

Report to the Future Melbourne (Planning) Committee

Agenda item 6.4

**Ministerial referral: TPM-2016-26
552-578 Lorimer Street, Port Melbourne**

7 February 2017

Presenter: Nick McLennan, (Acting) Practice Leader Statutory Planning

Purpose and background

1. The purpose of this report is to advise the Future Melbourne Committee of a Ministerial Planning Application to use and develop the land at 552 – 578 Lorimer Street for a data centre.
2. The site is located to the southern side of Lorimer Street in Port Melbourne. The site is in the Commercial 2 Zone and is affected by Environmental Significance Overlay Schedule 1.
3. The site has a frontage of 104m to Lorimer Street and a total area of 24,931m². The rear portion of the site is currently developed with a data centre. The front portion of the site, the subject of this application, is currently vacant.
4. The proposal seeks approval to use and develop the front portion of the site for a data centre. The new building will be broken into two forms and will be connected via a link building along the south of the development. The building will have a maximum height of approximately 31m, and a gross floor area of 29,709m².
5. Twenty four new car spaces are proposed on the site resulting in a total of 75 car spaces being provided. Twelve new bicycle spaces and associated facilities are proposed on ground level. Vehicle access is proposed via the existing crossover from Lorimer Street.
6. The new facility will accommodate approximately 30 to 40 people during the day to day operations. The facility will be in operation 24 hours a day, seven days a week. Only a limited number of staff will be present outside of normal business hours.

Key issues

7. Key issues to consider in the assessment of the application relate to the appropriateness of the use, the built form, design details, provision of active street frontages and parking and traffic matters.
8. Council's Urban Design Department have raised concerns with the blank side elevations and the lack of activation to the street frontage. To address urban design concerns, it has been recommended that the side elevations be further articulated and that an updated landscape plan be submitted showing deep soil planting of mature trees which would assist in softening the presence of the building to Lorimer Street.
9. The building is proposed in a commercial area which is not heavily visited by the general pedestrian. Given this context, the high security requirements of this type of facility and the practicality of using the existing entrance located within the existing building, the proposed presentation to Lorimer Street is supported.
10. Subject to the above recommendations being imposed as conditions on any permit to issue, the proposed use is generally consistent with Council's policies and vision for the area. Council's Engineering Department is generally satisfied with the proposed parking and traffic arrangements

Recommendation from management

11. That the Future Melbourne Committee resolves that a letter be sent to the Department of Environment, Land, Water and Planning advising that the Melbourne City Council offers in principle support for the proposal subject to the conditions outlined in the Delegate's report (Attachment 4).

Attachments

1. Supporting Attachment (page 2 of 36)
2. Locality Plan (page 3 of 36)
3. Plans (page 4 of 36)
4. Delegate Report (page 23 of 36)

Supporting Attachment

Legal

1. As the proposal exceeds 25,000 sqm in gross floor area, the Minister for Planning is the Responsible Authority for determining the application.

Finance

2. There are no direct financial issues arising from the recommendations contained within this report.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report

Stakeholder consultation

4. Council officers have not advertised the application or referred this to any other referral authorities. This is the responsibility of the Department of Environment, Land, Water and Planning acting on behalf of the Minister for Planning.

Relation to Council policy

5. Relevant Council policies are discussed in the attached Delegate Report (refer to Attachment 4).

Environmental sustainability

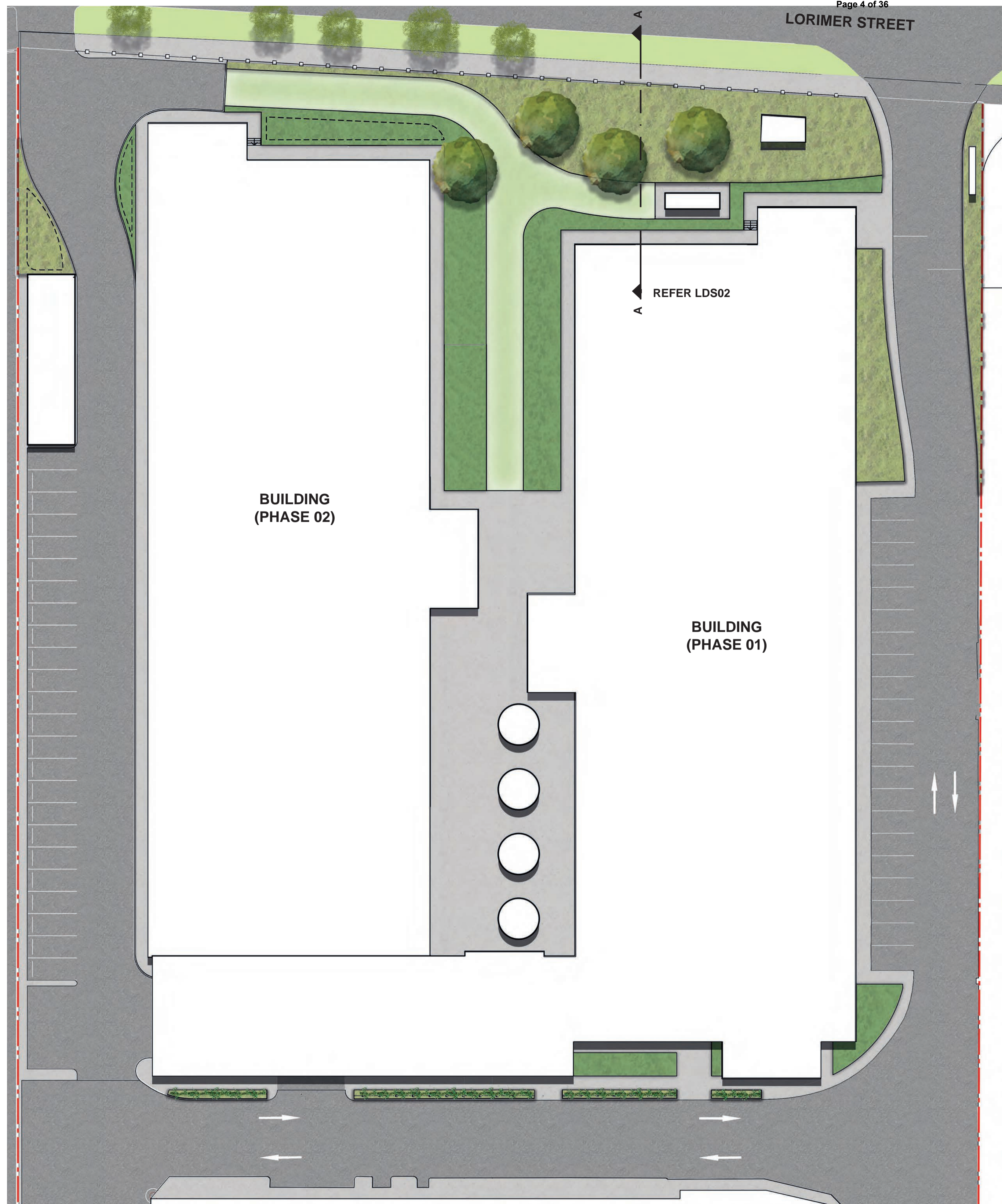
6. Pursuant to Clauses 22.19 and 22.23 of the Melbourne Planning Scheme, an environmentally sustainable design statement was submitted confirming that the development will incorporate a number of sustainable design initiatives and have been designed incorporating range of water sensitive urban design principles

