>Expand the context analysis to include transport connectivity for all modes of travel.</i></li> <li>2. <i>Provide a tree survey as part of the landscape package.</i></li> </ol>                                                                                                                       | <b>Satisfied</b> – the planning report considered high frequency bus routes. The inclusion of access to public transport is considered in DRP#2 submission. Notwithstanding, the site will accommodate for end of trip facilities which may encourage alternative modes of transport. An arborist report and high-level landscape plan are included as part of this submission which reflect tree survey data. |
| <b>Principle 2 – Landscape quality</b><br><i>Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context.</i> |                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                                                                                                                                                                     | <ol style="list-style-type: none"> <li>1. <i>Provide more detailed landscape plans and planting palette, prepared by a landscape professional.</i></li> <li>2. <i>Identify on the landscape plans which existing trees are retained and which are to be removed (and note the need for a tree survey in Context and Character above.</i></li> </ol> | <b>Satisfied</b> – Terras, the appointed landscape architect has prepared plans with respect to species, irrigation and ongoing maintenance of species. Where possible, verge trees will be retained, with the exception to enable the proposed crossovers. It is the obligation of the developer to replace or relocate any trees which are removed.                                                          |

|                                                                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                               | <ol style="list-style-type: none"> <li>3. Provide more detailed plans of the staff amenity area.</li> <li>4. Explore stormwater harvesting and redirecting stormwater to landscape areas.</li> <li>5. Provide large trees wherever possible</li> <li>6. Review the level of shade tree provision in the car park areas.</li> </ol>                                                                | <p>Following the comments of the Chair for the application of initiatives that provide human scale, the design has a suitable common spaces provision. This includes the shade trees and canopy in addition to shade structures. The communal area is positioned in proximity of the verge where majority of large mature trees are retained.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <b>Principle 3 – Built form and scale</b><br><i>Good design ensures that the massing and height of development is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area.</i> |                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                                                                                                                                                               | <ol style="list-style-type: none"> <li>1. Clarify the future use of the land in the SW corner.</li> <li>2. Review how service infrastructure can be celebrated and contribute to the industrial aesthetic.</li> <li>3. Provide more detail on the screening of the sub-station.</li> <li>4. Review the alignment of the office frontage in the context of proximity to existing trees.</li> </ol> | <p><b>Satisfied</b> – the lot which is under separate ownership to the current sites is not anticipated to be purchased or developed in the future. The lot is subject to separate framework and is not in accordance with the expected outcome of the proposal.</p> <p>The substation is a positive contribution in supplying service infrastructure to the immediate area. Although the substation is for the servicing of the Data Centre, there is the future possibility that the Hazelmere locality could benefit from the power usage.</p> <p>The front of house and office areas are situated in the ideal location as the full height glass façade provides an active street frontage and a point of interest due to the retention of significant trees. It is the preference of the landowner not to have a proliferation of fencing that may detract from the streetscape design features.</p> |
| <b>Principle 4 – Functionality and build quality</b><br><i>Good design meets the needs of users efficiently and effectively, balancing functional requirements to perform well and deliver optimum benefit over the full life cycle.</i>                      |                                                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|                                                                                                                                                                                                                                                               | <ol style="list-style-type: none"> <li>1. Show truck swept paths to confirm functionality of the internal road network.</li> <li>2. Confirm the rationale for the number of car bays through a needs analysis.</li> <li>3. Clarify the extent of End-of-Trip facilities.</li> </ol>                                                                                                               | <p><b>Satisfied</b> – a high-level Traffic Impact Statement has been prepared to confirm that the proposal will achieve a compliant outcome, with all internal movements free from burdening any external distributor roads. Due to the limited number of staff and vehicles attending site, high traffic volumes are not anticipated and as such the parking shortfalls are considered satisfied. Due to the minimal nature of parking, the premise encourages</p>                                                                                                                                                                                                                                                                                                                                                                                                                                       |

|                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                                                                       |                                                                                                                                                                                                                                                                         | alternative forms of travel, and as such, provide end of trip facilities at each level of the front of house portions of the centre.                                                                                                                                                                                                                                                                                                                                    |
| <b>Principle 5 – Sustainability</b><br><i>Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes.</i>                                                                                                     |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                                                                                                                                                                                                                       | 1. <i>Develop a more detailed and compelling sustainability strategy noting the comments above.</i>                                                                                                                                                                     | <b>Satisfied</b> – the appointed sustainability consultant has provided a high level ESD plan in addition to the specialised provisions that CDC Data Centres must provide as part of the creation of their premises.                                                                                                                                                                                                                                                   |
| <b>Principle 6 – Amenity</b><br><i>Good design provides successful places that offer a variety of uses and activities while optimising internal and external amenity for occupants, visitors and neighbours, providing environments that are comfortable, productive and healthy.</i> |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                                                                                                                                                                                                                       | 1. <i>Continue to develop the design for the staff amenity area in more detail (see Landscape Quality).</i>                                                                                                                                                             | <b>Satisfied</b> – as mentioned above, the communal areas and front of house spaces have been improved to contribute to the overall amenity for the staff and personnel attending site.                                                                                                                                                                                                                                                                                 |
| <b>Principle 7 – Legibility</b><br><i>Good design results in buildings and places that are legible, with clear connections and easily identifiable elements to help people find their way around.</i>                                                                                 |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                                                                                                                                                                                                                       | 1. <i>Provide direct pedestrian connectivity between the street and the main entrance.</i><br>2. <i>Identify access route for bikes from the street to the bike store.</i><br>3. <i>Review the gatehouse location in the context of its visibility from the street.</i> | <b>Satisfied</b> – there are formal points of entry and departure, a consolidated security checkpoint and pedestrian access to the premise from the parking areas. The dedicated pedestrian pathway is for all forms of human scale access. The open frontage enables a continuous line of site from the gatehouse to the street. The front of house of the premise has an outlook of the streetscape, aiding in the passive surveillance and visibility of the street. |
| <b>Principle 8 – Safety</b><br><i>Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use.</i>                                                                                                                          |                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|                                                                                                                                                                                                                                                                                       | 1. <i>Provide an overview of the lighting strategy for the external areas.</i><br>2. <i>Clarify whether there any bushfire risks and, if so, the mitigation strategy.</i>                                                                                               | <b>Satisfied</b> – a lighting strategy has been considered for improvement to occupant amenity, however, due to proximity to the Perth airport, the light/visual pollution is required to be minimal.                                                                                                                                                                                                                                                                   |

|                                                                                                                                                                                                                                      |                                                                                                                                                                                                           |                                                                                                                                                  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                                                                                                                                                                                                      |                                                                                                                                                                                                           | A bushfire consultant has been engaged and will provide the appropriate bushfire assessment.                                                     |
| <b>Principle 9 – Community</b><br><i>Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction.</i> |                                                                                                                                                                                                           |                                                                                                                                                  |
|                                                                                                                                                                                                                                      | 1. <i>Develop a public art strategy appropriate to the use and the place.</i>                                                                                                                             | <b>Satisfied</b> – the landowners are considering a public art contribution.                                                                     |
| <b>Principle 10 – Aesthetics</b><br><i>Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses.</i>                                    |                                                                                                                                                                                                           |                                                                                                                                                  |
|                                                                                                                                                                                                                                      | 1. <i>Provide more information on the material palette, including hardscape materials in the landscape package.</i><br>2. <i>Explore how to further celebrate the technology associated with the use.</i> | <b>Satisfied</b> – the development plans have been revised to include a material palette, including hardscape materials and a landscape package. |

| Design Review progress                               |                                  |               |
|------------------------------------------------------|----------------------------------|---------------|
|                                                      | <i>Supported</i>                 |               |
|                                                      | <i>Pending further attention</i> |               |
|                                                      | <i>Not yet supported</i>         |               |
| YTBA                                                 | <i>Yet to be addressed</i>       |               |
|                                                      | DRP Meeting 1<br>17/2/26         | DRP Meeting 2 |
| Principle 1 - <b>Context and character</b>           |                                  |               |
| Principle 2 - <b>Landscape quality</b>               |                                  |               |
| Principle 3 - <b>Built form and scale</b>            |                                  |               |
| Principle 4 - <b>Functionality and build quality</b> |                                  |               |
| Principle 5 - <b>Sustainability</b>                  |                                  |               |
| Principle 6 - <b>Amenity</b>                         |                                  |               |
| Principle 7 - <b>Legibility</b>                      |                                  |               |
| Principle 8 - <b>Safety</b>                          |                                  |               |
| Principle 9 - <b>Community</b>                       |                                  |               |
| Principle 10 - <b>Aesthetics</b>                     |                                  |               |

