

Data Centre Development Application

*Lot 14 & 15 Stirling Crescent.
Hazelmere*

December 2025

Prepared for: GreenSquare DC

URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:

Director	Tim Dawkins
Associate Director	Rebecca Travaglione
Consultant	Sophie Mumford
Assistant Planner	Max Mistilis
Project Code	P0052562
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Acknowledgment of Country

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

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

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

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



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

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1 Introduction

This report has been prepared by Urbis on behalf of GreenSquare Ltd (**GreenSquare or GSDC**) to support a development application for the development of a new GreenSquare data centre in Hazelmere. Specifically, this development seeks to develop the data centre on two existing lots, these being Lot 14 Stirling Crescent, and Lot 15 (No. 111) Stirling Crescent. These lots combine to form the subject site.

The proposed development is a significant investment that will further underpin the City of Swan and Perth's role as the primary centre of commerce in Western Australia and boost its ability to attract and retain business within the area. Hazelmere remains an excellent location for this infrastructure due to its proximity to current and future critical networks, power, and data cable infrastructure.

GSDC provides data storage and communications solutions across Australia via a national network of data centre facilities. This development will be GSDC's first data centre in Perth, but currently operate a 110 MW data centre known as 'SYDI' in New South Wales.

Data centres are core infrastructure in today's increasingly digital economy, and are essential to the functioning of government, industry, and telecommunications.

This application outlines the rationale and merit for the Proposal, presenting the following:

- A contextual description of the site in its immediate, local and broader context.
- A description of the Proposal, including operations, facilities and transport elements.
- A description of the design and architectural narrative and merit, including the design evolution and an assessment against the 10 principles of good design outlined in State Planning Policy No.7.0.

This report is accompanied by the architectural and landscape design package as well as supporting technical reports as follows:

- Architectural Package and Architectural Design Statement prepared by **Green Box Architecture – Appendix B**
- Landscape Design, prepared by **Urbis – Appendix C**
- Environmental Assessment Report (EAR), prepared by **Western Environmental – Appendix D**
- Bushfire Management Plan (BMP), prepared by **Western Environmental – Appendix E**
- Flood Mapping Report, prepared by **Hyd2o – Appendix F**
- Waste Management Plan (WMP), prepared by **Talis Consultants – Appendix G**
- Acoustic Assessment, prepared by **Marshall Day Acoustic – Appendix H**
- Aboriginal Heritage Due Diligence Assessment (AHHA/DDA), prepared by **Urbis – Appendix I**
- Archaeological Survey, prepared by **Urbis – Appendix J**
- Site Servicing Report, prepared by **Colliers – Appendix K**
- Traffic Assessment / Transport Impact Statement (TIS), prepared by **Ason Group – Appendix L**
- Preliminary Stormwater Management Plan prepare by **Colliers – Appendix M**

2 Design Review Panel Summary

2.1.1 DRP 1 Feedback

The initial Design Review Panel (DRP) meeting took place on the 30th of July 2024. The DRP was broadly supportive of the design, having been impressed with amount of information and quality despite being in the early stages of design and looked forward to the design evolving into a resolved development application.

The DRP outlined a range of components of the design as areas of improvement for the future reiterations of the design progresses. Several of these points pertained to the development's relationship with its surrounding context, particularly how it will address Stirling Crescent and Helena River, outlining movement patterns and pedestrian access to and from the site and confirming whether there is a need for public art. The DRP also outlined the need to provide further information regarding the functionality of the development, particularly confirming the internal layout of the building as well as outlining truck movements, stormwater management and lighting and sustainability strategies. Due to the current presence of trees on the subject site, the DRP also recommended to conduct a bushfire analysis to confirm whether the proposed tree retention plan will be possible particularly regarding safety concerns that relate to the threat of bushfires.

2.1.2 DRP 2 Feedback

The second Design Review Panel (DRP) meeting took place on 4th November 2025 and acknowledged the continued progress of the project. Panellists remained generally supportive of the direction of the design. The Panel noted that the Proposal is developing a clear architectural identity and a considered relationship with its industrial and riverine context and welcomed the ongoing commitment to engagement with Aboriginal and environmental agencies as the design progresses toward a development application.

However, the DRP identified a number of matters requiring further refinement in future iterations. These included clarifying how the development addresses both Stirling Crescent and the future foreshore road, improving pedestrian and cycling access, and ensuring service and security treatments do not detract from the presentation of the site. The Panel also requested greater detail on the building's internal layout, truck circulation, stormwater and bushfire management, sustainability initiatives and lighting strategies. The extent and treatment of landscaping was highlighted as a key area for improvement, including increased tree planting, clearer explanation of vegetation retention or removal, and better integration of fencing and perimeter treatments.

The project team has taken these recommendations into account to ensure that the design responds to panel feedback while maintaining its strategic, environmental, and cultural objectives.

2.1.3 Design Review Summary

The below **Table 1** provides an overview of the feedback received at DRP Meeting 1 and Meeting 2.

Table 1 DRP Feedback

Design review Process		
Supported		
Pending Further Investigation		
Yet to be addressed		
Principle / Item	DRP Meeting 1 (30/07/2024)	DRP Meeting 2 (04/11/2025)
Principle 1 – Context and character		
Principle 2 – Landscape quality		
Principle 3 – Built form and scale		
Principle 4 – Functionality and build quality		
Principle 5 – Sustainability		
Principle 6 – Amenity		
Principle 7 – Legibility		
Principle 8 – Safety		
Principle 9 – Community		
Principle 10 – Aesthetics		
Design Review progress		

3 Site Context

3.1 Location And Lot Particulars

The subject site is located within the City of Swan (City) municipal area, approximately 15km northeast of the Perth central business district. Additionally, the subject site resides approximately 4.5km north-northeast of Perth Airport, 3km east of Guildford Town Centre, and 1km south of the Midland Town Centre (refer **Figure 1** and **Figure 2** for maps of the site's Local and Regional Context).

The site is within the broader location known as the Hazelmere Enterprise Area (HEA), which is ideally located for industrial development due to access to regional transport infrastructure, which includes:

- Roe Highway, approximately 1.6km east; and
- Great Eastern Highway Bypass, approximately 1.8km south.

The site is bounded by Helena River to the north, vacant/agrarian land to the east. To the south, the site is bounded by Stirling Crescent and bush/agrarian land, with a nearby connection to a Western Power substation. The Helena River Steiner High School is located on Lot 13, immediately west of the subject site.

The City of Swan has identified the HEA as an emerging logistics hub and views this area as critical to addressing the significant shortage of industrial land within the wider Perth metropolitan area.

Refer **Figure 3** for an aerial of the subject site.