Locality Plan




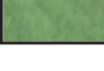




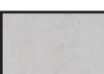

Attachment 2
Agenda item 6.4
Future Melbourne Committee
7 February 2017

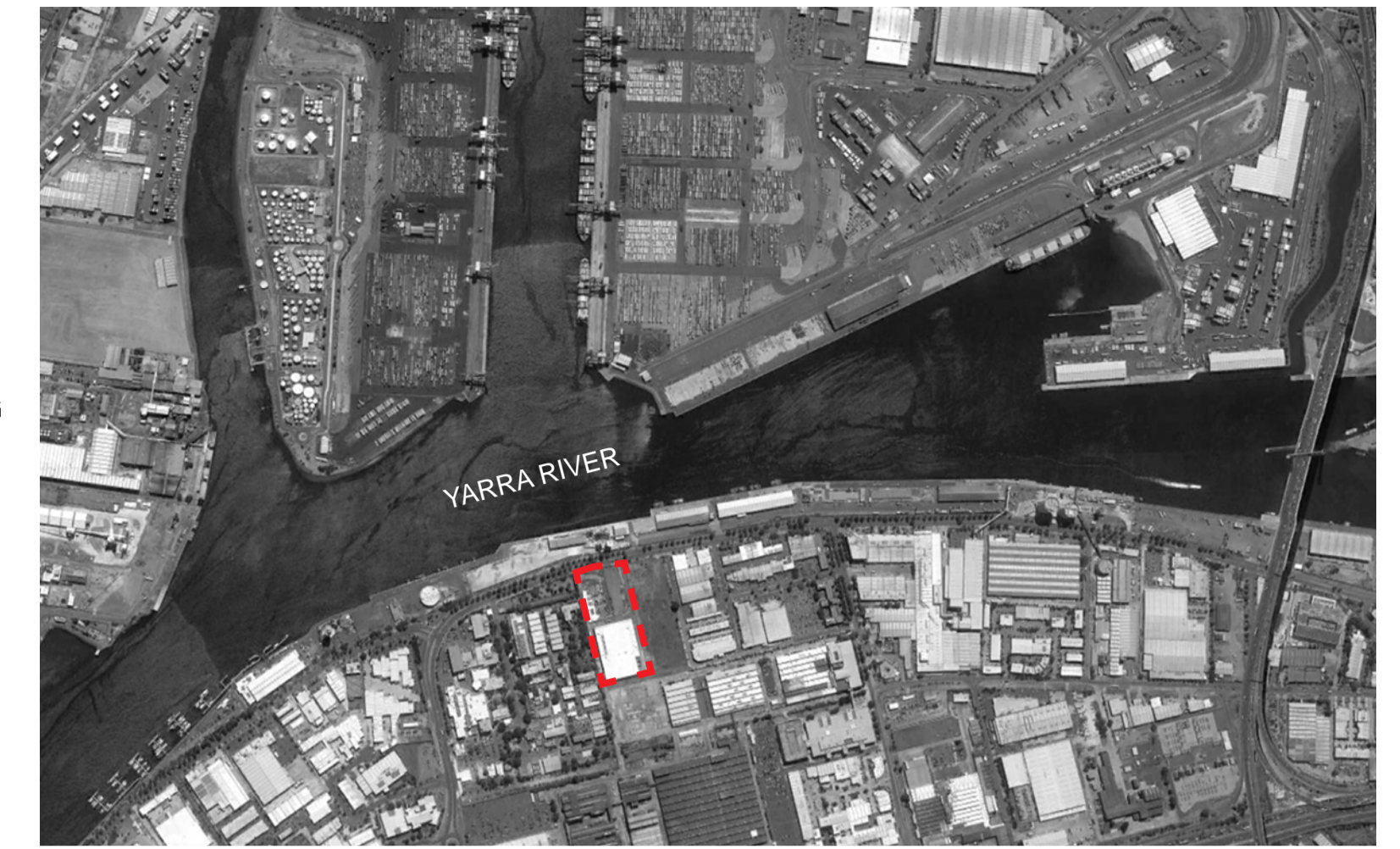
552 – 578 Lorimer Street Port Melbourne





LEGEND

-  PROPOSED TREE
-  CLIMBER FRAME (1200mm high)
-  PROPOSED LOW PLANTING (Max. 500mm high)
-  PROPOSED MEDIUM PLANTING (Max. 1500mm high)
-  REINFORCED GRASS FOR VEHICLE ACCESS
-  POTENTIAL RAINGARDEN LOCATION
-  PALISADE FENCE (2m high)
-  SITE BOUNDARY
-  ROAD
-  PATH



KEY PLAN

Attachment 3
 Agenda item 6.4
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 7 February 2017

PLANT SCHEDULE

| Botanical Name | Common Name | Installation Size | Planting Density |
|---|-------------------------|-------------------|-------------------|
| Trees | | | |
| <i>Corymbia citriodora</i> 'scentuosus' | Dwarf Lemon-scented Gum | 45L | AS SHOWN |
| Climbers | | | |
| <i>Hibbertia scandens</i> | Snake Vine | 150mm pot | 900 c/c |
| Medium Shrubs | | | |
| <i>Indigofera australis</i> | Australian Indigo | 150mm pot | 1/4m ² |
| <i>Grevillea hookeriana</i> | Hookers' Grevillea | 150mm pot | 1/4m ² |
| Groundcovers | | | |
| <i>Dianella</i> 'Little Jess' | Little Jess Flax-lily | 150mm pot | 5/m ² |
| <i>Dianella</i> 'Little Rev' | Little Rev Flax-lily | 150mm pot | 5/m ² |
| <i>Dianella revoluta</i> | Black Anther Flax-lily | 150mm pot | 5/m ² |
| <i>Lomandra</i> 'Seascape' | Mat Rush | 150mm pot | 4/m ² |
| <i>Myoporum parvifolium</i> | Creeping boobialla | 150mm pot | 3/m ² |
| <i>Rhagodia spinescens</i> | Creeping Salt Bush | 150mm pot | 3/m ² |
| <i>Westringia</i> 'Grey Box' | Grey Leafed Westringia | 150mm pot | 4/m ² |
| Rain Garden | | | |
| <i>Carex appressa</i> | Tall Sedge | tube stock | 6/m ² |
| <i>Dianella revoluta</i> | Black Anther Flax-lily | tube stock | 6/m ² |
| <i>Ficinia nodosa</i> | Knobby Club-rush | tube stock | 6/m ² |



Carex appressa
Tall Sedge



Hibbertia scandens
Snake Vine



Indigofera australis
Australian Indigo



Grevillia hookeriana
Hookers' Grevillea



Dianella 'Little Jess'
Little Jess Flax-lily



Dianella 'Little Rev'
Little Rev Flax-lily



Dianella Revoluta
Black Anther Flax-lily



Lomandra 'Seascape'
Mat Rush



Myoporum parvifolium
Creeping boobialla



Westringia 'Grey Box'
Grey Leafed Westringia

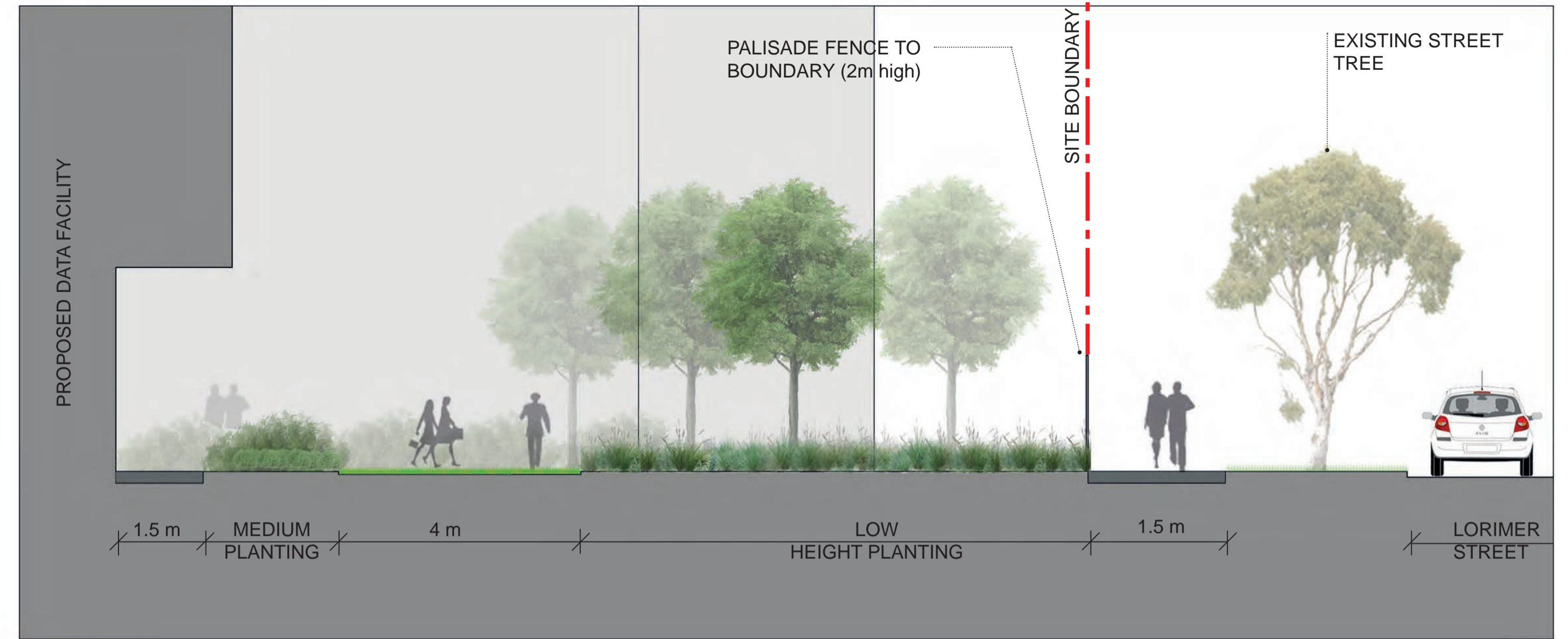


Rhagodia spinescens
Creeping Salt Bush



Ficinia nodosa
Knobby Club-rush

LANDSCAPE PRECEDENT IMAGES



SECTION AA

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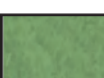