Table 4: DRP Design Principle Traffic Light Assessment Response

## 5. Design Performance

### 5.1. State Planning Policy 7.0 – Design Principles Assessment

|                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. Context and Character</b> | <p>The proposed design of the Hazelmere Data Centre development integrates sensitively with its industrial and other mixed context of bushland surroundings and neighbouring residential precinct through a combination of considered massing, materiality, and landscape design. Large-scale built forms are moderated by articulated façades, incorporating vertical fins, glazing, and recesses that break down the visual bulk and reflect the site's contemporary industrial character. The use of muted greys, contrasted with selective colour accents, creates a cohesive identity while avoiding visual dominance within the broader precinct.</p> <p>The building orientation and setbacks respond to existing road networks and neighbouring industrial facilities, ensuring the development fits within the established industrial grain. Landscape treatments play a significant role in embedding the project in its local context: extensive native planting, mature tree retention, and shaded pedestrian spaces strengthen the connection to Western Australia's natural vegetation patterns. These landscaped edges soften the interface between the built form and adjacent public roads while providing comfortable outdoor areas for users.</p>                                                                                                                                                                                  |
| <b>2. Landscape Quality</b>     | <p>Across the site, landscaping is used not only as visual enhancement but as an integral part of the project's spatial structure, environmental performance, and user comfort. Generous bands of native vegetation frame key pedestrian routes, car-parking areas, and building edges, creating a cohesive and ecologically responsive setting. These plantings reference Western Australia's local flora, improving site biodiversity and contributing to long-term resilience.</p> <p>Shaded outdoor spaces, including covered walkways and shelter structures, provide comfortable microclimates for users, reducing heat exposure while guiding intuitive movement throughout the precinct. Mature tree retention, combined with new canopy planting, helps moderate the visual scale of large built forms and enhances the overall sense of place. The considered arrangement of soft and hard landscape elements supports safe and legible access for vehicles and pedestrians, while permeable soft landscape zones help manage stormwater effectively.</p> <p>The interplay of planting, shading, and thoughtfully designed outdoor gathering areas creates a high-quality landscape that strengthens usability and enjoyment. The landscape design integrates harmoniously with the built form, elevating the site's amenity and delivering a robust, attractive and sustainable environment consistent with the objectives of SPP 7.0.</p> |

|                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|---------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>3. Built form &amp; scale</b>            | <p>The architectural design manages large program requirements through deliberate modulation of mass and scale, ensuring the development remains visually coherent and appropriately integrated within its broader industrial context. Building volumes are broken down through articulated façades incorporating rhythmic vertical fins, contrasting material textures, and recessed entry elements. These strategies reduce apparent bulk and introduce a human-scaled interface at key pedestrian touchpoints.</p> <p>The overall form is organised into legible components: primary facility buildings, ancillary structures, and screened service areas. This hierarchy provides clarity in both function and visual expression. Roof forms and elevations are simplified yet refined, reflecting a contemporary industrial character without appearing monolithic. The careful placement of plant enclosures, chiller units, and service areas ensures that functional elements do not dominate the built presentation.</p> <p>Scale transitions are further moderated through integrated landscaping, including canopy trees and layered planting that soften building edges and buffer large façades. Car parking areas and circulation routes are designed with generous spatial separation, creating a sense of openness and reducing the perceived intensity of built form.</p> <p>Overall, the proposed development achieves a balanced and contextually responsive built form, where scale, proportion, and functional clarity work together to deliver an ordered, visually appealing, and appropriately scaled development consistent with the intent of SPP 7.0.</p> |
| <b>4. Functionality &amp; Build quality</b> | <p>The architectural design responds strongly to Design Principle 4: Functionality and Build Quality by prioritising efficient operations, long-term durability, and intuitive user experience. As the CDC will remain the long-term owner and operator, the design emphasises lifecycle performance and robustness, ensuring that the facility can be maintained economically while supporting reliable day-to-day functionality.</p> <p>Site planning clearly separates public, staff, and service movements, reducing operational conflicts and enabling safe, legible circulation. Key functional areas, such as loading zones and plant areas are positioned for direct access and screened to maintain a clean presentation without compromising efficiency. Movement pathways are designed to accommodate predictable movement patterns, including service vehicle manoeuvring, emergency access, and staff entry sequences.</p> <p>The built fabric demonstrates a commitment to longevity, with durable cladding systems and simplified roof forms that minimise maintenance requirements. Façade articulation not only improves appearance but supports practical considerations such as shading and structural resilience. Generous covered</p>                                                                                                                                                                                                                                                                                                                                                                                                                           |

|                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                          | <p>entries and well-defined pedestrian routes enhance daily usability and provide weather protection, contributing to a safe and comfortable environment for staff and visitors.</p> <p>Quality is further supported by integrated landscape elements that improve environmental performance, reduce heat load, and extend the usable life of external surfaces. The overall design reflects a highly functional and well-constructed facility, carefully organised to support long-term operational efficiency, user safety, and sustainable asset management in alignment with the intentions of SPP 7.0.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>5. Sustainability</b> | <p>The architectural design demonstrates a commitment to Design Principle 5: Sustainability, incorporating strategies that enhance environmental performance, reduce operational costs, and support long-term asset stewardship. Given that the developer will remain the long-term owner and operator, the built form prioritises durability, energy efficiency, and climate-responsive design decisions that deliver lasting value.</p> <p>The design includes extensive use of durable, low-maintenance materials that support longevity and minimise lifecycle replacement. Building orientation and façade treatments—including shading fins, canopies, and recesses help to reduce solar heat gain, lowering cooling loads and improving internal comfort. The integration of screened plant areas and optimized placement of mechanical systems supports efficient servicing and reduces energy losses, reflecting a practical and sustainable approach to long-term operations.</p> <p>Landscaping contributes significantly to environmental performance. Generous native planting, shaded walkways, and large canopy trees help mitigate the urban heat-island effect, enhance natural cooling, and support biodiversity. Permeable surfaces and vegetated zones likely assist stormwater infiltration and reduce pressure on infrastructure.</p> <p>Collectively, these measures reflect a holistic sustainability approach that balances environmental responsibility with operational efficiency, ensuring the facility remains resilient, cost-effective, and environmentally responsive over its full lifecycle in alignment with SPP 7.0.</p> |
| <b>6. Amenity</b>        | <p>The architectural design demonstrates a considered response to Design Principle 6: Amenity of SPP 7.0. The development prioritises the comfort, safety, and overall experience of users through a combination of considered spatial planning, climate-responsive features, and visually coherent built form. Pedestrian movement is clearly supported through defined pathways, shaded entries, and gathering point shelters that enhance everyday usability while protecting occupants from sun and weather. These elements ensure</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
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|                             | <p>comfortable access across the site and strengthen the legibility of arrival and circulation points.</p> <p>Amenity is further enriched by extensive landscaping, which introduces greenery, shade, and improved microclimatic conditions. The placement of canopy trees, native planting, and generous garden beds softens the interface between buildings and surrounding hardstand areas, contributing to a calm and visually appealing environment. Outdoor gathering zones and landscaped edges create opportunities for informal use, providing pockets of respite and visual relief within an otherwise functional setting.</p> <p>Built form elements also contribute to amenity. Articulated façades, human-scaled entries, and screened service areas ensure that operational components do not detract from the overall experience of the site. The visual quality of key interfaces is maintained through thoughtful material selection and façade treatments that reduce bulk while enhancing character.</p> <p>Collectively, these strategies deliver a comfortable, accessible, and attractive environment that supports user wellbeing and aligns with the intent of SPP 7.0.</p>                                                                                                                                                                                                                                                                                                                                                                                                                         |
| <p><b>7. Legibility</b></p> | <p>The architectural design exhibits a clear and coherent response to Design Principle 7: Legibility, ensuring that movement, orientation, and wayfinding throughout the site are intuitive and visually reinforced. The development is organised around a clear hierarchy of entry points, circulation routes, and functional zones, enabling users to easily understand how to navigate the precinct from arrival to destination.</p> <p>Primary building entries are emphasised through generous canopies, façade articulation, and contrasting materials that visually distinguish them from surrounding service and technical operational areas. The consistent use of colour accents, vertical elements, and glazed entry treatments enhances recognisability and helps visitors quickly identify the key access points. Pathways connecting these entries are direct, sheltered, and framed by coordinated landscaping, reinforcing intuitive movement and guiding users through the site's spatial sequence.</p> <p>Service and plant areas are screened and strategically located, ensuring they do not visually compete with key public interfaces. This separation of functions contributes to a clear understanding of the site's operational structure. Building massing and layout also support legibility by presenting clean, ordered façades and well-defined built edges that delineate pathways, parking areas, and gathering spaces.</p> <p>Collectively, these design strategies produce a highly legible environment, where architectural cues, landscape elements, and spatial organisation work</p> |