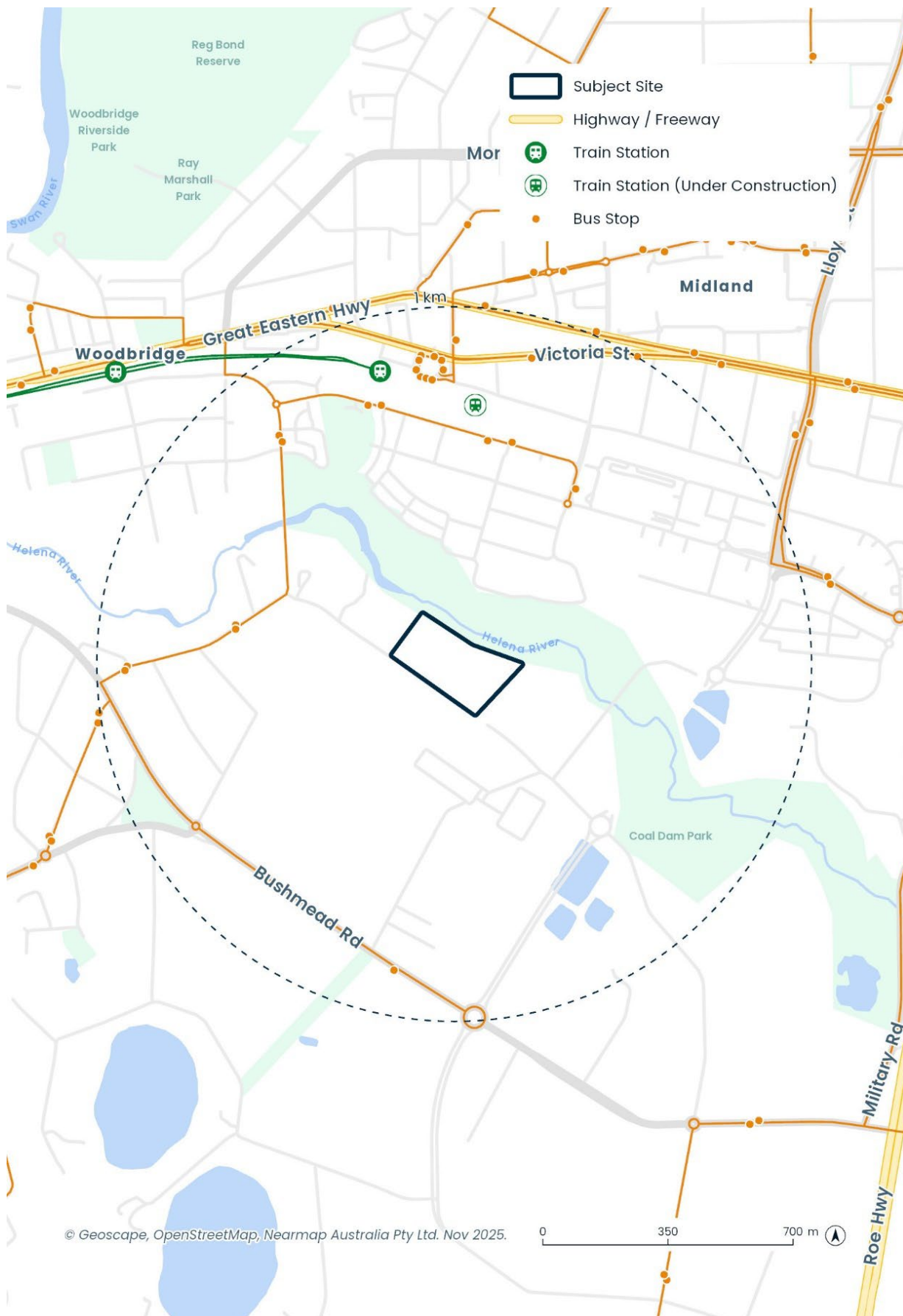


Figure 1 Local Context

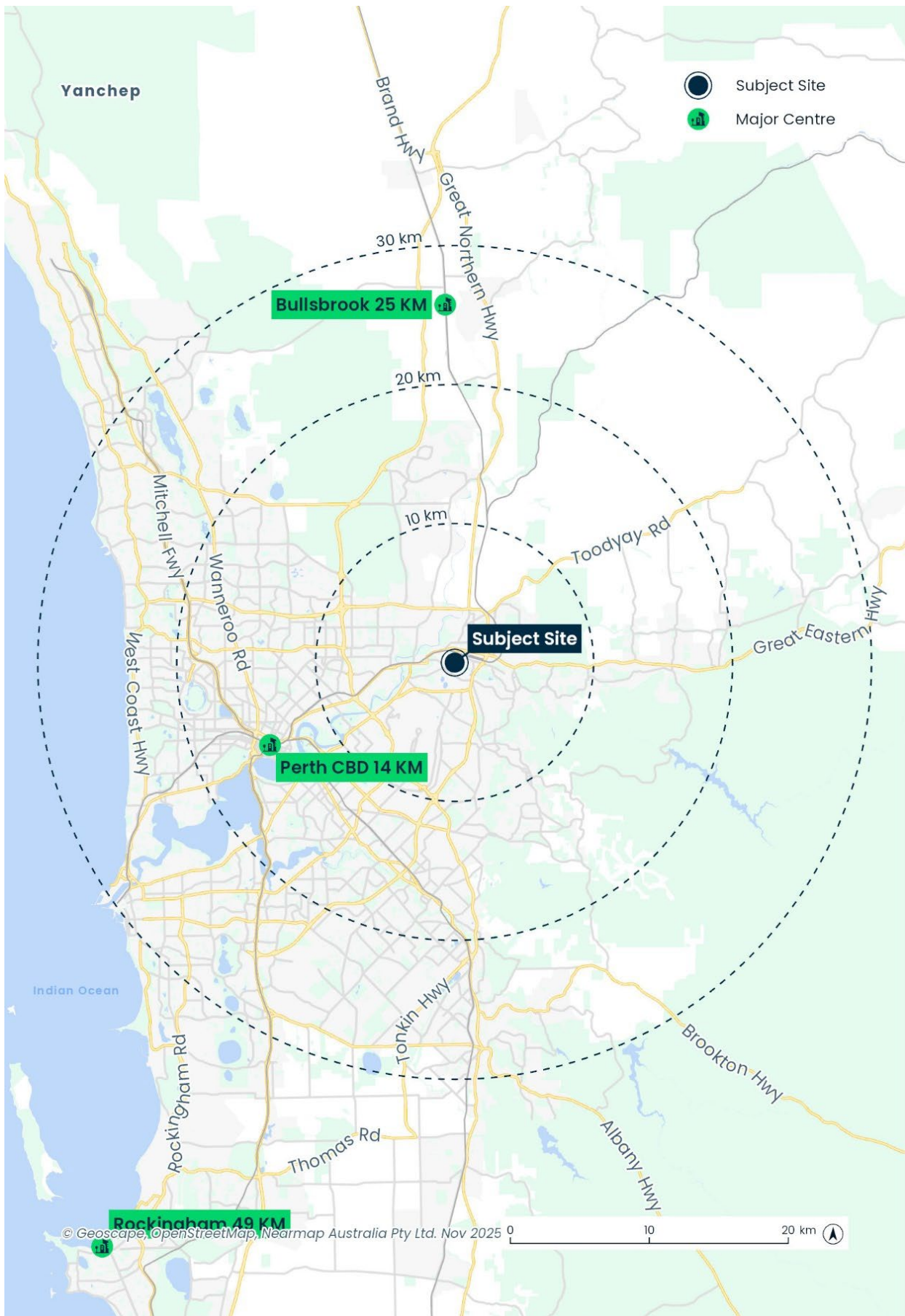


Figure 2 Regional Context



Figure 3 Site Aerial

3.2 Lot Details

Table 2 below presents the details of the lots included within the subject site. All relevant certificates of Title documentation are provided at **Appendix A**. Refer to **Figure 4** for a cadastral plan of the subject site.

Table 2 Land Ownership Details

Lot No.	Plan / Diagram	Volume	Folio	Street Address	Area (ha)	Proprietor(s)	Encumbrances / Other
14	4556	2014	927	Lot 14 Stirling Crescent, Hazelmere 6055	2.3170	Hoang, Ha Thu Thi Nguyen, Tai Dinh	Nil of note (as listed on the Certificate of Title)
15	4556	2002	816	111 Stirling Crescent, Hazelmere 6055	2.1304	Wilcox, Lynley Janet Wilcox, Roger Andrew	Nil of note (as listed on the Certificate of Title)
TOTAL					4.4474		



Figure 4 Cadastral Plan

4 Proposed Development

4.1 Development Vision

The proposed development represents an expansion of GSDC's data centre network and accommodates a new city-scale, high technology facility. The data centre can provide for an array public and private sector clients, both locally and nationally, and will provide the ability to lease data hall space for essential IT infrastructure that facilitates communications, cloud-based systems, data storage and back-up systems.

The data centre will support the following initiatives:

- Expand GSDCs network capacity.
- Provide carriers, service providers, cloud platforms and vendors to easily scale their WA operations and infrastructure.
- Offer 100% uptime (operation) with the highest level of industry certification, with fault tolerance measures including continuous cooling, fire segregation and leak containment to ensure that the facility is resilient to interruptions.

More specifically, the subject site will benefit the City of Swan's commerce sector by:

- Providing existing and prospective businesses in the city and nearby local, convenient access to state-of-the-art IT infrastructure.
- Increase employment both directly and indirectly in the digital economy sector and associated industries that rely on this sector.
- Raising the City as an attractive and accommodating destination for investment.

4.2 Proposal Overview

Table 3 below provides an overview of the proposed development and its key features.

Table 3 Data Centre Overview

Feature/Area	Overview
Admin/Front of House	The development fronts onto Stirling Crescent, with the main building entrance orientated to north-western perimeter of the development. This provides an appropriate interface to the adjacent school, delivers the most convenient access between the building and car park, as well as providing passive surveillance to Stirling Crescent. The primary function of this space is to undertake general administrative and operative duties to enable the function of the facility, as well as act as the primary interface for receiving clients/visitors. This space is located on the ground floor, providing 777sq.m of space.
Data Halls	In total there are 3 floors dedicated to data collection in the proposed data centre.
Generators, Electrical, and Mechanics	Data centres in general are known to require specialised needs that require electrical supply. This relates to cooling, as well as ensuring stable and consistent access to the data for clients. As such, backup generators and electrical components have been provided on site, as well as external mechanical areas to locate

condensers. All of which provide high quality data collection operation on site.

Car Parking	A total of 41 car bays are prosed for the site inclusive of 2 ACROD bays.
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4.3 Access

The development has a 229m singular street frontage onto Stirling Crescent, with three proposed crossovers; with two crossovers are provided at northwestern side of the development, acting as the primary entry and exit to and from the main car park with the crossover serviced by a security gatehouse. The other crossover is an emergency exit located at the southwestern side of the development.

Currently, Stirling Crescent is identified as no through local road with low overall usage. However, as part of the Great Eastern Highway Bypass Interchanges (**GEHBI**) project, Stirling Crescent is set to have direct access to the upgraded Lloyd Street. Regardless, this is expected to have minimal impact on the overall function of the Data Centre due to the nature of the development, which is a low traffic generating use.

It is also worth highlighting that the Hazelmere Enterprise Area Structure Plan (**HEASP**) identifies the intent to deliver a service road to the north of the site, along the boundary of Helena Rover. The proposed development has set aside this land with no permanent structures within this potential future road reservation.

4.4 Landscape Overview

The landscape plan prepared by Urbis provides a strategy that prioritises retaining as much existing tree canopy as possible, recognizing its role in cooling, amenity, and ecological value. The interface with the Helena River, the Aboriginal Cultural heritage Site (refer **Section 5.7** of this report) and ecological buffers are preserved and enhanced to maintain biodiversity, manage stormwater naturally, and create a strong visual and environmental edge, with opportunities for native planting, habitat features, and improved legibility.

Screening and privacy planting soften built form and contribute to the overall landscape character, using native planning and low-maintenance species suited to local conditions.

While some existing trees will be removed due to new built form, design adjustments have been explored to minimize loss, and a robust replacement strategy, including advanced plantings, will ensure long-term canopy and landscape character are maintained.

Refer to **Appendix C** for a copy of the proposed Landscape Plan

4.5 Servicing and Operation Considerations

The development has been planned heavily around the known servicing and operational requirements for data centre developments. Factors which heavily influence the planning of data centres are listed in b **Table 4** below.

Table 4 Operational Considerations

Aspect	Operational Detail
Data Racks	Tenant-owned server and networking racks installed progressively as each data hall is completed.