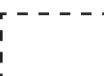
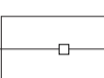


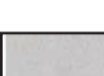
Corymbia citriodora 'scentuous'
Dwarf Lemon-scented Gum

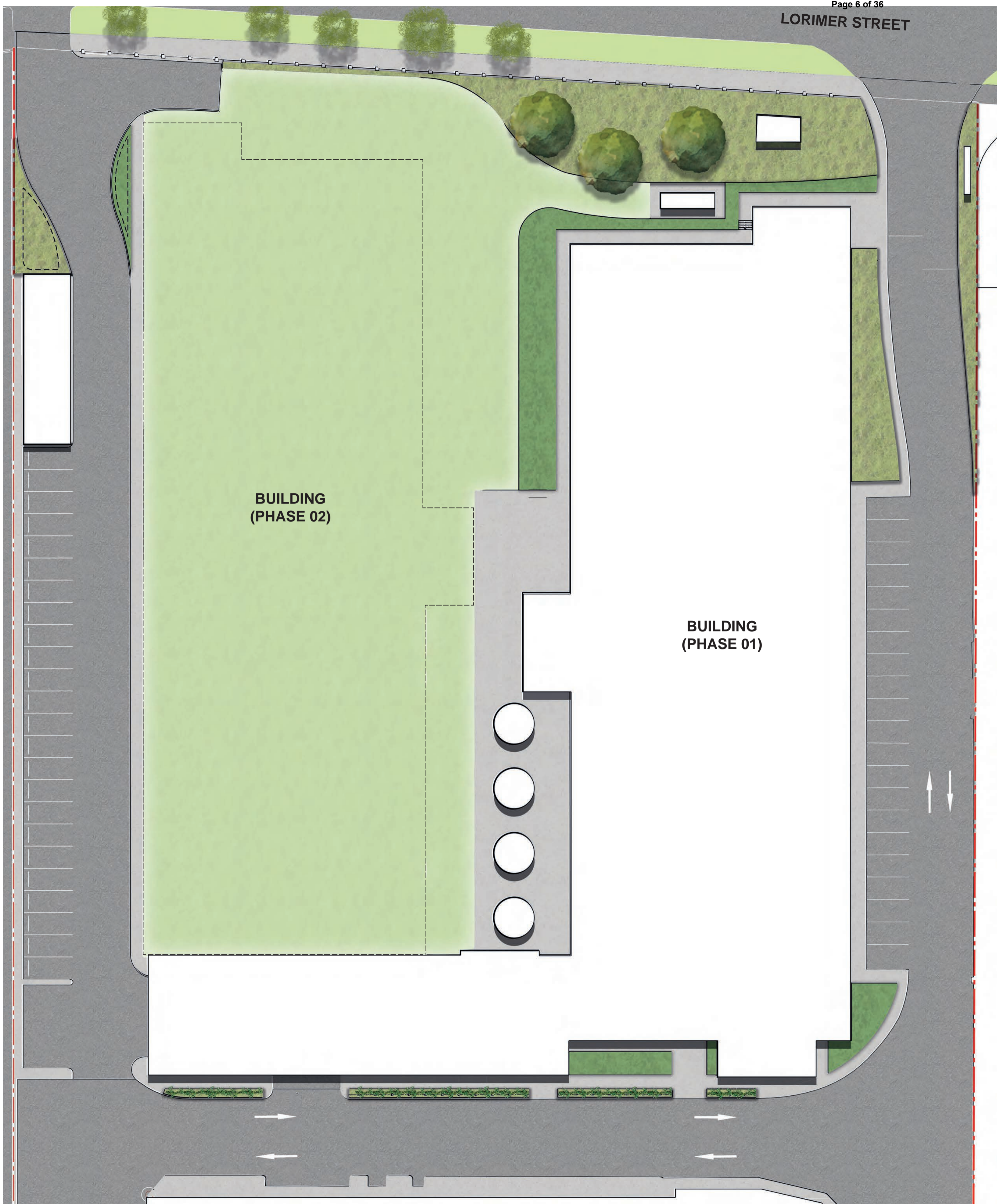


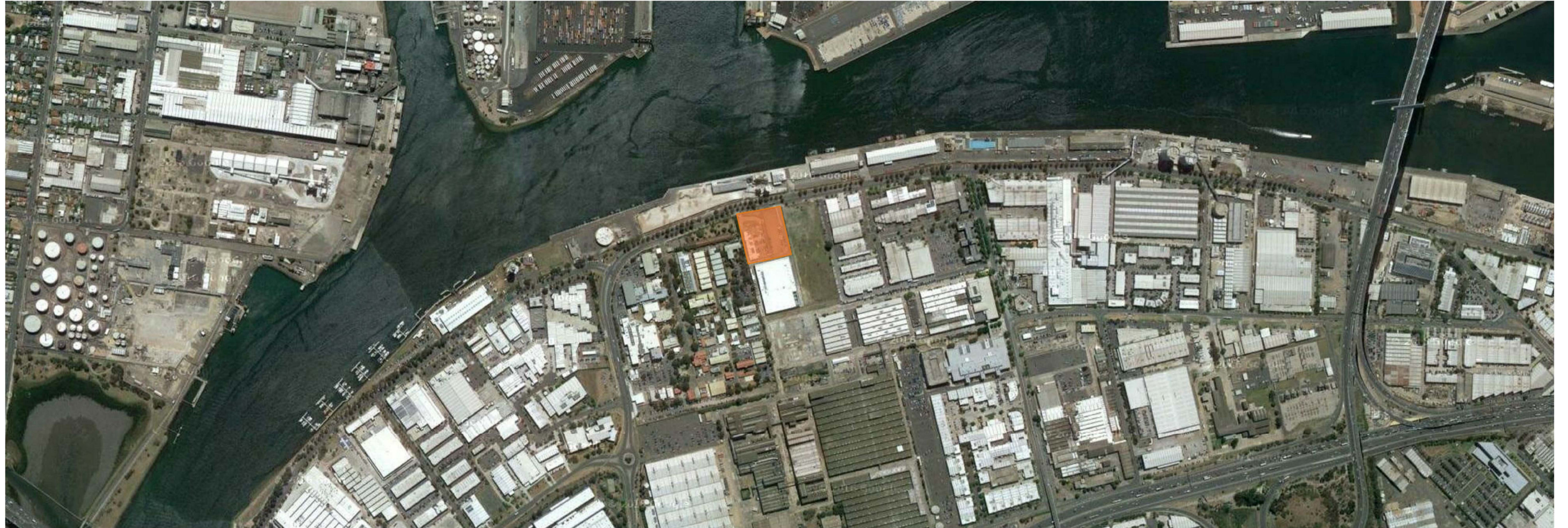
CLIMBING FRAME

LORIMER STREET

LEGEND

-  PROPOSED TREE
-  CLIMBER FRAME (1200mm high)
-  PROPOSED LOW PLANTING (Max. 500mm high)
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-  PALISADE FENCE (2m high)
-  SITE BOUNDARY
-  ROAD
-  PATH





TOWN PLANNING APPLICATION
552 - 578 Lorimer Street,
Port Melbourne

PROJECT NUMBER 15061
07.10.16



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VISUALISATION (DUSK)