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
|---------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                     | <p>together to support intuitive navigation and enhance the overall user experience in line with SPP 7.0.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <b>8. Safety</b>    | <p>The architectural design integrates spatial planning, visibility, and operational measures to create a secure and comfortable environment for all users. The presence of 24/7 on-site security personnel and Security Gatehouse significantly enhances overall site safety, providing continuous monitoring, controlled access, and immediate response capability. This dedicated security presence complements the passive design strategies embedded throughout the development.</p> <p>The layout prioritises passive surveillance by ensuring key facades, entries, and pedestrian routes are highly visible from multiple vantage points. Generous glazing at building entrances, open sightlines across car-parking areas, and uncluttered circulation paths enhance natural oversight and reduce opportunities for concealment.</p> <p>Pedestrian safety is further strengthened through the clear separation of vehicular and pedestrian movement. Defined footpaths, sheltered walkways, and strategically placed landscape buffers guide users along safe, legible routes, minimising conflicts with service vehicles and general traffic.</p> <p>Service and plant areas are restricted-access zones, preventing unauthorised entry while maintaining operational efficiency. Security is reinforced through controlled access points that are easily identifiable and positioned to maximise monitoring and user awareness.</p> <p>Landscape design contributes to safety by maintaining visibility with appropriately scaled planting, avoiding dense vegetation near entries and pathways. Combined with clear wayfinding cues and well-defined boundaries, the design creates a secure, comfortable, and easily navigable environment.</p> |
| <b>9. Community</b> | <p>The architectural design demonstrates a thoughtful and inclusive response to Design Principle 9: Community. Although the development serves a specialised operational function, its design contributes positively to the broader precinct by creating a coherent, robust, and visually well-considered environment that supports community perception, safety, and long-term value.</p> <p>The built form presents a unified architectural language, characterised by articulated façades, human-scaled entries, and coordinated material selections. These elements help soften the industrial character of the site and promote a sense of identity that aligns with neighbouring land uses. Landscaped edges and shaded pedestrian pathways enhance the visual quality of the public interface, providing greenery, improved microclimate, and a more welcoming presentation to the street and surrounding community.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

|                       |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                       | <p>The site layout supports community benefit by ensuring safe, legible access and managing operational impacts through effective screening of service/plant areas and loading functions. This approach maintains a clear distinction between public and operational spaces, reducing intrusion for surrounding areas.</p> <p>Additionally, the development proposes new energy infrastructure in the form of a new electricity supply substation.</p> <p>Overall, the design reinforces a sense of order, identity, and stewardship. By integrating high-quality built form, landscaping, and well-managed interfaces, the development contributes positively to its context and supports the broader community objectives envisioned by SPP 7.0.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>10. Aesthetics</b> | <p>The architectural design presents a cohesive and visually refined response to Design Principle 10: Aesthetics, providing a contemporary industrial character that is elevated through careful attention to form, proportion, materiality, and façade articulation. Large building volumes are visually moderated with rhythmic vertical fins, recessed planes, and strategically placed glazing, creating a balanced interplay of light and shadow that enhances visual interest while maintaining functional clarity.</p> <p>A restrained material palette, primarily muted greys contrasted with selective accent colours, provides a unified aesthetic across the development. This consistency strengthens the identity of the facility and ensures each building reads as part of a coherent architectural language. The treatment of key public-facing elements, such as Security Gatehouse, forms entry canopies and pedestrian interfaces, introduces human scale, counterbalancing the site's technical operational nature.</p> <p>Landscape design contributes significantly to aesthetic quality. Layered native planting, shaded walkways, and structured garden beds soften building edges, provide visual relief from hardstand areas, and frame views in a manner that enhances the overall composition. The careful placement and screening of service functions ensure that operational elements do not detract from the primary built expression.</p> <p>Collectively, the design demonstrates an integrated aesthetic approach—balancing function, durability, and visual refinement, to deliver a cohesive and high-quality built environment consistent with the intent of SPP 7.0.</p> |

**Table 5: Ten Design Principles Assessment**

## 6. Strategic Planning Framework

### 6.1. Planning & Development Act 2005 – Metropolitan Region Scheme

The subject site is zoned Industrial in accordance with the Metropolitan Region Scheme (MRS). The Industrial zone provides for a broad mix of industry, commercial, and employment-generating land uses that collectively support services and day-to-day economic activity within the metropolitan area. The proposal is consistent with the intent and contemplated land uses of the Industrial zone. Any industrial development is conducive to the wider MRS intention and represents compatible land uses that contribute to local employment opportunities, align with the established character of Hazelmere. The redevelopment of underutilised land in a well-connected location reinforces the strategic function of the Industrial zone.

### 6.2. Perth and Peel @ 3.5million

Perth and Peel @ 3.5million is the overarching strategic planning framework for the metropolitan regions, proposing strategic themes for a liveable, prosperous, connected, sustainable and collaborative city.

The North-East sub-region will experience strong growth, with the employment expected to grow to more than 192,950 by 2050. This subregion is projected to experience high demand for land in industrial centres of approximately 2,810 hectares to 2050. Industrial centres within the City are needed as they are associated with employment infrastructure, assisting the economic growth within the sector.

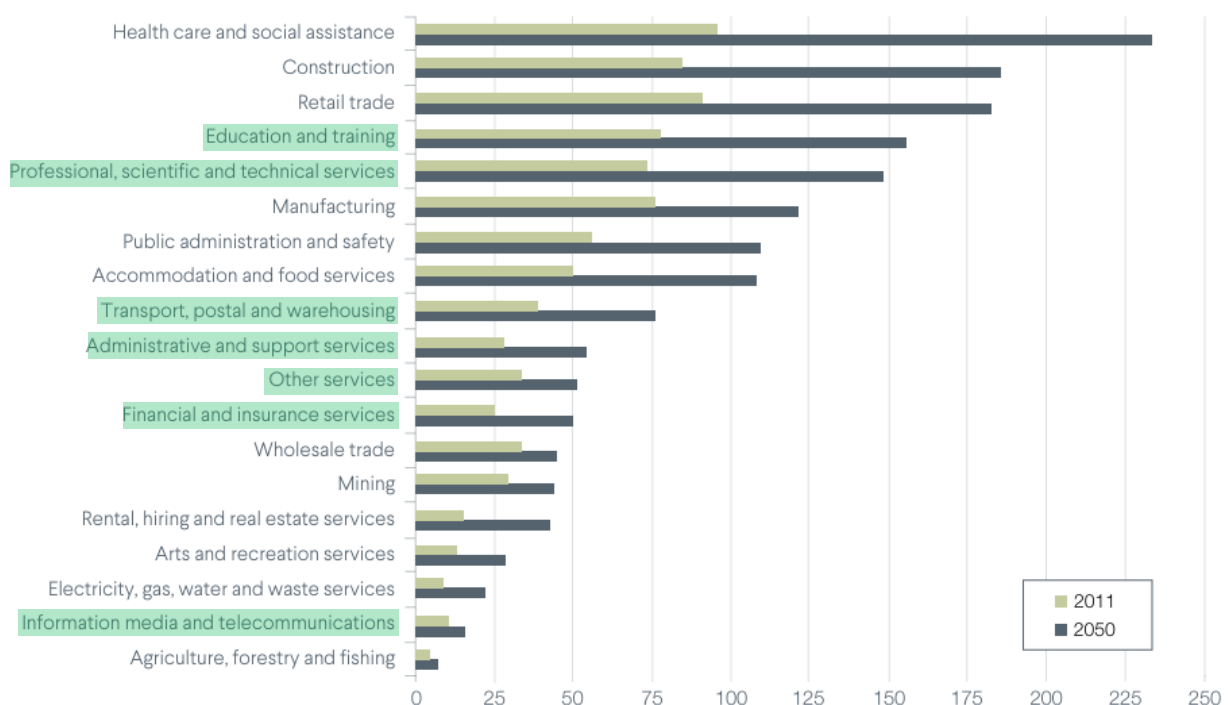


Figure 7: Extract of Perth & Peel @ 3.5million – Employment by industry 2011 and 2050

## 6.3. City of Swan Local Planning Strategy 2020

The Local Planning Strategy is the key strategic planning document for the City of Swan. While much of the City is developed for single residential housing, significant areas of infill development areas are subject to current and future structure planning, with most of the growth expected to take place in the Urban Growth Corridors. The City also encompasses large areas of industrial zoned and large town centres such as Midland.

Population growth should be accompanied by economic growth that is essential to provide local employment and help to increase the employment self-sufficiency for the North-east sub-region. Economic growth can also provide the City with a strong rate base to help meet its community infrastructure obligations into the future. In support of the City's Local Planning Strategy, the following opportunities of employment, business and industry which are applicable to the proposed data centres have been addressed.

| Objectives                                                                                                                                                                                                                                                                                                           | Response                                                                                                                                                                                                                                                                                                                                                      |   |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| <i>To set out a long-term strategic planning framework for the City of Swan that will guide future decisions for economic, social and environmentally sustainable development;</i>                                                                                                                                   | <b>Satisfied</b> – the data centre is a substantial development. The development can support employment. There will be an abundance of external work business opportunities due to the <i>online</i> nature.                                                                                                                                                  | ☑ |
| <i>To provide direction to the City, Department of Planning, Lands and Heritage, the Western Australian Planning Commission (WAPC) and the Minister for Planning on assessments of future Local Planning Schemes and Policies, Scheme amendments, structure plans, and subdivision and development applications;</i> | <b>Satisfied</b> – the site falls within the Hazelmere Enterprise Area Structure Plan 2022. This is considered by the City as a District Structure Plan that enables the creation of Local Structure Plans. The Data center proposal could be considered as a structure plan, contributing to the prevailing workforce and new amenity in an industrial area. | ☑ |
| <i>To provide the context for coordinated planning and delivery of physical and social infrastructure for the City;</i>                                                                                                                                                                                              | <b>Satisfied</b> –The centres will integrate into the industrial precinct and appear as standard warehouse infrastructure.                                                                                                                                                                                                                                    | ☑ |
| <i>To provide the basis for coordinated decision making on future servicing of the City by local and State governments and servicing agencies;</i>                                                                                                                                                                   | <b>Satisfied</b> – the data centre may enable the creation of new services as a substation is proposed.                                                                                                                                                                                                                                                       | ☑ |
| <i>To provide a rationale for the City's strategic land use decision making.</i>                                                                                                                                                                                                                                     | <b>Satisfied</b> – the land use provides economic growth which <i>may</i> influence revision of framework.                                                                                                                                                                                                                                                    | ☑ |