Tenant Requirements	Access, servicing, and security requirements determined by each tenant and finalised after lease execution.
Construction Staging	Development delivered level-by-level, with racks installed in each completed data hall.
Site Security	Controlled access for authorised personnel only, with secure fencing and managed entry for vehicles.
Power Supply & Backup	24/7 power provided with generator backup sized to support worst-case outage conditions and tenant sensitivities.
Cooling System	Mechanical cooling system proposed, with potential transition to immersion cooling to reduce energy use, water demand, and building envelope size.
Office Space	On-site offices supporting operations, including administration staff and temporary use by tenants during installation periods.
Tenant Maintenance	Tenants responsible for maintenance and testing of their own racks, requiring infrequent on-site visits for servicing, testing, and equipment replacement.
Waste Generation	Minimal waste expected, primarily installation packaging, with tenants responsible for removal and disposal. Refer Section 5.5 for a summary of the waste storage and collection.
Transformer Building	No new transformer building required; existing Western Power infrastructure remains in place.
Staff and Visitors Levels	Approximately 15 staff during Stage 1, increasing to 24 in Stage 2, with limited overnight occupation except during maintenance or installation works. Additional visitors may also visit the site for leasing, meetings, or maintenance, staying between 30 minutes and 2 hours. Total peak staff and visitors expected on site at any point is estimated to be 40 people.
Hyper-Scaler Visitors	Major installation periods may involve specialist teams of approximately six personnel present on site for full working days.

4.6 Environment Overview

A desktop analysis has identified that the subject site is affected by the following considerations in **Table 5** below. A detailed Environmental Assessment Report is provided at **Appendix D**.

Table 5 Environmental Overview

Environmental Consideration	Impact/Advice
Groundwater and Soils	Environmental technical reporting and groundwater modelling completed under the Hazelmere Enterprise Structure Plan has indicated the site is greater than 1.2m above the groundwater levels. Further, soils on the site have been highlighted as being unsuitable for on-site effluent systems. The future data centre will be serviced by a sewer and water connection, meaning on-site effluent systems are not proposed.

Please refer to the Environmental Assessment Report and section 5.1, and Site Servicing Strategy at Section 5.10.

Flora and Fauna

The rear of the subject site is partially impacted by the Helena River Environmentally Sensitive Area. Environmental Assessment Reporting has confirmed that the site does not contain viable habitat for Carnaby cockatoos.

Please refer to the Environmental Assessment Report in section **5.1**

Acid Sulphate Soils (ASS)

The subject site is anticipated to encounter moderate to low risk of acid sulphate soils; however, the site can be prepared, and building footings designed to minimise risk accordingly. Further ASS testing will be undertaken at the detailed design stage.

Please see Environmental Report in section **5.1**.

Bushfire Proneness

The entire site is considered bushfire prone. A Bushfire Attack Level (BAL) assessment is being conducted along with an associated plan.

Refer to the Bushfire Management Plan in section **5.2**.

4.7 Design Principles and Architectural Statement

The proposed Data Centre has been designed by Green Box, is designed as a purpose-driven yet contextually responsive facility. Its design celebrates operational elements, such as generator bays and service infrastructure, while integrating architectural treatments, landscaping, and façade articulation to soften its industrial presence and connect to the surrounding bushland and Helena River corridor.

The Front of House is oriented to the north, maximising natural light, creating amenity, and fostering engagement with the adjacent Steiner School. Subtle, multi-coloured panels, durable materials, and native landscaping establish a visual dialogue with the natural and industrial context, balancing functional performance, sustainability, and civic presence. The design ensures operational efficiency, resilience, and safety, while enhancing legibility, community engagement, and environmental integration.

An overview of the DRP comments and the applicable Design Response is provided in **Table 6** below.

Table 6 Design Overview Assessment

Principle	DRP Feedback / Recommendation	Design Response
1 – Context and Character	Fully supportive of architectural response to industrial/business context.	The building responds to both natural and industrial context. Operational elements like generators are celebrated as part of the façade, while site positioning avoids encroachment on the Helena River corridor. Landscaping and façade tones reference surrounding bushland, reinforcing contextual sensitivity.
2 – Landscape Quality	More verge landscaping, use of groundcovers, investigate landscape adjacent to office, additional trees throughout site.	Landscaping maximised with native species, green buffers, and planted zones. Office-adjacent areas and verge landscaping enhanced, improving amenity and visual integration with surroundings.
3 – Built Form and Scale	Fully supportive; building appropriate for use and context.	Three-storey linear form with articulated stair cores and a northern Front of House. Scale is proportionate to industrial precinct; Front of House creates civic quality while data halls remain functional.
4 – Functionality and Build Quality	Review parking layout, turnaround, parking need, WC provision, façade glazing efficiency.	Parking layout optimised; linear form ensures efficient floor plates. High-performance glazing and materials, robust structural systems, and integrated service areas support operational efficiency and durability.
5 – Sustainability	Develop sustainability strategy with firm commitments.	Proposal integrates renewable energy, energy-efficient systems, water recycling, low-carbon/recycled materials. Operational efficiency prioritised; formal sustainability statement prepared.
6 – Amenity	Review corner breakout spaces, office-adjacent landscape, include lift lobby windows.	Breakout areas and office spaces oriented for natural light and amenity. Landscaped areas provide outdoor amenity; lift lobbies include windows to improve daylight access.
7 – Legibility	Review gatehouse visibility, pedestrian movement to building entrance.	Single secure pedestrian entry with clear pathways. Gatehouse positioned for visibility; fencing set back where possible with verge landscaping improves pedestrian wayfinding.
8 – Safety	Review pedestrian movement from car park to main entrance, particularly for disabled users.	Pedestrian paths separated from vehicles; lighting and fencing provide security. Access designed to accommodate disabled users safely.
9 – Community	Review landscape to encourage interaction; identify high-level public art strategy.	Collaboration spaces and landscaped areas enhance interaction. Opportunities for public art integrated into landscape and fencing, supporting community engagement and knowledge sharing.

10 – Aesthetics	Supportive of building aesthetics but potential improvement in fence integration with architecture and/or public art.	Façade expresses functional elements with multi-coloured panels referencing bushland. Front of House glazing creates civic presence; fencing integrated into landscape design to complement architectural aesthetic and potential public art.
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Additional details of the DRP meetings, including an overview of the Panellist's feedback is addressed in **Section 2.1** of this report.

A copy of the Architectural Design Statement is provided at **Appendix B**.

5 Technical Reporting

5.1 Environmental Assessment Report

Prepared by Western Environmental – Appendix D

Western Environmental was engaged by Urbis, on the behalf of GSDC, to conduct environmental field monitoring and the preparation of an associated report. It is understood that:

- ASS present on the subject site is not a constraint on development and is only located on a small northwest portion of the subject site. An associated ASS and dewatering management plan may be required.
- Groundwater and surface water is not considered an issue, with respect to where appropriate swales and/or basins are provided for in the development between the development and Helena River.
- Low ecological values are present on the subject site, and therefore the removal of the Multiple Use Wetlands is not a constraint to the development.
- No State or Commonwealth threatened ecological communities were identified as potentially occurring. With existing vegetation limited to scattered native trees. If clearing of native vegetation is required for the development, a native vegetation clearing permit (NVCP) will be required. Whilst the extent of native vegetation within the site is likely limited to scattered trees, their presence within an ESA and in a riparian environment mean that a clearing exemption under Regulation 5, Item 1 of the Environmental Protection (Clearing of Native Vegetation) Regulations 2004 does not apply.
- Due to the overall degraded condition of the site and lack of intact vegetation, there is limited habitat value. Though, some habitat is viable for opportunistic visitation (e.g. Cockatoos), the habitat is only limited to foraging and roosting; with no such evidence roosting behaviour on the site. It is noted in the report that a referral under the Ecological Protection and Biodiversity Conservation Act is not likely required due to low value foraging trees.
- Contamination is likely to be a non-issue due to the industrial/commercial use of the subject site unless groundwater is impacted.
- A bushfire management plan should be prepared.

Refer to **Appendix C** for Environmental Assessment Report.

5.2 Bushfire Management Plan

Prepared by Western Environmental – Appendix E

The Bushfire Management Plan prepared for the site has identified an acceptable Bushfire Attack Level of **BAL-29** for the development, with the site being provided a suitable level of site access.

The only supporting management measure required is the maintenance of the site landscaping to a low threat condition, which is to include pruning of dead matter, removable of combustible ground litter and trimming of grass to below 100mm in height.

The BMP concludes that the development demonstrates compliance with the Guidelines for Planning in Bushfire Prone Areas and is acceptable under State Planning Policy No. 3.7.

5.3 Flood Mapping

Prepared by Hyd20 – Appendix F

Hyd20 has been engaged by Green Square DC to undertake a Flood Mapping Report to provide flood level advice for the Subject Site. This advice is provided on the basis Department of Water and Environment Regulation's (DWER) online Floodplain Mapping Tool and associated digital datasets and recent flood studies of the Swan and Helena Rivers.

The following table provides the estimated flood levels for various Annual Exceedance Probability (AEP) event. It is estimated that the for a 0.2% AEP event, minimal flooding of the site would occur, and this would restrict to are immediately adjacent to the northern boundary.

Table 7 Flood Mapping Overview

Flood Event	Downstream Boundary (Lot 14, Western Boundary)	Upstream Boundary (Lot 15, Eastern Boundary)
1% AEP Event Flood Level (mAHD) (1 in 100 year)	7.0	7.6
0.2% AEP Event Flood Level (mAHD) (1 in 500 year)	7.5	8.2

A copy of the Flood Mapping report is provided at **Appendix F**

5.4 Waste Management Plan

Prepared by Talis – Appendix G

Talis Consultants conducted a Waste Management Plan (WMP) on behalf of GSDC. The WMP outlines how the development will allow for waste to be stored and collected as per the requirements of the City.

Transfer of Waste

A summary of the bin size, numbers, collection frequency and collection method is provided in the below table. All bins will be colour coded to distinguish the separate waste types meant for each corresponding bins.