Scale As indicated @ A1

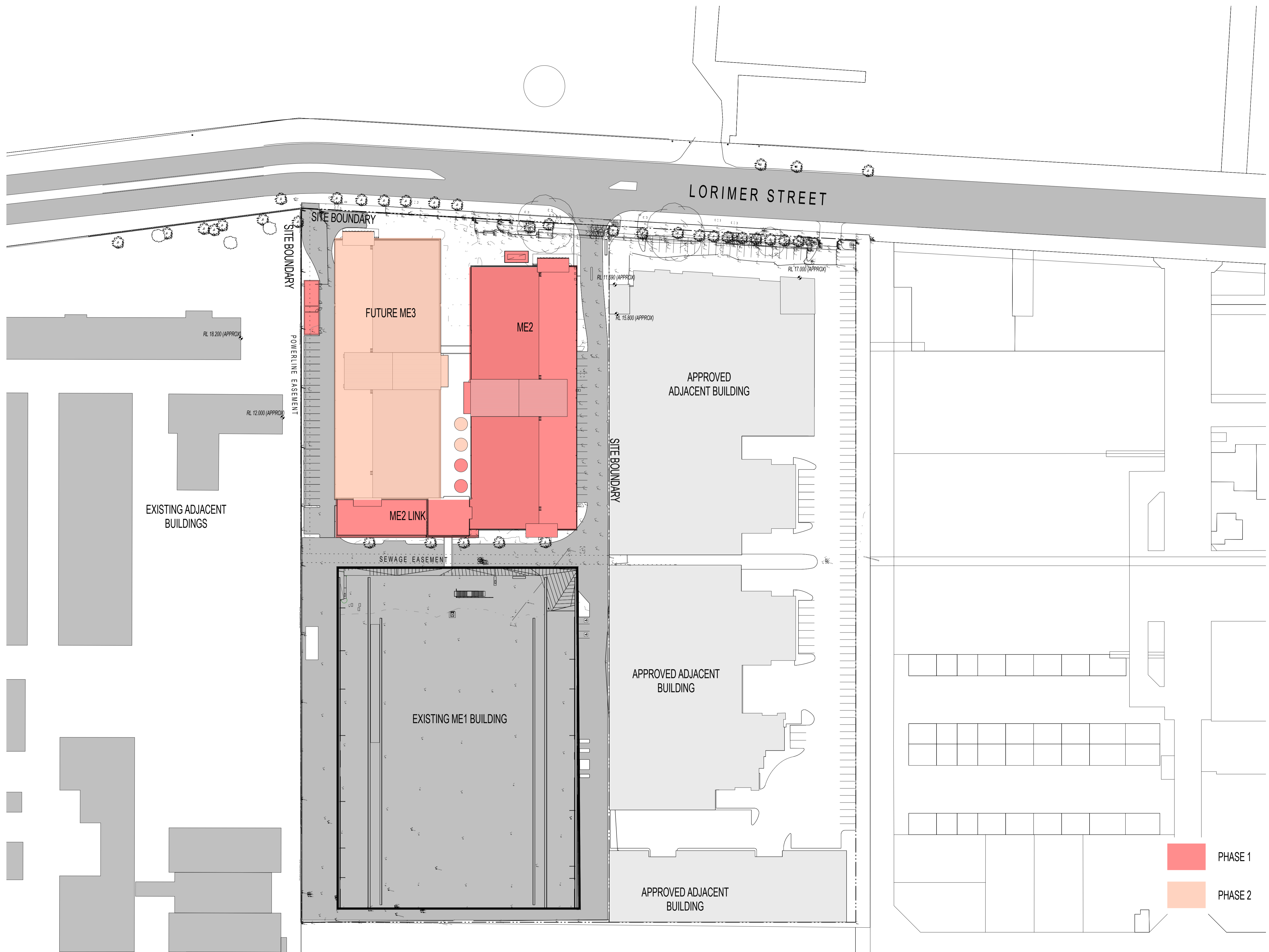
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Port Melbourne

DATE
07.10.16

PROJECT NUMBER
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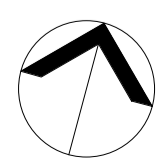
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SITE PLAN

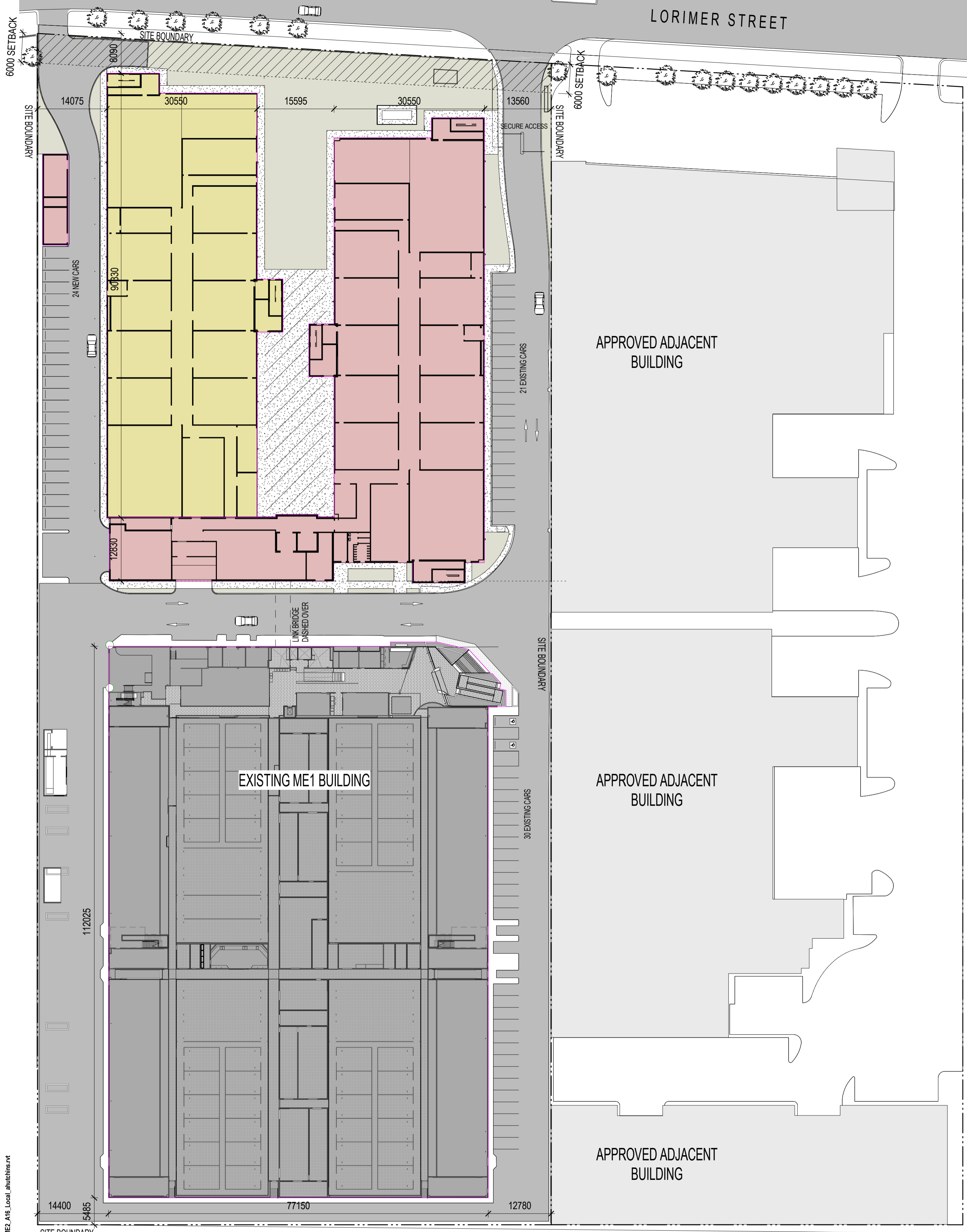


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552 - 578 Lorimer Street,
Port Melbourne

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| 07.10.16 | 15061 | TP1002 REV A |