**Table 6: Local Planning Strategy Objectives**

## 7. Statutory Planning Framework

| Planning Framework         | Summary                                                                                                                                                                                                                                                                                                                                                                           |
|----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Region Scheme Zone         | Industrial                                                                                                                                                                                                                                                                                                                                                                        |
| Local Planning Scheme Zone | Special Use 25 (SUZ 25)                                                                                                                                                                                                                                                                                                                                                           |
| Structure Plan (active)    | Hazelmere Enterprise Area Structure Plan 2022<br>(Note: City of Swan advised the LSP is active but not relevant to this proposal).                                                                                                                                                                                                                                                |
| State Planning Policies    | <ul style="list-style-type: none"> <li>SPP 2.4 - Basic Raw Materials Policy</li> <li>SPP 2.10 - Swan-Canning River System Policy</li> <li>SPP 3.7 - Bushfire</li> <li>SPP 5.1 - Land Use Planning in the Vicinity of Perth Airport Policy (Perth ANEF 2020)</li> <li>SPP 7.0 - Design of the Built Environment</li> </ul>                                                         |
| Local Planning Policies    | <ul style="list-style-type: none"> <li>POL-TP-124 Building and Development Standards - Industrial Zones</li> <li>POL-TP-129 Vehicle Parking Standards</li> <li>POL-C-070 Advertising Signs within Commercial and Industrial Zones</li> <li>POL-LP-1-10 Provision of Public Art</li> <li>POL-LP-1.13 Design Review</li> <li>Draft Tree Protection and Management Policy</li> </ul> |

Table 7: Statutory Planning Framework Summary

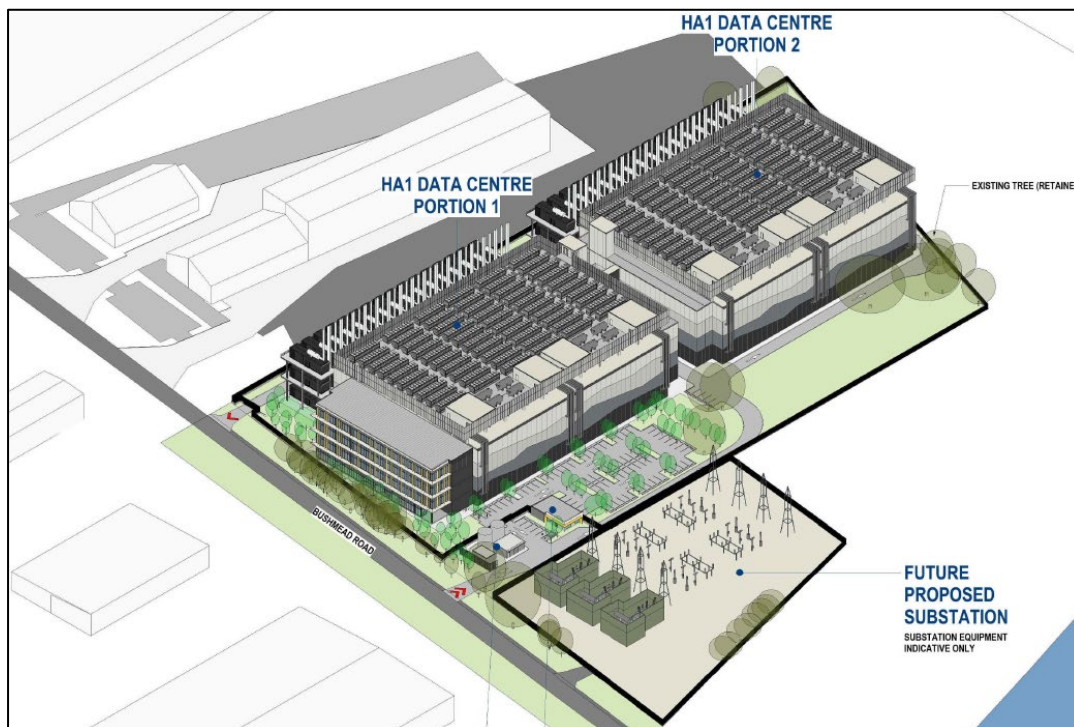


Figure 8: Northern Aspect Massing

## 7.1. Local Planning Scheme

The subject site is zoned 'Special Use 25' in accordance with the City of Swan Local Planning Scheme No. 17 (LPS 17).

The proposed land uses, both the Warehouse and Substation which is considered as an 'other use', meet the objectives of the zone as explained further in Part 8.

The proposed development aligns with the zone objectives by introducing a contemporary, functional built form that fits the profile of the zone and upholding the strategic vision for the industrial area. The proposal maintains appropriate separation from residential interfaces, enhances the streetscape, and delivers an architectural outcome consistent with the design quality expected by the Scheme.

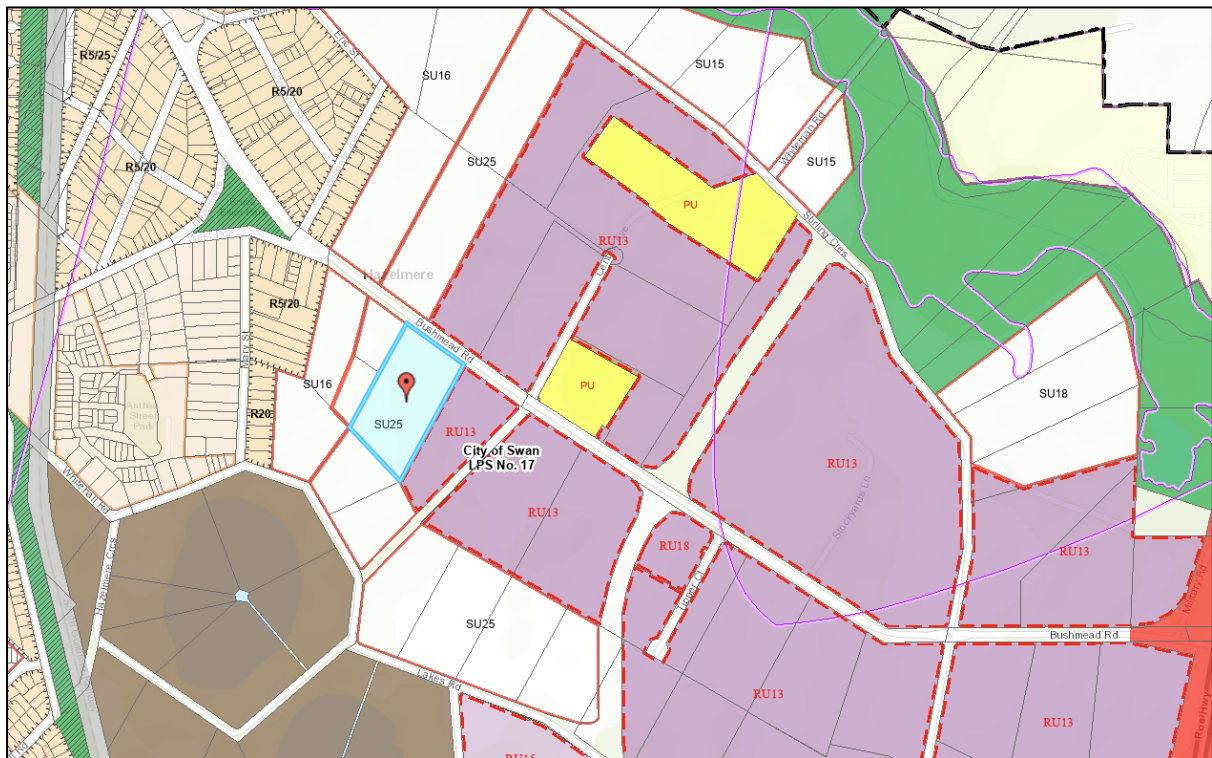


**Figure 9: Extract of Local Planning Scheme Map (PlanWA)**

## 7.2. Local Structure Plan - Hazelmere Enterprise Area 2022 (HEA)

The City of Swan has an endorsed Local Structure Plan that has undergone continual revision to remain an active document for all strategic based development decisions. The intent of the plan was to consolidate all Industrial Development land through the creation of separate structure plans or scheme amendments for new land use or zoning as the HEA is considered to be align with the expectations of a District Structure Plan.

There are a number of areas where more detailed site investigations are required before any presumption about rezoning or development potential can be made. Accordingly, this Structure Plan defines the extent of those areas that warrant more detailed Local Structure Plans and identifies the design and development principles that should be adhered to in future work.

As of 2026, the plan is still relevant and expects due regard. In the context of the proposed development, as indicated below in Figure 11, the subject site falls within the 'Light Industry' zone.

For the assessment of this application, the City of Swan has advised that the HEA is not directly applicable to the development proposal.