Table 8 WMP Overview

Waste Type	Bin Size (L)	Number of Bins	Collection Frequency	Collection	Collection Vehicle
Refuse	3.0m ³	One	Ad Hoc	Private Contractor	Front Lift
Soft Plastics	3.0m ³	One	Ad Hoc	Private Contractor	Front Lift
Pallets	3.0m ³	One	Ad Hoc	Private Contractor	Front Lift
Cardboard	3.0m ³	One	Ad Hoc	Private Contractor	Front Lift

A private contractor will service the Proposal onsite and will conduct collection from the loading bay and enter and exit the development in forward gear via Stirling Crescent.

Waste Storage

A summary of the typical dimensions of standard bin sizes that may be utilised at the Proposal.

Table 9 Waste Storage

Dimensions (m)	Bin Sizes			
	600L	1,100L	3.0m3	4.5m3
Depth	0.78	1.07	1.505	1.605
Width	1.260	1.24	1.805	1.805
Height	1.2	1.33	1.225	1.57

Waste Collection

A private waste collection contractor will be engaged and responsible for the collection of waste directly from the loading bay as required.

The private contractor's front loader waste collection vehicle will travel with left hand lane traffic flow on Stirling Crescent and turn into the Proposal in forward gear, manoeuvre through the internal driveway/carpark, and reverse into the Loading Bay.

Waste Management

The site manager of the Proposal will be responsible for the daily monitoring and management of waste, including any cleaning, movement of bins or bin storage area, engaging with tenants and contractors to ensure efficient and effective waste service is maintained.

The WMP reveals that the Proposal provides a sufficiently sized Bin Storage Area to accommodate the streams of waste generated. Given the low use of the Proposal, it is estimated that low amounts of waste will be generated allowing for collection on an ad hoc basis, leading to low impact on its surroundings.

5.5 Acoustic Assessment

Prepared by Marshall Day Acoustic – Appendix H

Marshall Day Acoustic has been engaged by GSDC to conduct an Acoustic Assessment of the Proposal. This report presents an assessment of noise emissions to review compliance with the Environmental Protection (Noise) Regulations 1997 (the Regulations) for development approval purposes.

5.5.1 Noise Receivers

The acoustic assessment identified several nearby noise receivers which are outlined in the table below

Table 10 Noise Receivers Assessment

Receiver	Address	Type of premises	Comment
1	13 Stirling Crescent	Noise Sensitive	Helena River Steiner School
2	51 Platingshop Terrace	Noise Sensitive	Potential future residential
3	Lot 787 Shellforge Lane	Noise Sensitive	SJOG Midland private hospital (future)
4	5 Central Avenue	Industrial	McMahon Burnett Transport
5	15 Wingate Avenue	Noise Sensitive	Existing residential dwelling

5.5.2 Noise Sources

Marshall day found that several building, emergency and backup services will be likely cases of noise within the Proposal. These are:

- 64 evaporatively-cooled chillers
- 88 diesel generators
- Outdoor building services such as condenser units and exhaust fans

5.5.3 Noise Controls

The Acoustic Assessment has identified that attenuation is required for the sound generated by the 64 rooftop chillers. The following 3 options have been identified as suitable to control noise from the chillers:

- Operation of units at lower duties – the assessment is based on 100% duty, however it is understood that this operating duty would not normally occur during night-time hours and lower noise levels would be likely in practice.
- Selection of alternative, quieter units.
- Incorporation of manufacturer attenuation packages such as fan silencers and condenser lagging.
- Localised screening around rooftop plant – it is noted that this option would have limited benefit to northern receivers, which are elevated relative to the rooftop plant.

To control noise from the generators, the acoustic assessment has recommended a noise barrier is to be implemented (as indicated on the development plans)

This noise barrier should;

- Be constructed using material with surface density of at least 15 kg/m²
- Extend at least 1 m beyond the generator at both the end (near the road) and top.
- Be free of gaps and penetrations, including at the base.
- Be made of 12 mm thick compressed fibre-cement, 75mm thick Hebel Powerpanel, concrete, brick or other approved material that meets the minimum surface density specifications.

Through the proposed mitigation measures, the Proposal is expected to comply with the *Environmental Protection (Noise) Regulations 1997*, ensuring that noise impacts on nearby sensitive receivers are appropriately managed.

5.6 Aboriginal Heritage Due Diligence Assessment

Prepared by Urbis – Appendix I

In 2024, Urbis was engaged by GSDC to prepare an Aboriginal Due Diligence Assessment (DDA) for the Project Area. The DDA found the following:

- The proposed works constitute major disturbance in the Project Area.
- Although the Project Area has been the subject of previous site-specific heritage surveys (archaeological and ethnographical), these are outdated and may not be adequate.
- There are two registered Aboriginal sites or places within the Project Area, namely the Helena River (ID 3758) (ethnographic site) and Hump Paddock (ID 4006) (archaeological site).

- Consultation with DPLH has confirmed that Helena River (ID 3758) does not extend into the Project Area and will therefore not be impacted from the proposed development. Previous investigations have identified that further unknown ethnographic sites are unlikely to be identified in the area.
- Previous investigations have assessed the research potential as high for Hump Paddock (ID 4006), previously known as S01440. Prior to any future land developments, McDonald, Hales and Associates (1992) recommended further archaeological investigation in the form of test pitting. There is no evidence to suggest that this has been completed.
- There is uncertainty regarding the extent and composition of Hump Paddock (ID 4006). The boundary of Hump Paddock (ID 4006) is currently mapped as unreliable.
- Based on previous investigations, most developments required Aboriginal monitoring for all earthworks in proximity to the Helena River, including the riverbank and floodplain. This is likely to be the case for the Project Area and is to be further confirmed through consultation and engagement with the Whadjuk Aboriginal Corporation.
- Hump Paddock (ID 4006) has been identified as having high research potential and has been recommended for test excavations prior to any future development. In addition, the true extent and composition of Hump Paddock (ID 4006) is unclear, as the previous investigations provide different descriptions.
- Hump Paddock (ID 4006) was located by Urbis staff during a site inspection in 2024. The artefact scatter was entirely comprised of a black stone, likely to be chert, with artefacts found eroding from the clay ground surface. No quartz was observed.
- Previous archaeological sub-surface excavations along the Helena River demonstrate the existence of sub-surface artefacts, even in disturbed areas. There is therefore a high likelihood for the proposed works to potentially disturb unknown Aboriginal sites sub-surface.

5.7 Archaeological Survey

Prepared by Urbis – Appendix J

Urbis was also engaged by GSDC to conduct an archaeological Site Identification Survey for a proposed data centre development at the subject site.

The purpose of the survey was to reliably map the boundaries of the Registered Aboriginal Site Hump Paddock (ID 4006), which intersects the Project Area and is currently mapped as 'unreliable' by the Department of Planning, Lands and Heritage (DPLH). Accurate mapping of the site boundaries was intended to inform whether an appropriate avoidance approach could be applied to proposed works within the Project Area or if further heritage management procedures would be required.

The survey team identified Hump Paddock (ID 4006) within its previously recorded boundary. A description of the site is provided below, along with site-specific and general comments from the Aboriginal consultants. No Aboriginal Cultural Heritage (ACH) was identified beyond the previously recorded site boundaries.

The report findings have been considered and have informed further iterations of the Proposal's design, ensuring that development is appropriately setback from the recorded boundary and that suitable buffers are in place to protect the site during construction.

5.8 Traffic Assessment

Prepared by Ason – Appendix K

Ason Group was engaged by GSDC to undertake a Transport Impact Statement (**TIS**) to support the proposed data centre, in reference to Transport Impact Assessment Guidelines, Introduction & General Guidance Volume 4 (Individual Developments) (DPLH & WAPC).

The following provides an overview of the TIS

5.8.1 Parking

In terms of parking, the proposed data centre will include:

- 41 car parking spaces, inclusive 2x accessible spaces
- 2 bicycle spaces

5.8.2 Access

2 vehicular access points are proposed, including an entry and exit gate and one emergency exit. Access control would be managed by a boom gate and sliding gate for each of the entry and exit access points. Although that the data centre will operate 24/7, minimum staff will be on site after normal business hours, although some tenants may require maintenance and installation outside of normal business hours.

The TIS reveals the future indicative road layout expected to run along the northern site boundary of Lots 14 & 15 as a part of the Hazelmere Enterprise Area Structure Plan.

5.8.3 Proposed Traffic Generation

Based on the table below, the vehicle trips generated by the Proposal during AM and PM peak hours are minor and therefore not expected to have material impact to the surrounding land uses and transport networks.

Table 11 Proposed Traffic Generation

Land Use	GFA (m2)	Peak Period	Proposed Rate (vehicle trips per hour / 100m2 GFA)	Estimated Traffic (vehicle trips/hour)
Data Centre	14,981	AM	0.09	13
		PM	0.08	12
		Daily	0.71	106

5.8.4 Public Transport

The nearest bus transport route is the 291 bus route which travels from Redcliffe Station to Midland Station via South Guildford, with the nearest stop along Stirling Crescent 750m west of the site. The closest train station to the site is the Midland Station, which is located 1.8km north of the site which travels along the Midland Railway line.

5.8.5 Pedestrian Facilities

There is no pedestrian facilities located near the site along Stirling Crescent, however, there is a pedestrian footpath connection servicing the bus stops further west along Stirling Crescent. A proposed pedestrian footpath connection will connect the carpark and front of house uses to Stirling Crescent.

The TIS concludes that the vehicular traffic generation of the development would not materially impact the surrounding road network, with 41 parking spaces (inclusive of 2 ACROD bays) supplied to cater for the demand of the.