GROUND FLOOR
1:500

SITE COVER

GFA PER LEVEL

| LEVEL | ME2 AREA | ME2 ANCILLARY OFFICE | ME3 AREA | TOTAL |
|--------------|----------------------|----------------------|----------------------|----------------------|
| GROUND LEVEL | 3467 m ² | 0 m ² | 2729 m ² | 6196 m ² |
| MEZZANINE | 1345 m ² | 0 m ² | 893 m ² | 2238 m ² |
| LEVEL 1_FFL | 3382 m ² | 430 m ² | 3179 m ² | 6990 m ² |
| LEVEL 2_FFL | 3402 m ² | 0 m ² | 3172 m ² | 6574 m ² |
| LEVEL 3_SSL | 3402 m ² | 0 m ² | 3172 m ² | 6575 m ² |
| LEVEL 4_FFL | 665 m ² | 0 m ² | 472 m ² | 1137 m ² |
| | 15663 m ² | 430 m ² | 13617 m ² | 29709 m ² |

LEGEND

- EXISTING BUILDING
- GROUND PHASE 1 GFA
- GROUND PHASE 2 GFA
- LANDSCAPE - REFER LANDSCAPE ARCHITECT
- HARDSTAND
- PEDESTRIAN PAVEMENT
- ACCESS DRIVEWAY / PARKING AISLE

EXISTING ME1 BUILDING

| | |
|-----------------------|---------------------|
| GROUND LEVEL (APPROX) | 8540 m ² |
| LEVEL 1 (APPROX) | 930 m ² |
| | 9470m ² |

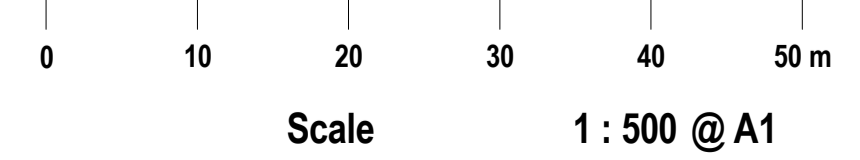
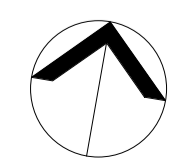
TOTAL SITE AREA

24 932 m²

CARPARKING

| | |
|--------------|----------------------|
| ME1 EXISTING | 30 inc. 2 ACCESSIBLE |
| ME2 EXISTING | 21 |
| ME2 PROPOSED | 24 |
| | 75 |

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Port Melbourne

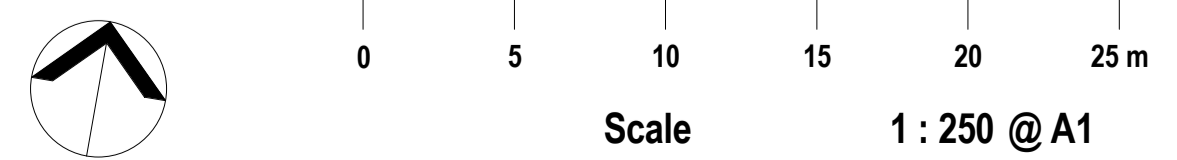
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GROUND LEVEL - GENERAL ARRANGEMENT PLAN

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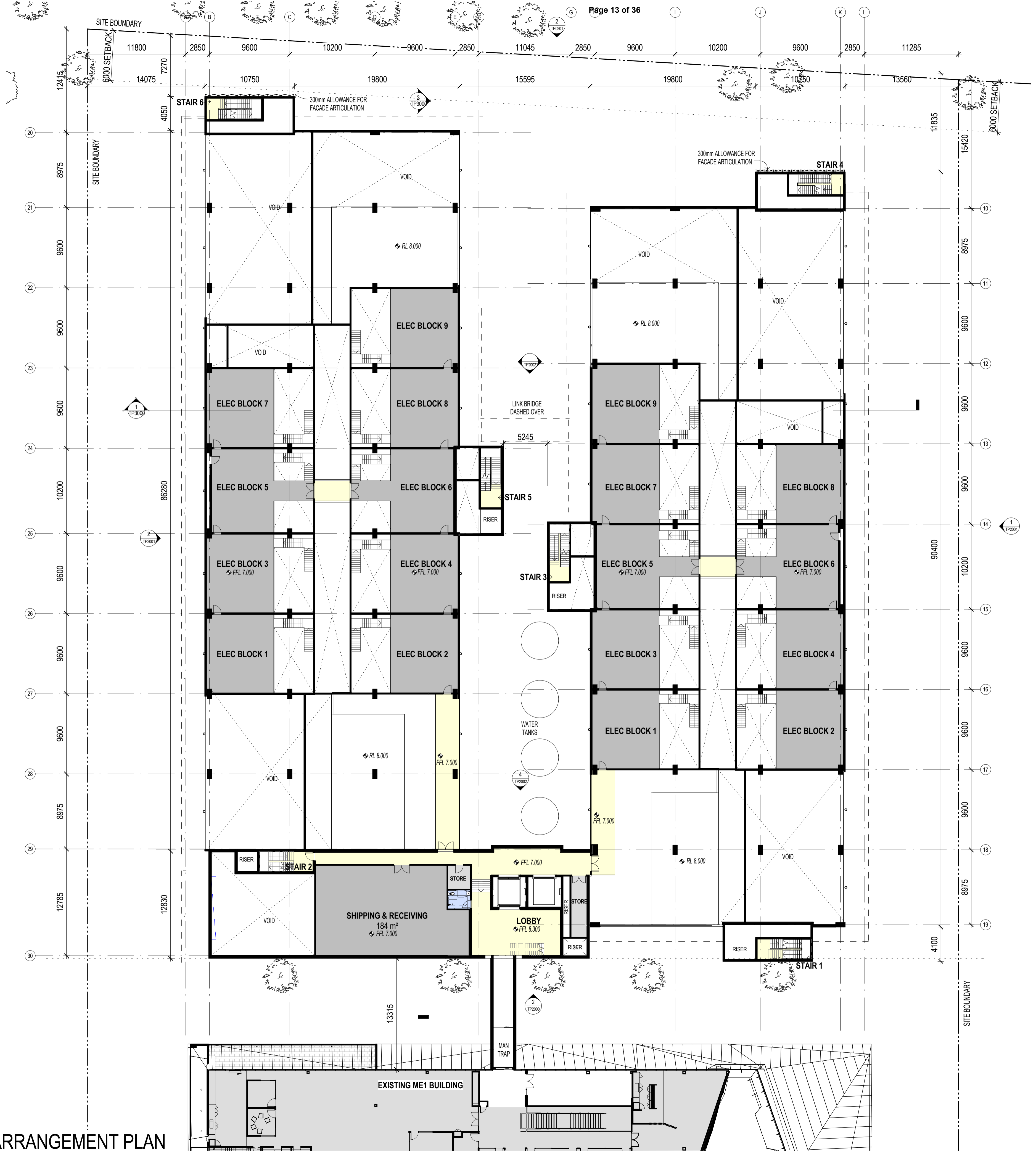


552 - 578 Lorimer Street,
Port Melbourne

DATE 07.10.16 PROJECT NUMBER 15061 DRAWING NUMBER TP1100 REV A

NB ALL HEIGHTS TO AUSTRALIAN HEIGHT DATUM (AHD)

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MEZZANINE - GENERAL ARRANGEMENT PLAN

552 - 578 Lorimer Street,
Port Melbourne

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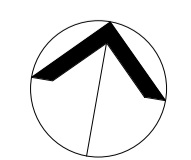
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LEVEL 1 - GENERAL ARRANGEMENT PLAN