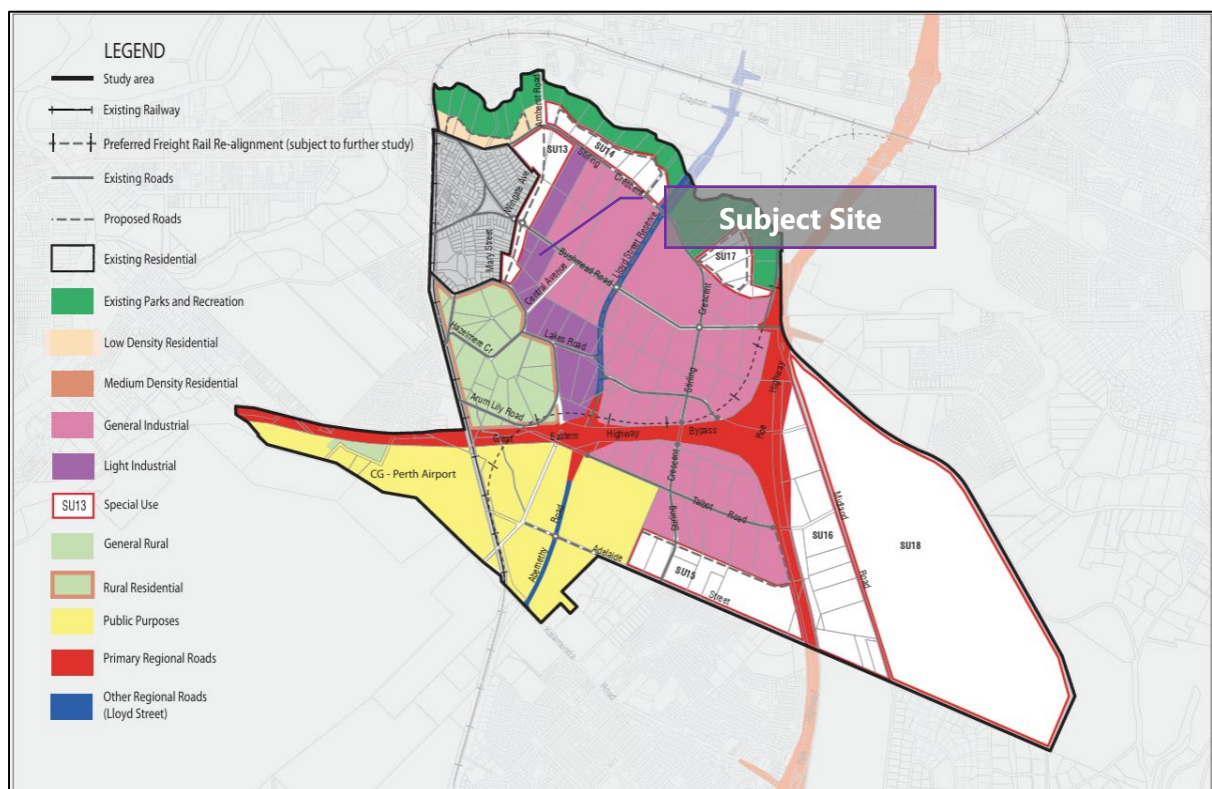


**Figure 10: Extract of Local Structure Plan**

## 7.3. State Planning Policies

### 7.3.1. State Planning Policy 2.4 - Basic Raw Materials Policy (SPP 2.4)

There is no proposed creation of basic raw materials through the use of the proposal. There is no intention to establish or continue an extractive industry as the intended nature of the proposal is data storage through a self-sustainable warehouse business. As such a management plan is not required.

### 7.3.2. State Planning Policy 2.10 - Swan-Canning River System Policy (SPP 2.10)

The development proposal has due regard for the provisions of the policy, however, as of 18<sup>th</sup> of December 2025, the policy is rescinded with no further regard required.

### 7.3.3. State Planning Policy 3.7 - Bushfire (SPP 3.7)

The development proposal has been assessed by an experienced Western Australian bushfire consultant, Envision Bushfire Protection. A Bushfire Attack Level Assessment (BAL) Report and Certificate has been prepared by undertaken Envision Bushfire Protection. As shown in the Figure 12, the site is identified as being within a bushfire prone vegetation area.

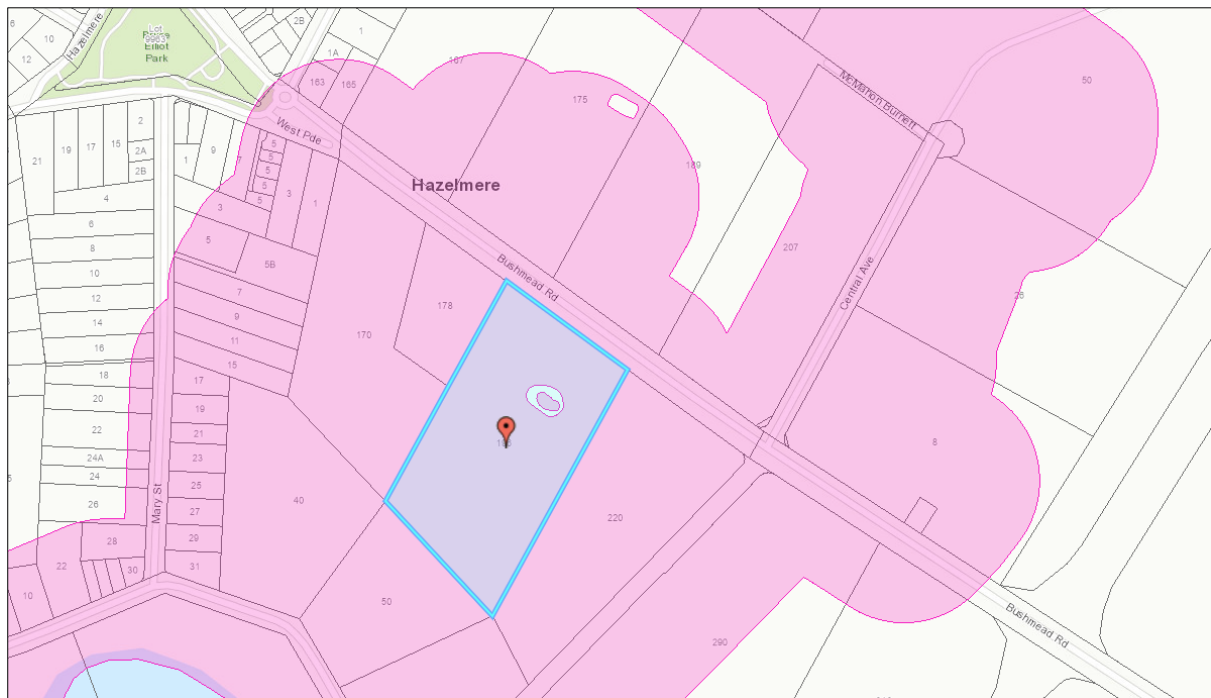


**Figure 11: Extract of Bushfire Prone Vegetation Mapping (PlanWA)**

## 7.3.4. State Planning Policy 5.1 - Land Use Planning in the Vicinity of Perth Airport Policy (SPP 5.1)

The policy applies to land in the vicinity of Perth Airport, which is, or may be in the future affected by aircraft noise. The classification has been assessed in accordance with a Light Industrial/Other Industrial building type. The typology ranges from an Australian Noise Exposure Forecast (ANEF) of 30 ANEF to a greater than 40 ANEF. It is not anticipated that the development affects the aircraft movements of the Perth International Airport.