5.9 Site Servicing

Prepared by Colliers – Appendix L

Colliers have prepared a Site Servicing Report to assess the existing conditions, utility connections, environmental constraints, and servicing requirements. Overall, the site is developable, but several infrastructure upgrades and planning considerations will be required at design stage.

The site does not currently have direct connections to major utilities such as sewer, water, or high-capacity power. New infrastructure extensions or alternative solutions (such as on-site wastewater treatment) will be required. Stormwater management will also require formal detention and treatment to allow controlled discharge into Helena River. Power supply will require major upgrades and a new connection to the regional high-voltage network due to the project's large load profile. Telecommunications services exist in basic form but require detailed design for a commercial-grade connection.

From a site-conditions perspective, the land is generally flat, has acceptable groundwater depths, and shows no registered contamination, though it does sit in a bushfire-prone area, in proximity to heritage sites, wetlands, and flood-sensitive land near Helena River. Geotechnical investigations and flood level controls will be required as part of detailed design and approvals.

An overview of the site servicing report is provided in Table 12 below.

Table 12 Site Engineering and Servicing Summary

Service	Details
Topography	The site is generally flat with ground levels around 8.5m AHD, showing less than 1% crossfall in most directions. Minor elevation variation occurs around the boundaries (7.5–9.5m AHD). Existing structures (houses and sheds) sit on relatively stable ground, and the flat topography supports large-format development with predictable bulk earthworks requirements. No major regrading constraints are expected.
Geology / Ground Conditions	Desktop geological mapping indicates the site sits on pebbly silt and clay soils. These soils have low permeability and medium–high bearing capacity but may require ground improvement to achieve geotechnical Site 'Class S' or better under AS2870. Full geotechnical testing will be completed prior to the lodgement of the building permit for construction of the building. This will determine foundation solutions, retaining requirements, settlement performance, seismic soil classification, potential re-use of excavated material and parameters for shallow or deep footings.
Groundwater	Based on the maximum groundwater levels provided by DWER, it can be concluded that groundwater should be at a minimum depth of 1.5 m below ground level (BGL), which is unlikely to impact the proposed development. Detailed investigations into groundwater will be undertaken at detailed design stage, prior to commencing building works on site.
Acid Sulphate Soils (ASS)	Most of the site is identified as low-risk; however, the northern corner of Lot 14 is rated moderate–low hazard within the upper 3m of natural soil. Excavation in this location may expose ASS. Geotechnical testing is will be undertaken during detailed design phase to confirm presence and severity, and if confirmed, construction may require ASS management plans, controlled excavation, lime treatment, spoil handling protocols and monitoring per DoPIR requirements.
Flood Risk	The Department of Water and Environmental Regulation's (DWER) floodplain mapping indicates that no site within the proposed land development area is classified as a floodplain area, and the site achieves adequate separation from the 1 in 100 flood level.

Sewer	The site currently has no sewer connection. Water Corporation's long-term plan includes a 700m DN300 gravity sewer extension along Stirling Crescent to the nearest pumping station. The intent is for the development to deliver this sewer connection as part of this development.
Wastewater Volume & Trade Waste	Expected staff wastewater load is approx. 720 L/day based on 24 personnel using an office environment without showers. Cooling tower blowdown or other plant discharges may generate trade waste, which the City of Swan is likely to regulate separately. Trade wastewater may require on-site pre-treatment before discharge.
Water Supply	No reticulated water currently fronts the site. Water Corporation recommends a 1,200m mains extension from an existing 200P line in Bushmead Road, ideally upsized to DN200 to meet commercial fire flow requirements of 40 L/s. New hydrants, backflow prevention, booster considerations and network pressure checks will be required as part of design.
Gas	A high-pressure ATCO transmission main runs along Stirling Crescent but is not suitable for consumer connection. Any excavation within 15m of the asset requires ATCO approval and an on-site gas "spotter". Since gas usage is unlikely to be required for the data centre, network upgrades are not anticipated, but construction works must follow ATCO's protection rules.
Electrical Power	Western Power confirms that existing supply cannot meet forecast load (~120MW). A new 132kV transmission line and dedicated substation connection is required, likely fed from the Guildford terminal. Western Power studies indicate current network capacity constraints under N-1 conditions, requiring a protection scheme and potentially additional reinforcement. Concept design, protection modelling and capital works must be undertaken before commissioning.

5.10 Preliminary Stormwater Management Plan

Prepared by Colliers – Appendix M

The Preliminary Stormwater Management Plan prepared by Colliers. The plan provides interim advice on site conditions, including geological characteristics of pebbly silt with low permeability and good bearing capacity. Stormwater design is based on City of Swan requirements and the Hazelmere Drainage Strategy (2014), with discharge rates of 35 L/s for Lot 14 and 32 L/s for Lot 15 and includes the following inputs

- Detention volumes have been calculated for a 1% AEP, 4-hour event, with capacity provided via underground GRAF cells.
- Swales are included for water treatment only, with pavement and roof catchments directed to appropriate treatment or detention systems.

We request that a comprehensive Stormwater Management Plan be provided as a condition of development approval.

5.11 Sustainability Strategy

Prepared by Urbis – Appendix O

The Sustainability Strategy prepared in support of the Proposal outlines how the development will deliver strong environmental, social and economic outcomes across design, construction and operations. It responds directly to the City of Swan Design Review Panel feedback, providing increased detail on sustainability commitments and performance measures.

Table 13 below provides a summary of the key sustainability measures associated with the Proposal:

Table 13 Sustainability Initiatives Summary

No.	Initiative	Summary of Commitment
1	Reducing emissions from cooling systems refrigerant use	All central cooling systems will target refrigerants with a Global Warming Potential (GWP) of approximately 1, eliminating high-GWP synthetic refrigerants such as R-410A and R-134a wherever feasible.
2	Minimising emissions from electrical insulators	High-voltage and medium-voltage electrical equipment will use air-insulated or other low-GWP alternatives, avoiding the use of SF ₆ , an extremely potent greenhouse gas.
3	Reducing direct emissions from backup power	Backup generation will be avoided where feasible. Where required, generators will operate on 100% renewable diesel (HVO-100), achieving approximately a 99.6% reduction in reported Scope 1 emissions compared to fossil diesel.
4	Targeting a high level of Power Usage Effectiveness	The data centre is designed to achieve an annualised PUE of less than 1.25, aligned with a 5-Star NABERS Infrastructure rating, supported by efficient cooling systems and operational optimisation.
5	Reducing emissions using on-site renewable energy	On-site solar PV and a behind-the-meter battery energy storage system (BESS) will be installed to reduce grid electricity demand, lower Scope 2 emissions, and reduce peak demand impacts on the network.
6	Enabling tenants to choose green electricity options	All tenants will have access to renewable electricity pathways, including GreenPower, PPAs or LGC-matched supply, enabled through dedicated NMIs or an embedded network, with an aspiration to support up to 80% renewable electricity use.
7	Reducing embodied carbon in materials and construction	An embodied carbon measurement and reduction framework will be developed to assess emissions from shell, core and data centre infrastructure, using recognised standards (e.g. TM65, LCA, NABERS, Green Star) to identify reduction opportunities.
8	Responsible management and disposal of e-waste	IT equipment will be managed through a best-practice IT Asset Disposition (ITAD) framework prioritising reuse, refurbishment and recycling, aligned with Western Australia's Waste Strategy 2030 and the e-waste landfill ban.
9	Ambitious Water Usage Effectiveness target	The development targets a potable Water Usage Effectiveness (WUE) of 0.1 L/kWh, well below international benchmarks, supported by cooling systems that do not rely on water (dry cooling).

10	Digital twin and AI-enabled supervisory control platform	A digital twin integrated with BIM and real-time operational data will be implemented, with an ambition to develop an AI-enabled supervisory platform to predict issues, optimise energy use and improve operational reliability.
11	Engagement with Local Community & First Nations	A dedicated engagement approach will be implemented in partnership with the Whadjuk Noongar community, including protection of Aboriginal Cultural Heritage, ongoing consultation, cultural interpretation, monitoring during works, and employment and training opportunities. Initial engagement with Noongar Elders and the Whadjuk Aboriginal Corporation is underway.

GreenSquareDC is a leader in data centre solutions. The organisation recognises their role and responsibility in having a positive impact across communities and the environment from their operations. As such, they have developed a 5-pillar strategy that underpins their operations and decision-making as outlined in **Figure 5** below.

Scope 1: Minimising direct emissions

- Reducing scope 1 emissions from refrigerant use, backup generator and electrical insulators
- Targeting industry-leading PUE

Scope 2: Minimising indirect emissions

- Installing onsite renewables
- Enabling the purchase of green energy

Water stewardship

- Targeting a high level of water efficiency
- Implementing rainwater harvesting measures & where possible using recycled water

Smart by design

- Using digital twins for Building Information Modelling (BIM) and electric automation to improve energy efficiency

Scope 3: Reducing downstream and upstream emissions

- Adopting a minimum density across masterplan
- Reducing embodied carbon emissions from the selection of materials.

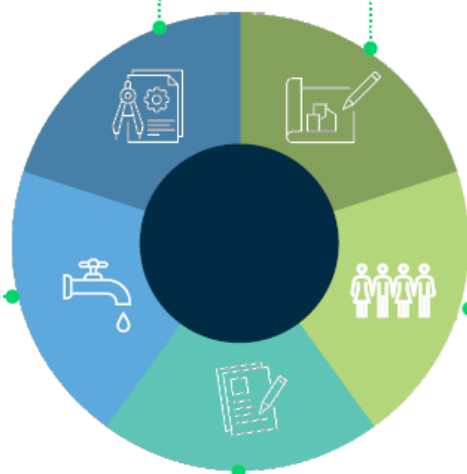


Figure 5 Five Pillars of Data Centre Solutions

5.12 Economic Benefit Report

Prepared by Urbis

Urbis was commissioned by GSDC to prepare an Economic Benefit Report for the proposed large-scale data centre development in Hazelmere. The project is expected to generate significant construction-stage activity, permanent employment, and substantial ongoing economic and environmental benefits for Western Australia.