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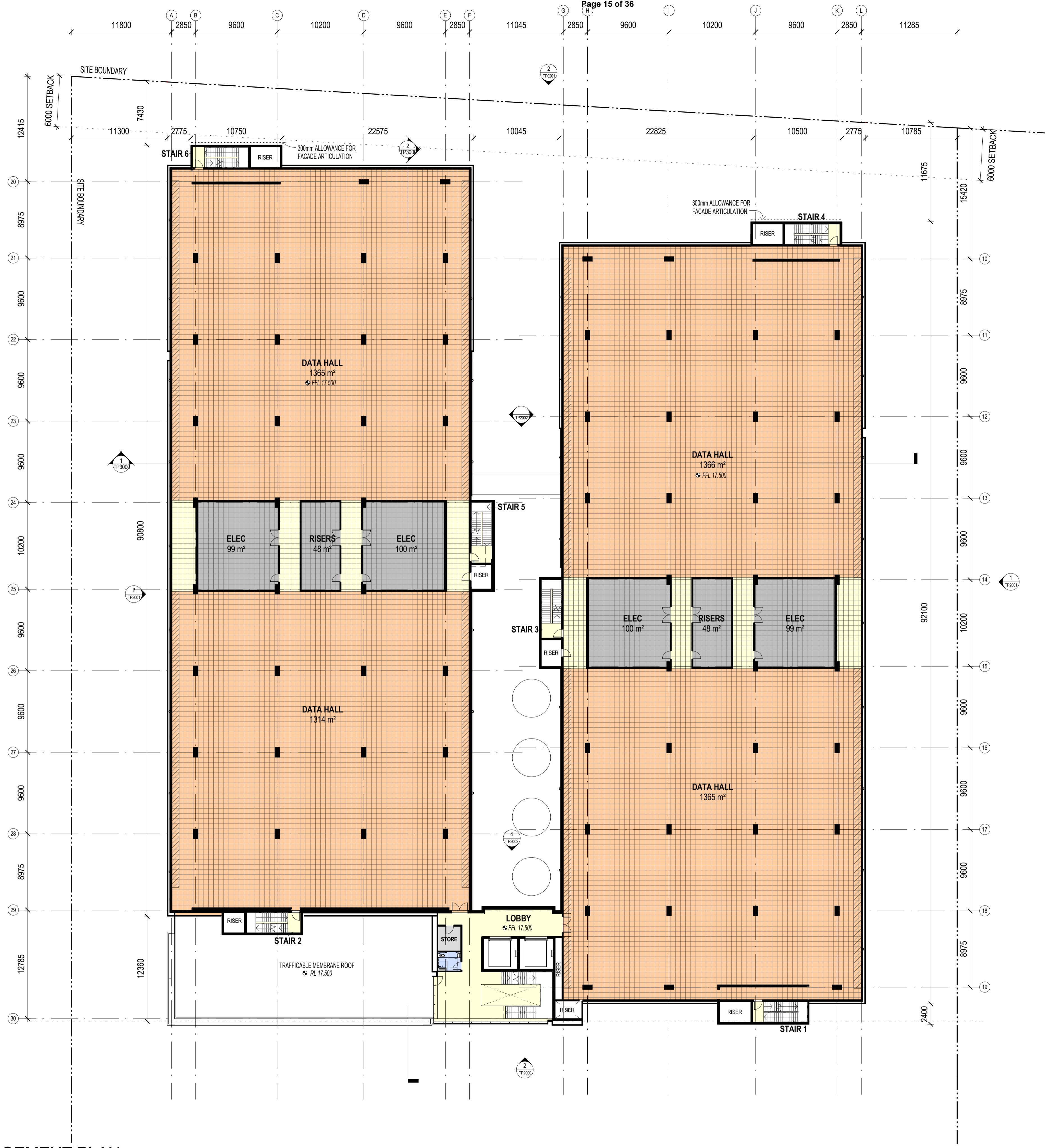
552 - 578 Lorimer Street, Port Melbourne

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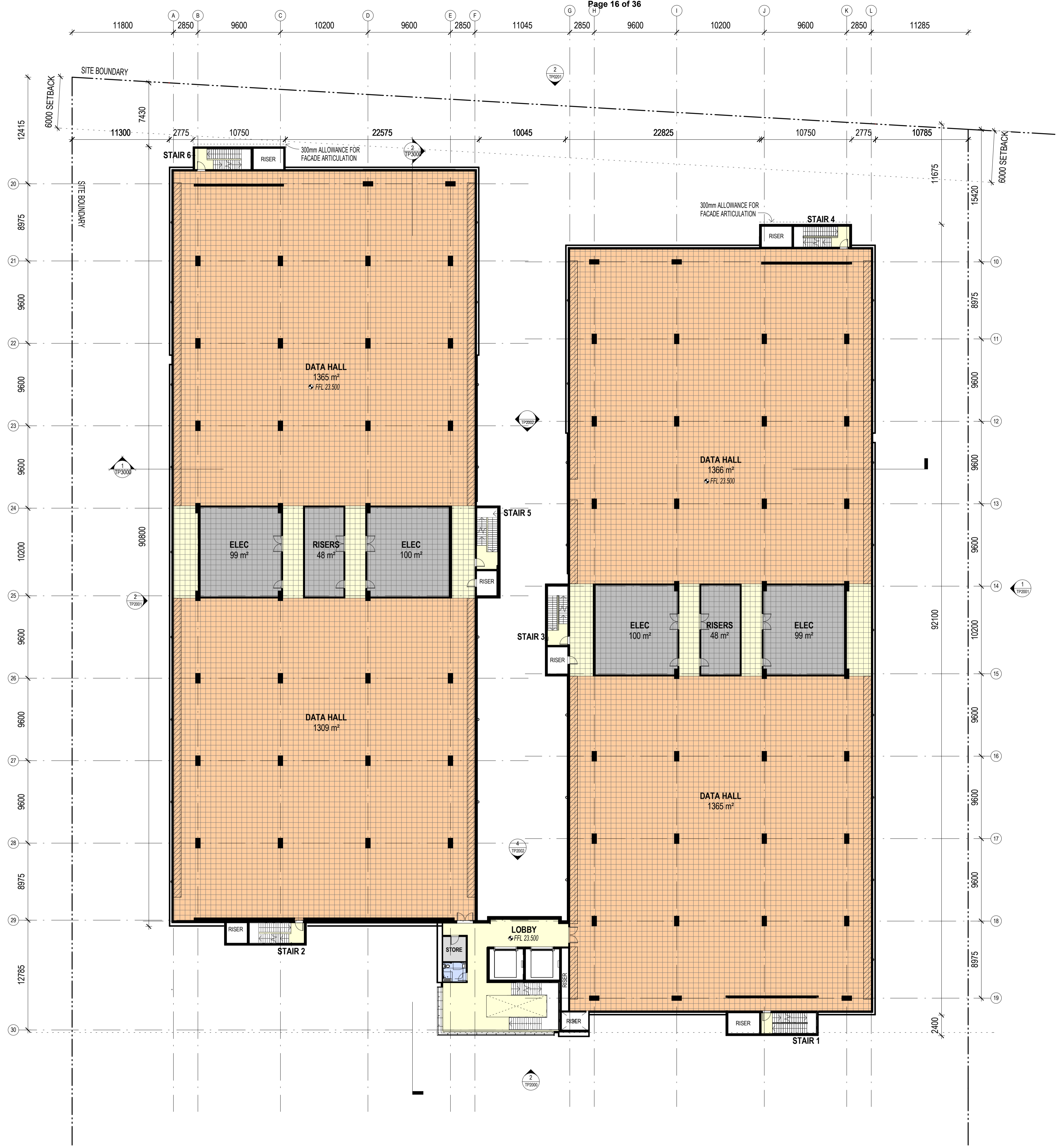
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Port Melbourne

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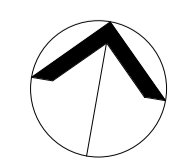