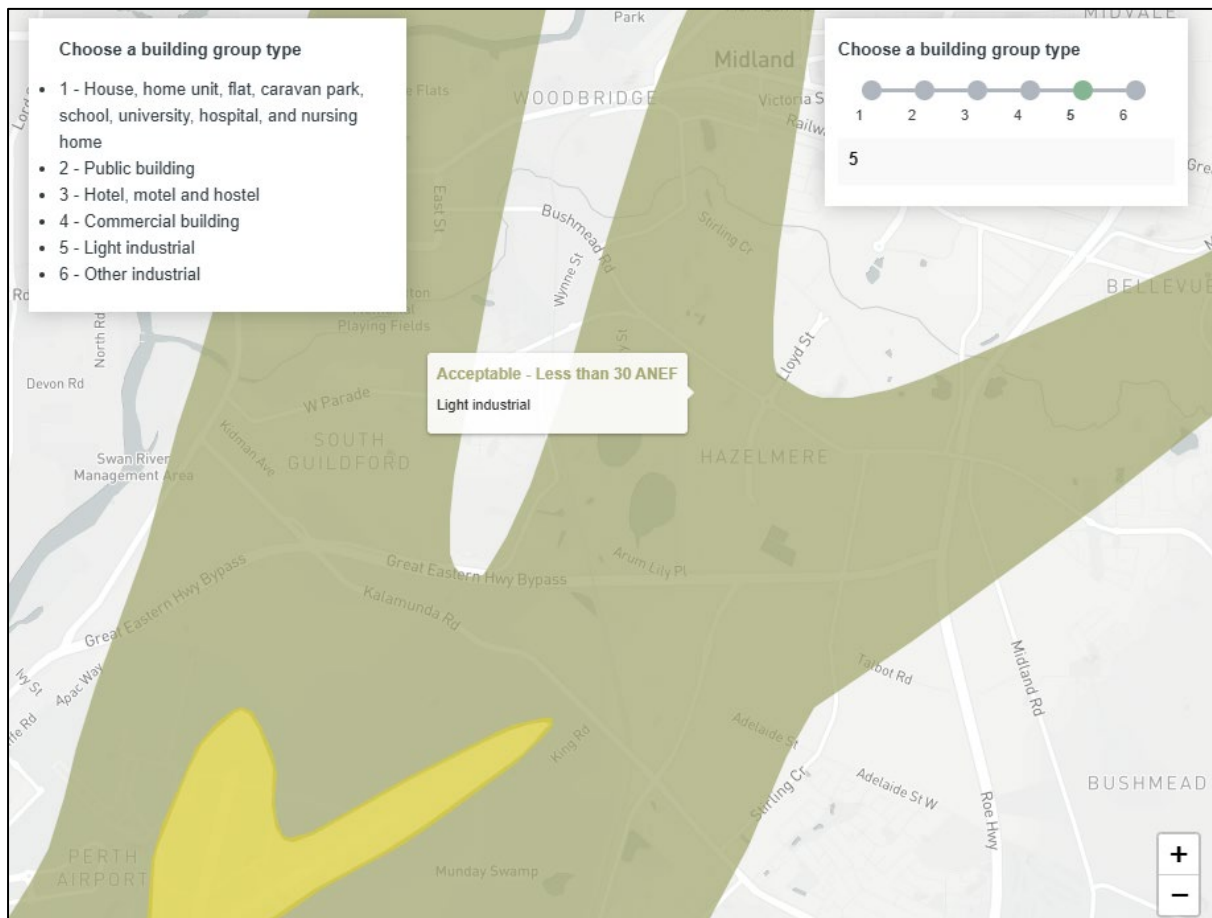


Figure 12: Extract of Land Use Mapping (Perth Airport 2026)

## 7.3.5. State Planning Policy 7.0 - Design of the Built Environment (SPP 7.0)

The development proposal has been designed by experienced architects EJE. The design response has been excellent with supportive feedback and admission of support from the Design Review Panel (DRP) in accordance with the 10 design principles. In addition, draft plans were submitted to the City prior to the DRP, which was also met with positive consideration. Please refer to Section 5 – Design Performance of this report for a detailed response to the Design Principles of SPP 7.0.

## 7.4. Local Planning Policies

An assessment is undertaken below per the following Local Planning Policies. Please refer to Section 8 – Planning Assessment.

- *POL-TP-124 Building and Development Standards - Industrial Zones*
- *POL-TP-129 Vehicle Parking Standards*
- *POL-C-070 Advertising Signs within Commercial and Industrial Zones*
- *POL-LP-1-10 Provision of Public Art*
- *POL-LP-1.13 Design Review*
- *Draft Tree Protection and Management Policy*

## 7.5. Additional Assessment Criteria

It is acknowledged that the proposed design must demonstrate that it meets the intent of any given objectives of Local and State Planning framework. In lieu of applicable planning framework, and Local Structure Plan, if it is deemed required by the City of Swan, accommodations can be made to provide planning assessment and justification.

## 8. Planning Assessment

### 8.1. Local Planning Scheme No. 17 – Special Use Zone 25

The subject land is zoned 'Industrial' under the Metropolitan Region Scheme and 'Special Use Zone No. 25' under the City's Local Planning Scheme No. 17.

Special Use Zone No. 25 has been strategically prepared in response to the broader Hazelmere Enterprise Area Structure Plan. The land is designated as Light Industrial in accordance with the Hazelmere Enterprise Area Structure Plan, which required the land to be Light Industry to establish a 200m light industrial buffer between the General Industrial zone to the east and the Residential and Rural Residential land to the west.

In accordance with Clause 4.2.19 Special Use Zone (see Schedule 4), the objectives of the Special Use Zones are to –

| Objective                                                                                                                                                                                                     | Assessment                                                                                                                                                                                                                                                                       |                                     |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| a) <i>provide for specific uses or combination of uses in circumstances where the uses have particular locational and developmental requirements for which a generic zoning is unsuitable;</i>                | <b>Satisfied</b> – the subject site at both No. 178 and 196 provide a combination of land use with are complimentary and will ultimately support each other upon the completion of the site.                                                                                     | <input checked="" type="checkbox"/> |
| b) <i>facilitate the development of strategically important facilities that cannot be satisfactorily provided for within any of the generic zones, and to ensure compatibility with adjacent development.</i> | <b>Satisfied</b> – the subject site is located in the ideal area to accommodate a light industrial development of the proposed scale. The land use is compatible with the adjoining land uses as it is the overall intention of this locality to support industrial development. | <input checked="" type="checkbox"/> |

**Table 8: Zone Assessment**

## 8.2. Special Use Zone 25 Provisions

In addition to the zone objectives, Schedule 4 of the City's Local Planning Scheme No. 17 makes reference to allowable use classes listed in the Zoning Table against the 'Light Industrial' zone and cross referenced with the symbols of 'P', 'D' and 'A' can be considered, as well as 'Other Uses' in accordance with the Special Use 25 Zone.

Schedule No. 4 of the City's Local Planning Scheme No.17 also outlines specific conditions pertaining to development and uses within Special Use Zone No. 25 including:

| Provisions                                                                                                                                                                     | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. <i>Subdivision and development shall be in accordance with a Structure Plan prepared and approved in accordance with the provisions of Part 4 of the deemed provisions.</i> | <p><b>Satisfied</b> – In response to Condition No. 1 of Special Use Zone No. 25, there is no approved structure plan for this land. However, pursuant to clause 27(2) of the Deemed Provisions, contained within Schedule 2 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the provisions set out within Part 5A of Local Planning Scheme No. 17, development can be considered without an approved structure plan present over the site.</p> <p>Part 5A.1.4.2 of Local Planning Scheme No.17 states:</p> <p>Notwithstanding clause 5A.1.4.1, a local government may recommend subdivision or approve the development of land within a Structure Planning Area prior to a structure plan coming into effect in relation to that land, if the local government is satisfied that this will not prejudice the specific purposes and requirements of the Structure Planning Area.</p> <p>It is of the opinion this development application does not require coordinated and comprehensive planning and can be considered for approval despite a Structure Plan not being prepared over the site for the following reasons:</p> <ul style="list-style-type: none"> <li>The use of the land as a warehouse has already been set out within the</li> </ul> |

|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                     |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <p>provisions of Special Use Zone No. 25 as being permissible.</p> <ul style="list-style-type: none"> <li>The development does not require any interrelationship with development on adjoining land, including road connections, as it is a single development site with existing access off Bushmead Road.</li> <li>This is a self-contained development consistent with other consistent self-contained developments within the zone.</li> <li>There are no other requirements that need to be set out as part of a structure plan from a comprehensive planning perspective.</li> </ul> |                                     |
| <p>2. <i>Unless development on the site is connected to reticulated sewer –</i></p> <p>a) <i>Development is restricted to 'dry industry' whereby any development application must demonstrate that the quality and volume of effluent to be disposed of onsite can be successfully disposed of, without adverse environmental or health effects, using effluent disposal systems; and</i></p> <p>b) <i>Development shall be restricted to the type which is predicted to generate, and/or generate waste water intended for disposal on site at a daily volume not exceeding 540 litres per 2000m<sup>2</sup> of site area.</i></p> | <p><b>Satisfied</b> – through the preparation of a Wastewater Management Plan, the site can be considered as dry industry with no apparent or implied adverse environmental or health effects using an effluent disposal systems.</p>                                                                                                                                                                                                                                                                                                                                                      | <input checked="" type="checkbox"/> |
| <p>3. <i>A Wastewater Management Plan shall be submitted with each development application to demonstrate that Condition 1 can be achieved to the satisfaction of local government.</i></p>                                                                                                                                                                                                                                                                                                                                                                                                                                         | <p><b>Satisfied</b> – A Wastewater Management Plan has been prepared. Notwithstanding, the option to connect to reticulated sewer or if onsite effluent disposal is possible, subject to the approval from the Department of Health.</p>                                                                                                                                                                                                                                                                                                                                                   | <input checked="" type="checkbox"/> |

|  |                                                                                                                                                                                                     |  |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
|  | In addition, the Scheme requires onsite effluent disposal systems do not exceed a daily volume of wastewater not exceeding 540 litres per 2,000m <sup>2</sup> of site area which has been provided. |  |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|

**Table 9: Zone Assessment**

## 8.3. Land Use Assessment

In accordance with LPS17 and the Special Use zone, the following land uses, and their individual requirements is considered to be satisfied as the Special Use Zone 25 objectives states all 'Other Uses' can be considered.