The proposed data centre in Hazelmere represents one of Western Australia's most significant digital infrastructure investments, with a total project value of \$1.1 billion. The development will generate substantial economic gains during both construction and ongoing operation, including 2,932 full-time equivalent (FTE) job years during construction, and 180 ongoing jobs once operational. Over the build period, the project will contribute \$635.5 million in value added to the Western Australian economy, with operations providing a further \$36.2 million annually.

In addition to direct financial returns, the data centre will play an important strategic role in supporting WA's growing digital economy, enabling regional tech capability, business scalability, and ecosystem development. With a leading Power Usage Effectiveness (PUE) target of 1.2, the facility will also deliver strong sustainability benefits, equivalent to removing 144,164 cars in emissions each year, positioning the project as one of the most energy-efficient data centres in the country.

A summary of the Proposals economic benefits is provided below.

Table 14 Economic Benefits report

Category	Sub-Category	Result
Project Investment	Total development cost (inc. GST)	\$1.1B
	Local WA spend	\$968.4M
Construction Phase – Employment	Total FTE job years supported	2,932 (1,272 direct + 1,660 indirect)
	Annualised average employment	1,466 FTE jobs per year
Construction Phase – Economic Impact	Total value added to the WA economy	\$635.5M total
	Annual contribution during build	\$317.7M per year
Operational Phase – Employment	Direct ongoing jobs	121 positions
	Indirect jobs supported	59 positions
	Total ongoing jobs	180 positions
Operational Phase – Economic Impact	Annual value added	\$36.2M per annum
Strategic Benefits	Digital infrastructure uplift	Largest data centre in Australia at 96MW, enabling growth of digital industries

	Business capability	Allows WA companies to expand without moving data interstate
	Technology precinct development	Supports clustering and attracts innovation-led businesses
Sustainability – Energy Efficiency	PUE performance	1.2 PUE (vs 2.5 average, 1.5 state-of-the-art)
Sustainability – Environmental Impact	Emissions savings vs typical data centre	52% reduction in carbon output
	Equivalent homes powered	84,278 per year
	Equivalent trees grown over 10 years	11,063,086 seedlings

6 Planning Assessment

6.1 State Planning Framework

Table 3 below outlines elements of the State Planning Framework relevant to the proposed development.

Table 15 State Planning Framework Assessment

Document	Comment
Metropolitan Region Scheme (MRS) The subject site is zoned 'Urban' under the MRS. The site is also in close proximity to the Great Eastern Highway and Roe Highway as 'Primary Regional Roads'.	GSDCs Proposal provides a major high-tech industrial facility, that enhances the commerce and level of business in the area. It is a higher order, technology focused use that is appropriate in the Hazelmere locality. Importantly, the nature of a data centre use does not generate high levels of noise, dust or odour, meaning they remain compatible with urban areas. The development will also not prevent the future industrial and commercial development of surrounding areas, as it is not a sensitive land use. Refer Figure 5 for an MRS Map featuring the subject site.
State Planning Policy 2.10 – Swan-Canning River System The policy highlights that Helena River has undergone degradation due to farming, development, and subdivision land clearing in the area. It suggests that planning decisions in the area should enhance the natural environment, improve public access to the river and foreshore reserves, ensure earthworks complement landscaping values, and protect places of cultural significance. This policy may be adapted into the draft SPP 2.9 Planning for Water policy in the near future.	The Environmental Assessment Report and AHHA have highlighted the key considerations and the necessary management plans and design responses required to fully conceptualise this policy. Importantly, the design of the data centre has set side land fronting Helena River to enable the City to deliver a future road, as outlined in the HEA structure plan, providing future access to Helena River. Refer to Appendix D and Appendix I for copies of each report.
State Planning Policy 4.1 – Industrial Interface	This State Planning Policy was considered with regard to noise impact. While there are some residential uses located 390-500m from the subject site, the nature of the land use is expected to be variably low impact. As such it is considered that only a noise emissions assessment as necessary. This has been provided in the Acoustic Assessment at Appendix H. The data centre is not expected to generate any other major external impacts.

State Planning Policy – 3.7 Planning in Bushfire Prone Areas

This site has been in a designated bush fire prone area for longer than four months. Additional planning and building requirements may apply to development on this site.

Additional planning and building requirements may apply to development within these areas.

A BMP has been prepared by a registered bushfire consultant. The BMP confirms the site complies with SPP3.7.

Refer **Appendix E** for a copy of the BMP.

6.2 Local Planning Framework

6.2.1 City of Swan Local Planning Scheme NO.17

The City of Swan Local Planning Scheme No.17 (**LPS17**) applies to the subject site and is the primary statutory tool for land use and built form controls throughout the municipal area.

6.2.1.1 Zoning

As seen within **Figure 6**, the subject site is zoned as 'Special Use Zone 15' (SU15) under the City of Swan Local Planning Scheme No.17 (LPS 17). As set out by clause **4.2.19** of LPS17, the objective of Special Use Zones is to:

- a) *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;*
- b) *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.*

In our view, the Data Centre would be entirely consistent with these zone objectives, based on the following:

- The data centre has locational requirements to be easily accessible to power sources, but still accessible to staff and other visitors.
- Data centres are strategically important because they form the backbone of our digital economy, enabling the storage, processing, and distribution of vast amounts of information that underpin business operations, government services, and everyday digital interactions. As demand for cloud computing, artificial intelligence, and high-speed connectivity grows, data centres play a key role in maintaining national competitiveness, safeguarding data sovereignty, and enabling innovation across industries.

A Data Centre would be classified as a 'Warehouse (Data Centre)' land use under LPS17, which is defined as: '

'means premises used to store or display goods and may include sale by wholesale.'