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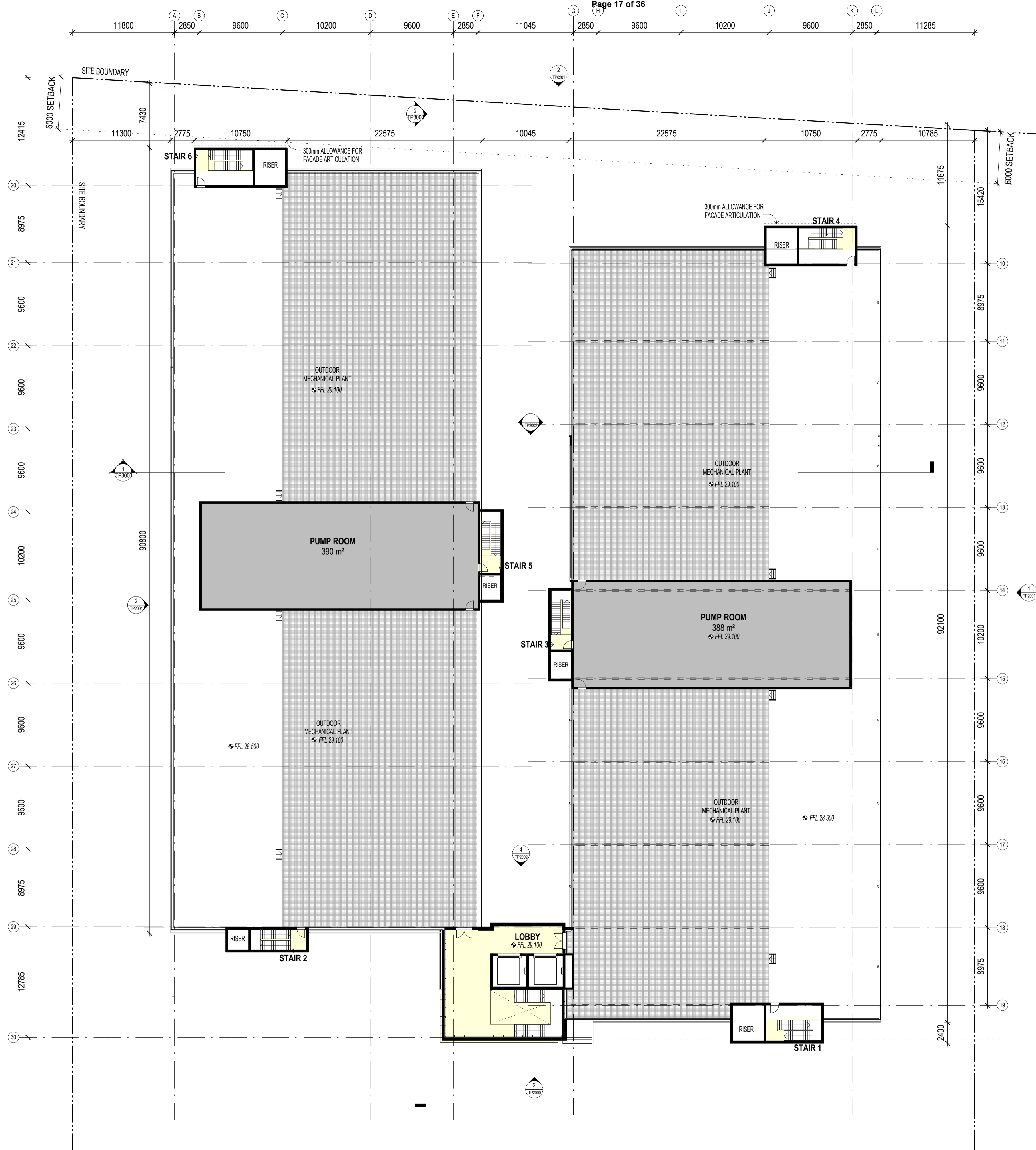
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552 - 578 Lorimer Street,
Port Melbourne

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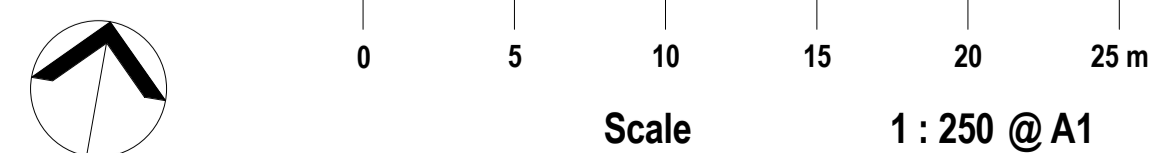
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552 - 578 Lorimer Street,
Port Melbourne

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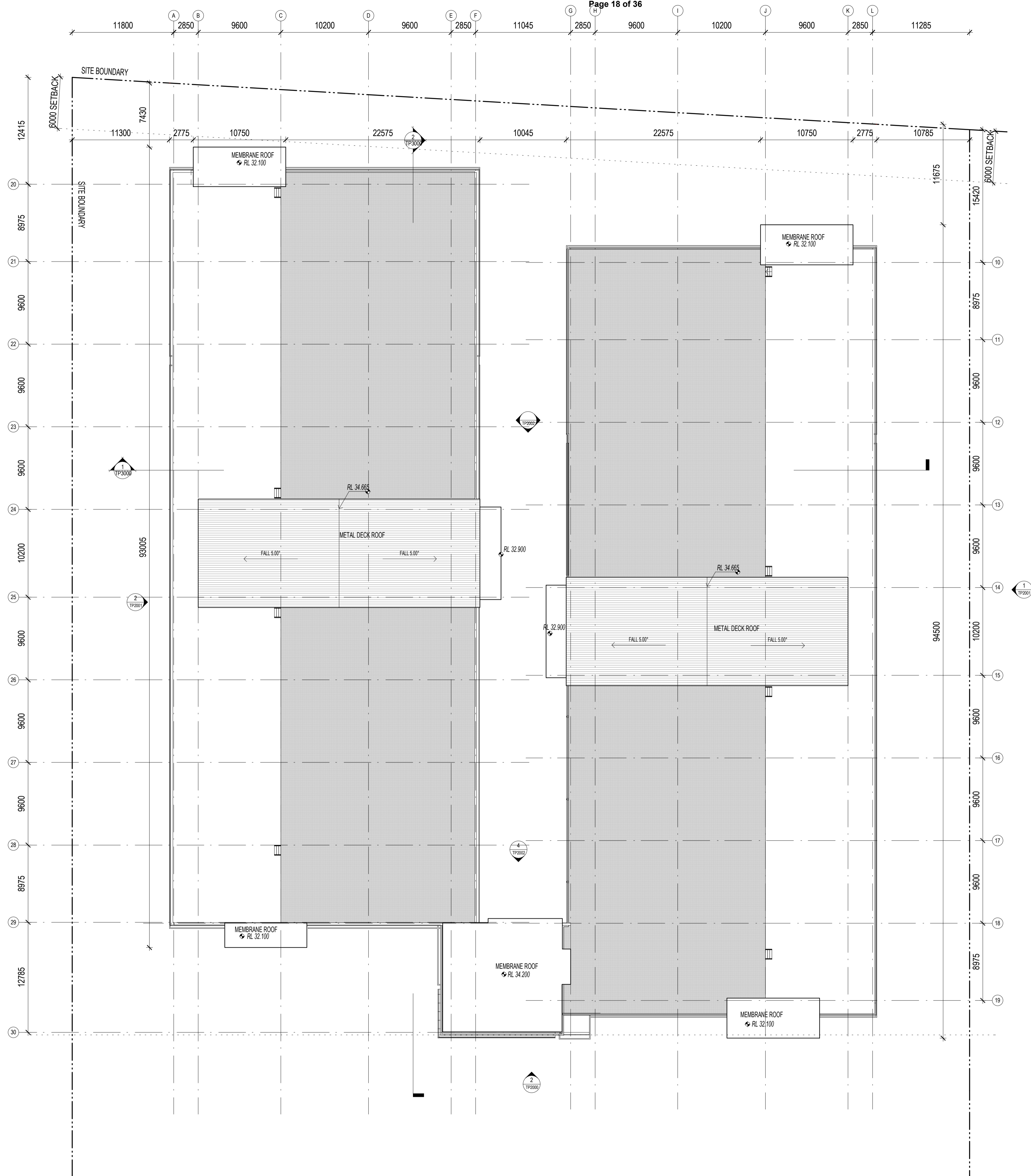
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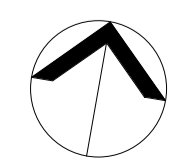
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ROOF PLAN



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552 - 578 Lorimer Street, Port Melbourne