| Land Use Definition                                                                                                                                                                                                                                                                                                                                                                                             | Assessment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| <b>Warehouse</b> – means premises used to store or display goods and may include sale by wholesale.                                                                                                                                                                                                                                                                                                             | <b>Satisfied</b> - The proposed Warehouse land use class is a permitted 'P' use within the Light Industrial zone (and therefore is a permitted use in Special Use Zone No.25). The proposed front of house (office) component is considered incidental to the predominant Warehouse use on the site.                                                                                                                                                                                                                            | ☑ |
| <b>Substation (Western Power) – Other Use</b> – is a critical node in the electrical grid that acts as an intermediary between power generation and end-users, responsible for transforming voltage levels (stepping up or down) and switching circuits to manage power flow. These facilities house equipment like transformers, circuit breakers, and bus bars to safely distribute electricity (Google 2026) | <b>Satisfied</b> – in lieu of a formal definition set out in LPS 17, a generic definition is provided to articulate how the substation located on No. 178 will operate. The land use is therefore considered a Other Use can be considered incidental to the proposed warehouse land use, no different to the office use.<br><br>Above all, the City of Swan, has the certainty that the substation will operate in conjunction with the primary use and within the same lot, subject to the amalgamation of the subject sites. | ☑ |

**Table 10: Land Use Assessment**

## 8.4. Local Planning Policy Assessment

### 8.4.1. POL-TP-124 Building and Development Standards - Industrial Zones

The policy prescribe building and development standards for development within Light Industrial, General Industrial and Industrial Development Zones to ensure this development is consistent with the principles of proper and orderly planning and furthers the objectives of the relevant zone. The following is an assessment of the primary controls contained in Table 1.

| Provision                           | Assessment                                                                                                                                                                                                                            | Justification                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |   |
|-------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---|
| <i>Zone – Light Industrial</i>      | The site is considered Light Industrial for the purposes of assessment.                                                                                                                                                               | <b>Deemed-to-comply.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ☑ |
| <i>Minimum Frontage – 20m</i>       | The subject site exceeds 20m.                                                                                                                                                                                                         | <b>Deemed-to-comply.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ☑ |
| <i>Minimum Primary Setback – 9m</i> | <p>The primary street setback is 3.4m in lieu of 9m (5.6m variation).</p> <p>The setback variation is assessed at the closest point to the primary street boundary as the proposed building is not perpendicular to the frontage.</p> | <p><b>Satisfied</b> – In considering the setback variation, it is noted that the proposed building setback is unlikely to have a negative impact on the amenity of the locality and any impact is proposed to be minimised using landscaping within the site and on the adjacent verge.</p> <p>In considering the landscaping, the landscaping strip directly adjoins a large verge area to be landscaped which will lessen the impact of the reduction.</p> <p>It should also be noted that there is additional landscaping provided within the site which will contribute to the amenity of the area.</p> <p>The variation is considered minor and as such, the proposed setback is considered acceptable.</p> | ☑ |
| <i>Minimum Side Setback – Nil</i>   | All side setbacks propose greater setbacks than the minimum.                                                                                                                                                                          | <b>Deemed-to-comply.</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | ☑ |

|                                    |                                                               |                          |                                     |
|------------------------------------|---------------------------------------------------------------|--------------------------|-------------------------------------|
| <i>Minimum Rear Setback – 6m</i>   | The rear setback proposes a greater setback than the minimum. | <b>Deemed-to-comply.</b> | <input checked="" type="checkbox"/> |
| <i>Maximum Plot Ratio – 0:5:1</i>  | The development achieves the plot ratio.                      | <b>Deemed-to-comply.</b> | <input checked="" type="checkbox"/> |
| <i>Maximum Site Coverage – 0.5</i> | The development achieves the site cover.                      | <b>Deemed-to-comply.</b> | <input checked="" type="checkbox"/> |

**Table 11: Assessment Table**

## 8.4.2. POL-TP-129 Vehicle Parking Standards

Primary vehicle access to the site is proposed via a crossover on Bushmead Road at the western boundary of the site, accommodating two-way light vehicle movements and inbound truck and service vehicle movements. A secondary crossover on Bushmead Road is proposed to facilitate outbound truck movements, enabling separation of entry and exit flows and improving operational efficiency and safety. Existing crossovers along the site frontage will be rationalised as part of the development. Pedestrian access to the development will occur from Bushmead Road via the primary entry point. Internal pedestrian paths are integrated within the site layout to provide safe movement between parking areas, the gatehouse and building entries.

Car parking is provided on-site in accordance with the operational needs of the facility, recognising the relatively low staffing profile typical of data centre developments. The development is expected to employ up to 75 staff to work on-site at any time.

Given the industrial context and operational characteristics of the development, active transport demand is expected to be modest. Notwithstanding this, pedestrian connectivity to the surrounding road network will be maintained, and end-of-trip facilities are incorporated within the building to support staff who choose to walk or cycle.

| Use Class              | Parking Standard                                                                                                                                           | Parking Requirements                                                                                                                | Parking Provided                                |
|------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| <i>Warehouse (HA1)</i> | <i>2 spaces per 100 square metres GLA; or</i><br><br><i>2 spaces per person employed; or</i><br><br><i>a minimum of 6 spaces; whichever is the greater</i> | HA1: 66,465m <sup>2</sup> GFA equals 1329.3 bays; or<br><br>HA1: Total of 75 persons at any given time, equals 150 bays;<br><br>N/A | A parking shortfall of 63 car bays is proposed. |

|                       |                                                                         |                           |                                                  |
|-----------------------|-------------------------------------------------------------------------|---------------------------|--------------------------------------------------|
| <i>All other uses</i> | <i>To be negotiated with the Council.</i>                               |                           |                                                  |
| <i>Bicycle bays</i>   | <i>Not included or contemplated in the policy – due regard awarded.</i> |                           | A total of 6 bicycle parking spaces is proposed. |
| <b>Total</b>          |                                                                         | 150 vehicle bays required | 87 vehicle bays provided                         |

**Table 12: Parking Assessment Table**

It is proposed to provide a total of 75 car parking bays distributed across multiple car parks within the site. An internal circulation road is proposed to provide access to the different parking areas. Car parking bays (including 1 x ACROD bay) are allocated for visitors / security gatehouse use. The visitor bays are freely accessible outside of the secure line and gatehouse.

The proposal results in a shortfall of 63 parking bays when assessed against the parking requirements of POL-TP-129. In this regard however, the proposal is not representative of a typical warehouse development as it involves the storage of self-sustaining computer servers which requires significantly less staff and/or visitors to the site.

A Traffic Impact Statement (TIS) has been prepared which provides parking demand modelling to estimate the parking demand for the site, based on the estimated number of staff. The TIS indicates 80% of staff are likely drive a car to the site daily. In addition to this, the development provides end of trip facilities to encourage staff to use alternative forms of transport.

Based on the use of the site it is considered that the shortfall of car parking is highly unlikely to result in the lowering of safety, convenience, or amenity standards resulting from the proposed variation and therefore the proposed parking is considered appropriate.



**Figure 13: Perspective**

## 8.4.3. POL-C-070 Advertising Signs within Commercial and Industrial Zones

No signage is proposed as part of this development application. Any future signage proposed is pursuant to the exemption criteria within Schedule 5A of Local Planning Scheme No.17.

## 8.4.4. POL-LP-1-10 Provision of Public Art

In accordance with the City's Local Planning Policy POL-LP-1.10 Provision of Public Art, the owner is required to make a contribution to public art. As this is not always feasible however, the owner is granted discretion to make a monetary contribution toward public art instead (inclusive of a 15% discount). The approximate cost of the proposed development as is \$337,000,000 This construction cost requires either a cash-in-lieu contribution being 1% of the construction cost or the provision of public art onsite, as approved by the City.

## 8.4.5. POL-LP-1.13 Design Review

The proposal was considered by the Design Review Panel (DRP) undertaken on the 17th of February 2026. Refer to Part 4 for the full review.

## 8.4.6. Tree Protection and Management Policy (Draft)

The Tree Protection and Management Local Planning Policy (Draft) aims to clarify which trees should be protected by defining what counts as a protected tree and requiring developers to submit management plans for these trees at all stages of planning and development.

As of February 2026, the policy remains in draft format and is not considered a due regard document for the purposes of this assessment. Notwithstanding, an arborist report has been prepared to capture all trees within the property boundaries and contemplates the draft framework for a formal assessment.

The report identified, a total of 325 trees, this included 226 trees at No. 196 Bushmead Road and a further 15 trees at No. 178 Bushmead Road. In addition, another 84 trees were identified within the verge area. A total of 25 different species of tree were identified, including a mix of local native species of tree and species of tree native to the eastern states of Australia. River Red Gum along with Marri and Flooded Gum were found to be the most common species present, and collectively constitute around 85% of the trees across the Site. All the species identified are considered to be common species of tree for this area of Western Australia.

## 9. Technical Considerations

### 9.1. Acoustic

An acoustic report has been prepared by a suitably qualified consultant E-Lab. The report considers State Planning Policy Land Use Planning in the Vicinity of Perth Airport Policy. Based on their acoustic assessment, the proposed Warehouse will comply with the assigned noise levels associated with the *Environmental Protection (Noise) Regulations 1997* provided that the noise amelioration measures recommended are adopted. Please refer to **Attachment 4 – Acoustic Report**.