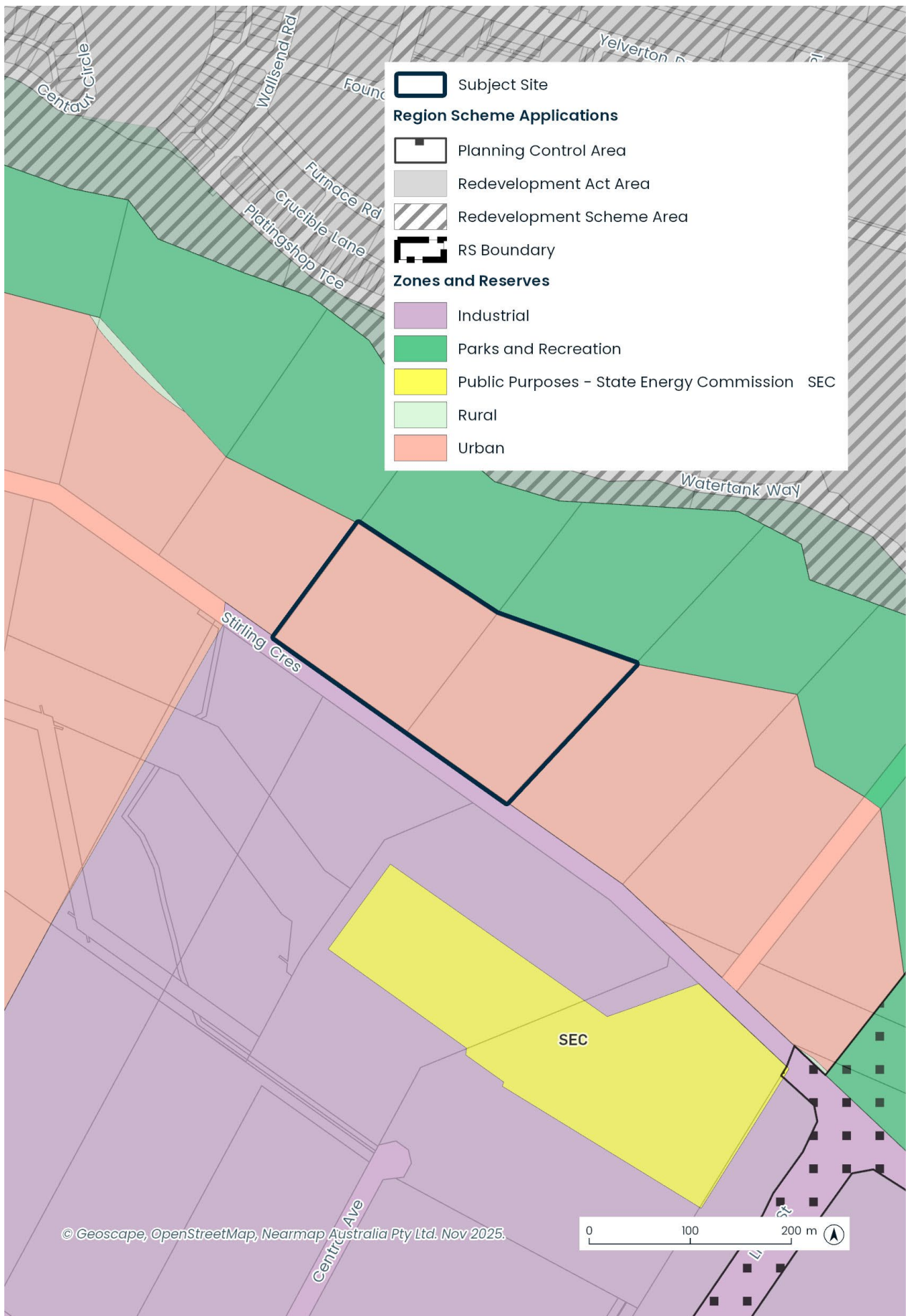


Figure 6 MRS Map

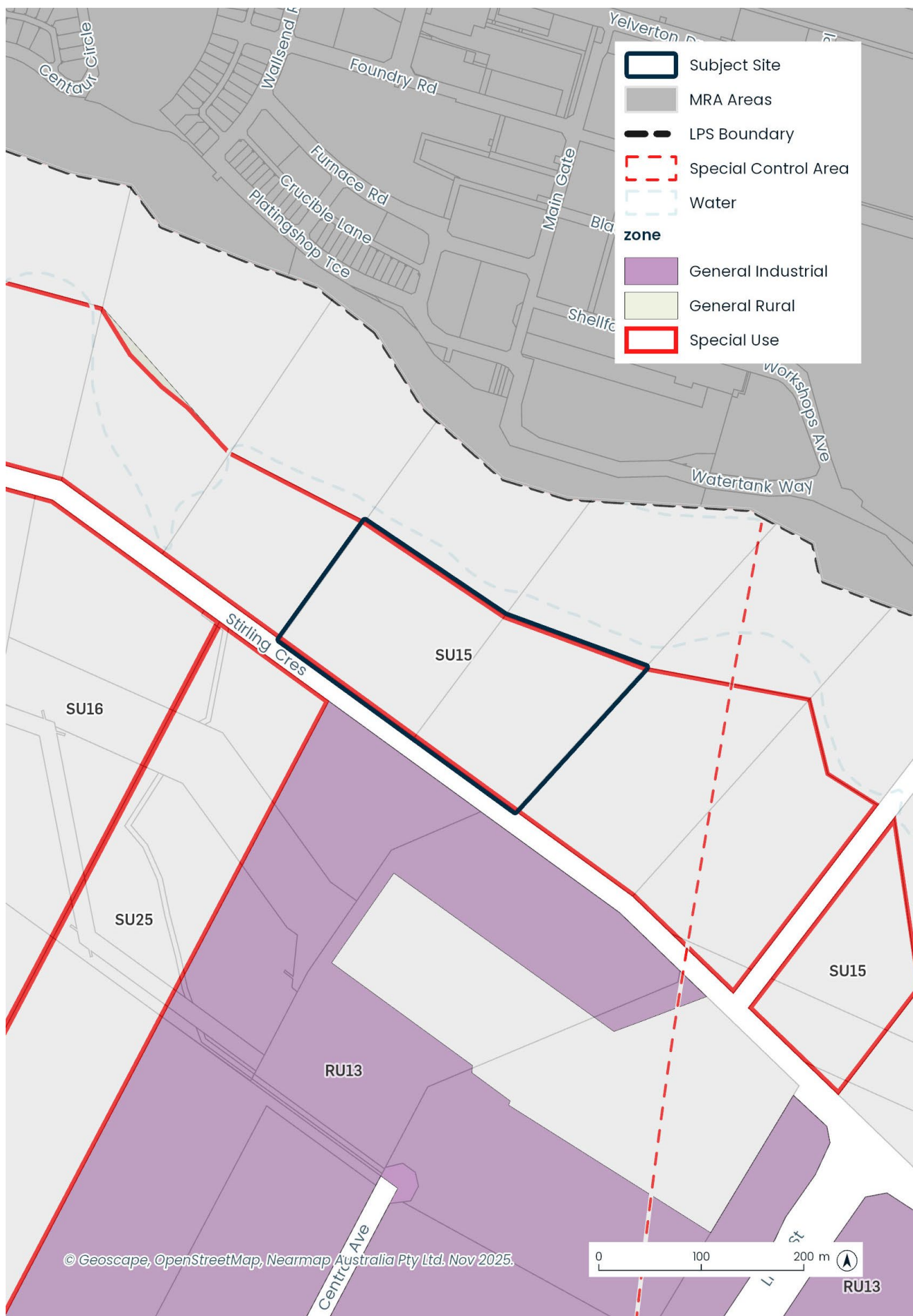


Figure 7 LPS Map

6.2.1.2 Land Use Permissibility

Schedule 4 of LPS17 outlines Special Use zones that are in addition to the zones within the Zoning Table. Uses of any land or developments in a special use zone must comply with the purpose set out in Schedule 4 and subject conditions. Schedule 4 highlights that land uses and development for subject site shall be in accordance with the Hazelmere Enterprise Area Structure Plan.

6.3 Requirement for a Local Structure Plan

Schedule 4 of LPS17 provides the conditions and requirements for development in SU15. Of note to this project, Schedule 4 requires the following:

- The preparation of a local structure plan prior to any subdivision or development occurring on the site.
- The local structure plan is required to cover all lots within SU15.
- The local structure plan is to provide a constructed road interface with the Helena River reserve.

Notwithstanding the above, clause 5A.1.4.2 of LPS 17 acknowledges a local government may approve the development of land prior to a structure plan coming into effect, if the local government is satisfied that this will not prejudice the specific purposes and requirements of the structure plan area.

6.3.1 Hazelmere Enterprise Area Structure Plan (HEASP)

The Hazelmere Enterprise Area Structure Plan (HEASP) is a structure plan that was formally endorsed by the Western Australian Planning Commission (WAPC) in 2011 as a framework to develop and achieve the industrial potential for Hazelmere area as well as consider residences and adjacent sensitive environmental features.

6.3.1.1 Precinct and Land Use

The subject site is contained within Helena River Precinct 2A (See **Figure 7**) and envisions light industrial uses primarily, as well as institutional uses. Light industrial uses are considered to be any activities which do not adversely affect the amenity of the locality or impose an undue load on any existing or proposed services. In our view, the Data Centre would be consistent with this, subject to the delivery of services with sufficient capacity. As noted in earlier section of the report, the intent is to deliver a sewer connection to the data centre.

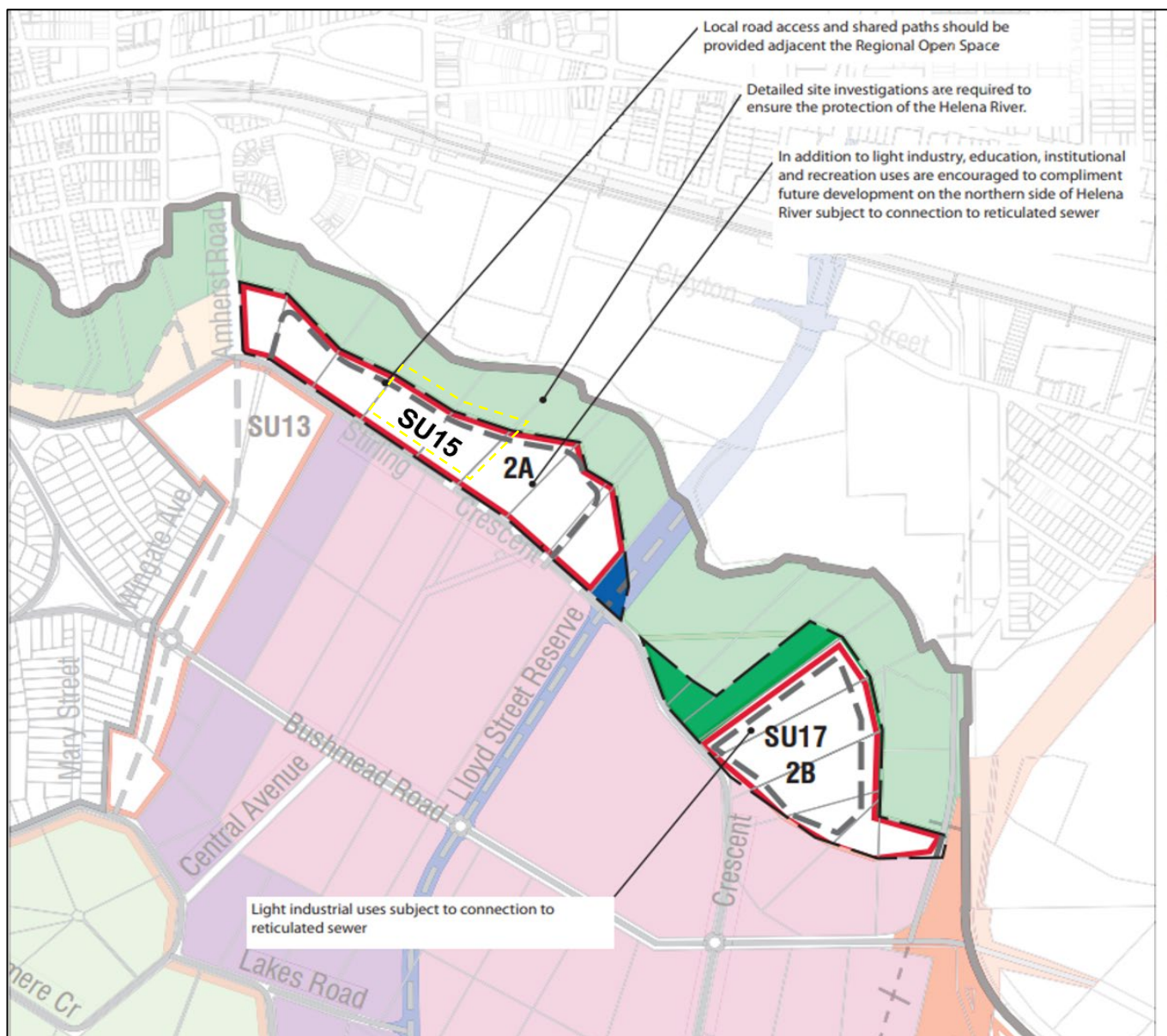


Figure 8 HEASP Precinct 2A & 2B.

6.3.1.2 Design, Layout and Servicing

Table 10 below provides a summary of the design and layout expectations of the HESP, which should be considered as this project enters detailed design.