### 9.2. Arborist & Landscape

A Landscape Plan has been prepared by Terras Architects based on the findings of the Arborist Report, undertaken by a local tree specialist Arbor Logic. The assessment responds directly to the City's expectations for tree retention and has considered the draft local planning policy in anticipation for adoption. The design includes verge enhancements, feature planting at entry points, retention, or relocation where possible and species selections consistent with the City of Swan's preferred palette. Please refer to **Attachment 5 – Arborist Report**.

### 9.3. Bushfire

In accordance with the requirements of State Planning Policy 3.7 Bushfire, a Bushfire Management Plan (BMP) and Certificate was prepared by undertaken Envision Bushfire Protection. The report concluded that based on the separation distance between the subject site and classified vegetation, the development shall be constructed to BAL-29 rating. Please refer to **Attachment 6 – BMP Report and Certificate**.

### 9.4. Geotechnical

A geotechnical engineering report has been prepared by Galt Geotechnics, which identifies in-ground/subsurface areas to be considered for development of the site. The investigation was performed to support foundation design, earthworks, and related civil engineering activities. Please refer to **Attachment 7 – Geotechnical Report**.

### 9.5. Sustainability

A sustainability report has been prepared by a qualified consultant Cundall. In accordance with the expectations of the City of Swan's local framework, the design principles of State Planning Policy 7.0, sustainable design, construction, and operation are fundamental aspects of the development proposal. Please refer to **Attachment 8 – ESD Design Performance**.

## 9.6. Traffic

A transport assessment has been undertaken by a suitably qualified consultant Urbii Consulting, to assess the traffic impact of the proposed development, as well as site access considerations, and alternative transport options. The assessment found that the proposed development would not have a significant impact on local traffic and that there is sufficient proposed car parking within the development, as well as a very good level of alternative transport options. Please refer to **Attachment 9 – Traffic Impact Statement**.

## 9.7. Wastewater

This report presents the wastewater and effluent disposal strategy developed for the proposed industrial development has been prepared by Tadros. The purpose of the assessment is to identify feasible, environmentally responsible, and regulatory-compliant methods for the collection, treatment, and disposal of domestic wastewater generated by the site.

The assessment has determined connection to reticulated sewer or if onsite effluent disposal is proposed, additional approvals can be obtained from the Department of Health. In addition, the Scheme requires onsite effluent disposal systems do not exceed a daily volume of wastewater not exceeding 540 litres per 2,000m<sup>2</sup> of site area. The wastewater plan demonstrates the development is not exceeding this amount and this in any event will form a condition of development approval. Please refer to **Attachment 10 – Wastewater Management Plan**



Figure 14: Perspective

## 10. Matter for Due Regards

The following table sets out an assessment of the development application against Clause 67 Matters for Due Regard of the Local Planning Scheme 'Deemed Provisions' - which apply through the Scheme:

| Matters Of Due Regard                                                                                                                                                      | Comment                                                                                                                                                                      |     |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| <i>(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;</i>                                                    | The proposal is consistent with the expectations and zone objectives of LPS17. It delivers a residential development explicitly anticipated within the industrial zone.      | ☑   |
| <i>(b) the requirements of orderly and proper planning;</i>                                                                                                                | The development reflects orderly and proper planning through appropriate land use, scale, siting, access distribution, and integration with surrounding industrial activity. | ☑   |
| <i>(c) any approved State planning policy;</i>                                                                                                                             | The proposal is generally consistent with relevant SPP's, including SPP 7.0 (Design WA) and SPP 5.1 where applicable.                                                        | ☑   |
| <i>(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);</i>                                                         | No environmental protection policies are affected. The proposal does not pose environmental risk.                                                                            | ☑   |
| <i>(e) any policy of the Commission;</i>                                                                                                                                   | The proposal is generally consistent with the City's Local Planning Strategy.                                                                                                | ☑   |
| <i>(f) any policy of the State;</i>                                                                                                                                        | The development aligns with broader State policy direction supporting infill development, employment precincts.                                                              | ☑   |
| <i>(fa) any local planning strategy for this Scheme endorsed by the Commission;</i>                                                                                        | The proposal directly responds to the Local Planning Strategy's direction.                                                                                                   | ☑   |
| <i>(g) any local planning policy for the Scheme area;</i>                                                                                                                  | The proposal meets relevant local planning policies including landscaping, parking, noise management, requirements (where applicable).                                       | ☑   |
| <i>(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;</i> | Not applicable as part of this application as no reserves form part of the subject site.                                                                                     | N/A |
| <i>(k) the built heritage conservation of any place that is of cultural significance;</i>                                                                                  | Not applicable as part of this application as the site is not heritage listed.                                                                                               | N/A |

|                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                      |                                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|
| <i>(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;</i>                                                                                                                                                                                                                                                                                                | No impact. The proposal is consistent with the character of Hazelmere.                                                                               | <input checked="" type="checkbox"/> |
| <i>(m) the compatibility of the development with its setting, including —<br/>(i) the compatibility of the development with the desired future character of its setting; and<br/>(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;</i> | The height, bulk, scale, and land use are compatible with the Special Use zone and the evolving character identified in the Local Planning Strategy. | <input checked="" type="checkbox"/> |
| <i>(n) the amenity of the locality including the following —<br/>(i) environmental impacts of the development;<br/>(ii) the character of the locality;<br/>(iii) social impacts of the development;</i>                                                                                                                                                                                                                     | The proposal is considered to not create environmental, social or amenity impacts.                                                                   | <input checked="" type="checkbox"/> |
| <i>(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;</i>                                                                                                                                                                                                           | The proposal is not anticipated to impact the natural environment.                                                                                   | <input checked="" type="checkbox"/> |
| <i>(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;</i>                                                                                                                                                                                                                             | Landscaping has been integrated to improve the interface and upgrade the verge condition.                                                            | <input checked="" type="checkbox"/> |
| <i>(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;</i>                                                                                                                                                                                                          | No hazards apply. The site is not subject to flood, erosion, or similar constraints.                                                                 | <input checked="" type="checkbox"/> |
| <i>(r) the suitability of the land for the development taking into account the possible risk to human health or safety;</i>                                                                                                                                                                                                                                                                                                 | The proposal is not anticipated to impact the natural environment.                                                                                   | <input checked="" type="checkbox"/> |
| <i>(s) the adequacy of —<br/>(i) the proposed means of access to and egress from the site; and<br/>(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;</i>                                                                                                                                                                                                                                   | Access is appropriately distributed across Bushmead Road. the at grade car parking provides efficient space and manoeuvring area.                    | <input checked="" type="checkbox"/> |

|                                                                                                                                                                                                                                                                                                                                                                                    |                                                                                                                                                                                   |     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----|
| <i>(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;</i>                                                                                                                                                                        | Traffic volumes are lower than expected and consistent with industrial activity.                                                                                                  | ☑   |
| <i>(u) the availability and adequacy for the development of the following —<br/>(i) public transport services;<br/>(ii) public utility services;<br/>(iii) storage, management and collection of waste;<br/>(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);<br/>(v) access by older people and people with disability;</i> | The site is located near Roe Highway and connecting roads for bus routes. Utilities are available. Waste, end-of-trip facilities, and universal access are suitably accommodated. | ☑   |
| <i>(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;</i>                                                                                                                                                                          | No community services or facilities are affected. The proposal protecting the precinct's industrial offering.                                                                     | ☑   |
| <i>(w) the history of the site where the development is to be located;</i>                                                                                                                                                                                                                                                                                                         | Not applicable as part of this application.                                                                                                                                       | N/A |
| <i>(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;</i>                                                                                                                                                                                                                                      | The development provides local employment opportunities through population increases, further achieving the States strategic outcomes.                                            | ☑   |
| <i>(y) any submissions received on the application;</i>                                                                                                                                                                                                                                                                                                                            | To be advised after local government assessment if deemed necessary.                                                                                                              | TBC |
| <i>(za) the comments or submissions received from any authority consulted under clause 66;</i>                                                                                                                                                                                                                                                                                     | To be advised after local government assessment if deemed necessary.                                                                                                              | TBC |
| <i>(zb) any other planning consideration the local government considers appropriate.</i>                                                                                                                                                                                                                                                                                           | To be advised after local government assessment if deemed necessary.                                                                                                              | TBC |

**Table 13: Matters for Due Regard Assessment**

## 11. Conclusion

This application seeks approval for a proposed industrial development, for a Data Centre (Warehouses) at No. 178 and 196 Bushmead Road, Hazelmere. The development application is highly consistent with the objectives and planning intent of the state and local government statutory planning framework that applies to the subject site and the proposed land use.

The development presents consistent with the intent and objectives of the applicable State and local planning framework, including:

- City of Swan Local Planning Scheme No. 17
- City of Swan Draft Local Planning Scheme No. 18
- State Planning Policy 7.0 – Design of the Built Environment
- Relevant Local Planning Policies applying to parking, landscaping, and waste management

The design has been prepared by experienced architects and landscape consultants, with specialist input from an array of technical experts. The resulting proposal is functional, contextually appropriate, and capable of being delivered without adverse impact on adjoining properties or the broader locality.

Having regard to the comprehensive planning assessment and technical justification contained in this report, the architectural plans, and the supporting consultant documentation, we respectfully request that the application be supported by the City of Swan and approved by the Development Assessment Panel subject to appropriate conditional approval.