Table 16 Structure Plan Design, Layout and Servicing Requirements

Item	Comment	Complies
Road Network The HESP identifies a 'Possible Future Road' towards the rear (north) of the property, broadly following the boundary alignment with Helena River (refer Figure 7). This is intended to facilitate public access to Helena River.	A portion of the subject site has been set aside (not to be developed with permanent structures) to the north of the site for the future road	✓

Orientation of Development The structure plan requires high quality–built form outcomes orientated towards the river. As a result, the design of the data centre building should look to include as many active uses to this façade as possible, and limit the placement of services along the Helena River frontage.	The design has also been carefully positioned to reduce its impact on the river and surrounding natural environment, ensuring the development integrates sensitively with the site and preserves existing ecological values.”	✓
Reticulated Sewerage Development is able to proceed without a connection to reticulated sewerage if it is considered a ‘dry’ industry. To be considered a dry industry, it will be necessary to demonstrate that: ▪ The quality and volume of effluent to be disposed of on-site can be successfully disposed of without adverse environmental or health effects; and ▪ The predicted waste water generation does not exceed 540litres per 2,000sq.m of site area.	Water utilised for cooling within the data centre will be circulated and reused where possible. Hence reducing the overall wastewater on site. The intent is to deliver a sewer connection to the data centre development.	✓
Protection of Helena River The Structure Plan requires detailed site investigations to ensure protection of the Helena River.	To be provided, however, in this initial assessment the development has demonstrated the protection of Helena River.	✓

6.3.2 Local Planning Policies (LPP) – General

6.3.2.1 LPP-127: Building Development Standards – Other Zones

The objective of LPP 127 is to ensure that the development of land within Special Use Zones is consistent with the principles of proper and orderly planning. This is conducted with a series prescriptive building and development standards.

Broadly speaking, the standards within Table 1 of the policy specify that frontage, setback, plot ratio, site coverage, and height requirements are to be negotiated with the City at the commencement of a development application. However, clause 2.6 the policy does set out some general design requirements for landscaping, which is commented against in the **Table 6** below.

Table 6 Comments against the requirements of LPP-127.

Provision	Comment
The required landscaping shall cover a minimum of 10% of the total site area in a form approved by the Council. The calculation of this area shall include any area required as boundary landscaping and open parking facilities landscaping where off-street parking is	Achieved. The Proposal provides over 10% of landscaped area.

required in accordance with the Vehicle Parking Standards policy;	Refer to Appendix C for a copy of the proposed Landscape Plan
Any landscaped area shall be separated from an adjacent vehicular area by a wall or kerb at least 150mm higher than the adjacent vehicular area or in some manner be protected from vehicular damage;	Achieved. All landscape areas will be protected from vehicle movement areas.
Landscaped areas shall not average in width less than 1.5 metres, and shall not be continuous for more than 10 metres without a properly designed pedestrian crossing point, except where such landscaped area is adjacent to a permanent fence, or a wall of a building;	Landscape areas are generally greater than 1.5m depth, and are continuous across the site.
The part of the area of the site required to be provided as landscaping shall not include areas which would normally be set aside for pedestrian movement; and	Pedestrian movement paths are clearly defined, and not included in the overall calculation of soft landscaping.
Landscaped areas required by this policy shall be planted in accordance with an approved landscape plan, and within 30 days of practical completion of the development, or any relevant part thereof, as determined by the Council or at such later time as may be agreed in writing by the Council.	May be addressed as a condition of approval.

6.3.2.2 LPP-129: Vehicle Parking Standards

The purpose of LPP 129 is to ensure that an adequate provision for vehicle parking is made in new developments in the City. As a summary, the LPP sets out the requirements for the design, requirements, and use of off-street parking. The LPP policy sets out the minimum number of parking spaces each land use type is required to provide on site. For a 'warehouse', it is required to provide:

- (i) 2 spaces per 100 square metres GLA; or
- (ii) 2 spaces per person employed; or
- (iii) a minimum of 6 spaces;
- (iv) whichever is the greater.

Given the proposed data centre may accommodate up to 24 staff once fully constructed, this generates an on-paper requirement for 48 bays. In the case of a Data Centre, the operational need for car parking is typically far less than the 'on-paper' requirement for a Warehouse. This is due to the following:

- The number of visitors coming to the site is low, and typically for short periods of time only.
- Most of the on-site staff are administration staff, and do not generate customers or visitors.

The maximum number of staff and visitors accessing the site at any point is estimated to be 40 people. The parking area has been designed to accommodate parking for this peak generation.

6.3.2.3 LPP-080: Building Envelopes

The purpose of this local planning policy is to control the location of buildings within lots in respect of the protection of vegetation, watercourses, and floodplains. Primarily, this is to ensure that developments are not poorly planned regarding existing site conditions, and/or prevent the unnecessary clearing of native vegetation.

The following **Table 7** presents the provisions required under policy as well as highlighted considerations.

Table 7 Comments against the requirements of LPP-080.

Clause	Requirement	Assessment
5.1.1(a)	Is regular in shape and does not exceed 10% of the area of the lot or 4,000 m ² , whichever is lesser.	The proposed data centre exceeds 4,000 m ² due to functional needs, with total data hall floor space of 10,488 m ² per floor plus administrative and service areas. A variation is justified, as the lot cannot accommodate a functional city-scale facility within the standard envelope.
5.1.1(b)	Achieves the minimum boundary setbacks prescribed for the relevant zone.	Setbacks are currently undefined under LPP-127. The Proposal provides a layout that allows negotiation of setbacks during structure planning while maintaining access, operational efficiency, and separation from adjacent properties.
5.1.1(c)	Is sited to cover the least vegetated areas of the lot to minimise clearing of vegetation.	Some existing trees will be removed to accommodate the building. However, the landscape strategy retains as much canopy as possible, integrates ecological buffers, and includes a replacement planting plan to maintain long-term amenity and biodiversity.
5.1.1(d)	Is sited on soils suitable for conventional on-site effluent disposal.	On-site effluent disposal is not proposed. The Proposal relies on alternative wastewater management strategies appropriate for high-tech, industrial-scale development.
5.1.1(e)	Is not located within a floodplain or within 100 m of any watercourse or wetland and has a minimum 2 m vertical separation from the highest known groundwater level.	The proximity to the Helena River and rear floodplain requires mitigation measures. The Proposal demonstrates appropriate siting, design adjustments, and landscaping to manage flood risk while preserving ecological buffers.
5.1.1(f)	Is located a sufficient distance from the top of a ridgeline to ensure no visual impact on the skyline.	The site has minimal topography and no ridgeline. The Proposal fully satisfies this requirement, with no impact on local skyline.
5.1.1(g)	Does not contain rock outcrops or slopes exceeding 20%, to maximise development options and minimise site works.	The overall topography is suitable, and the Proposal minimises disturbance while ensuring operational functionality.
5.1.2	A building envelope may be split into a maximum of two parts, provided the total area does not exceed that specified for a single envelope and both parts meet the 5.1.1 criteria.	Not applicable. The Proposal utilises a single large envelope to accommodate data halls, administration, and service areas. Variation is justified based on operational requirements.

LPP-1.13: Design Review

The purpose of this policy is to provide technical advice and recommendations on the design and site planning of specific Proposals. While the panel is only advisory, decisions makers have due regard to the recommendations made by the panel utilising the 10 principles of good design from State Planning Policy 7.3. As a structure plan is necessary to for the subject site, this policy is applicable. The policy additionally sets out when design reviews are to recommend occurring, matters considered, funding of the panel, timings.

The proponent GSDC has undertaken two DRP Meetings for this application, which is further discussed in **Section 2.1**.

6.3.2.4 Local Planning Policy 1.10 – Provision of Public Art

The City's Provision of Public Art policy sets requirements for public art contributions for developments valued over \$2 million. The policy states that Public art to the value equivalent to 1% of the cost of the development (capped at \$500,000) is required for any development is valued over \$2 million.

As such, the south elevation has been identified as a suitable location for a public art, which is likely to be in the form of feature lighting. The public art will ultimately be designed by an artist at detailed design stage. As a result, it is requested that the public art plan is provided as a condition of development approval.

6.3.2.5 Local Planning Policy POL-E9.2 – Floodplain Management and Development

POL-E92 intends to ensure the conservation of prominent environmental features within the floodplain, and to provide guidance for development to be compatible with floodplain management by maintaining or enhancing the physical and visual amenity of the floodplain.

POL-E92 prohibits a number of works to be developed on floodway. As detailed in earlier sections, the subject site is not located on a floodway, and all permanent structures will be located above the 1 in 100 year flood event level.

Additional guidelines apply to development in flood fringe areas:

- Building floor levels: and all electrical installations should be a minimum of 0.5 metres above the 100 year Average Return Period Flood level, except: garages, minor non-habitable outbuildings.
- Land Filling: should not encroach into the floodway and the height and location of fill will be determined by Council having regard to the advice of the Water Authority.

Detailed flood mapping advice is provided at Section 5.4 of this report, which demonstrates the development can reasonably meet these requirements without excessive volumes of fill being transported to the site.

7 Conclusion

This development application seeks approval for a data centre on Lot 14 & 15 Stirling Crescent, Hazelmere. As demonstrated in this report, the development is entirely appropriate for the site based on the following key points:

- The use of the site for a data centre is entirely consistent with the intended use of the site, as outlined in the Hazelmere Enterprise Area Structure Plan.
- The data centre does not have any unreasonable impact to the existing surrounding development (including the adjacent school) and is designed to provide a green interface to soften the appearance of the development to all frontages.
- The development design received a high level of support from the Design Review Panel, and all recommendations of the panel have been adopted where possible.
- The development has been supported by a suite of technical reports, which all demonstrate the development will meet the relevant technical requirements, including transport, bushfire, servicing and environmental considerations.

Overall, the development represents a significant investment into the development of digital infrastructure in Western Australia, whilst also delivering a site responsive development.

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