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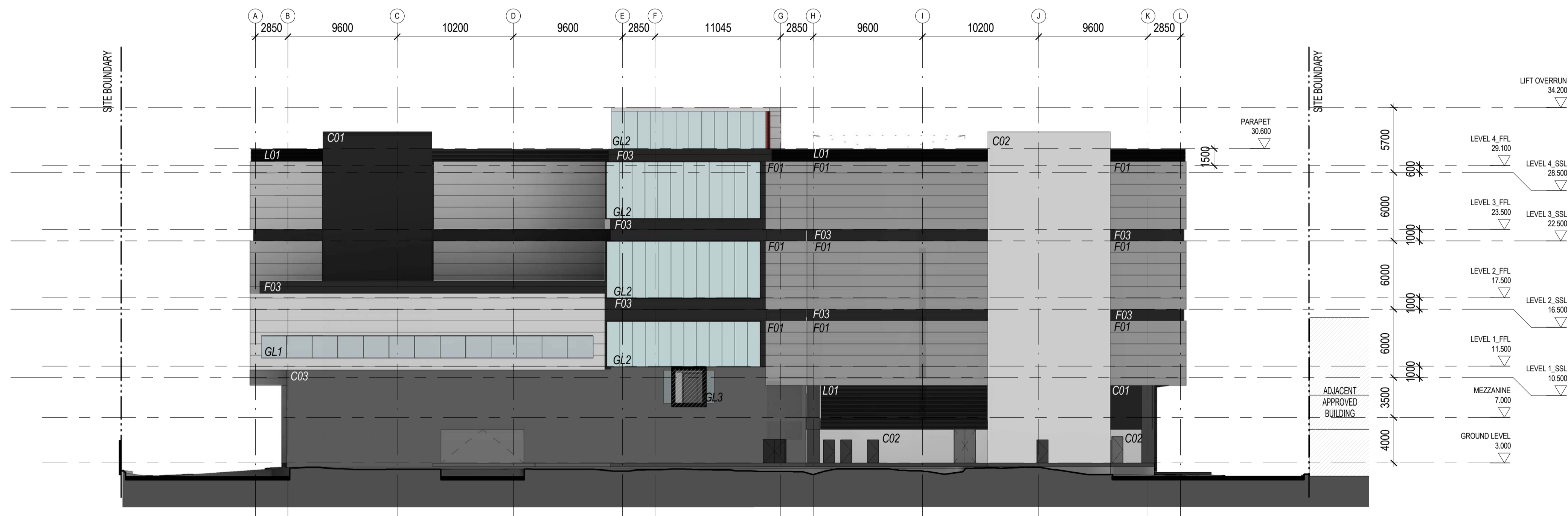
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NORTH (LORIMER STREET) ELEVATION

1:250



SOUTH ELEVATION

1:250

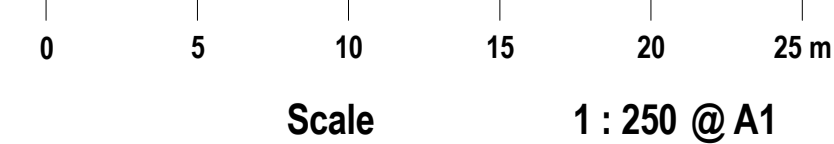
MATERIALS LEGEND

| CODE | MATERIAL | COLOUR |
|------|-------------------|--------------------------|
| C01 | CONCRETE | CHARCOAL |
| C02 | CONCRETE | LIGHT GREY |
| C03 | CONCRETE | DARK GREY |
| C04 | TEXTURED CONCRETE | TO MATCH CONCRETE BEHIND |
| F01 | METAL CLADDING | GREY |
| F02 | METAL CLADDING | GREY METALLIC |
| F03 | METAL CLADDING | DARK GREY |
| F04 | METAL CLADDING | LIGHT GREY |
| F05 | METAL CLADDING | LIGHT GREY METALLIC |
| F06 | METAL CLADDING | GREY |
| GL1 | GLAZING | NEUTRAL GLAZING |
| GL2 | GLAZING | CLEAR GLAZING |
| GL3 | GLAZING | DARK TINTED |
| L01 | LOUVRES | BLACK |
| T01 | FOLDED SHEET | LIGHT GREY |

ALL EXPRESSED JOINTS TO BE JO2 UNLESS NOTED OTHERWISE
DOWNPIPE COLOUR TO MATCH ADJACENT SURFACE

NB
ALL HEIGHTS TO AUSTRALIAN HEIGHT DATUM (AHD)

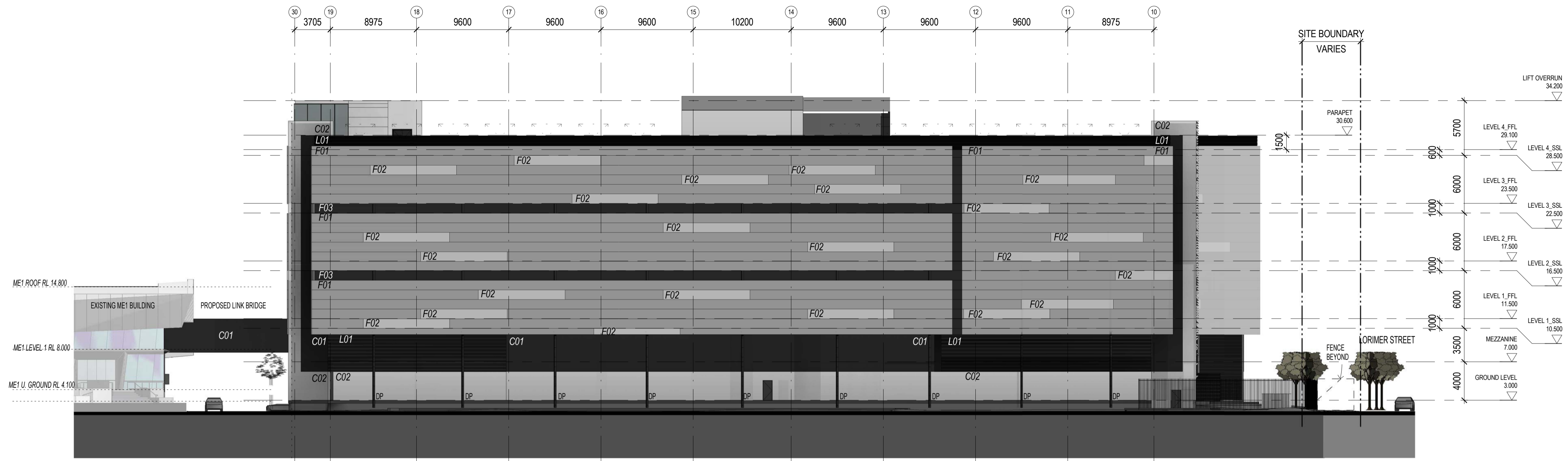
NORTH & SOUTH ELEVATIONS



552 - 578 Lorimer Street,
Port Melbourne

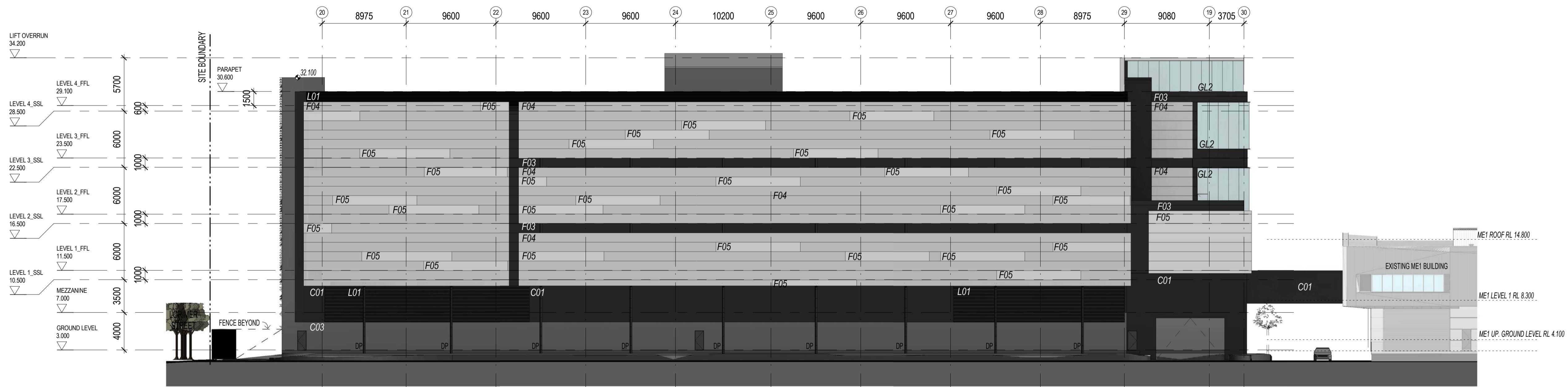
DATE 07.10.16 PROJECT NUMBER 15061 DRAWING NUMBER TP2000 REV A





EAST ELEVATION

1: 250



WEST ELEVATION

1: 250

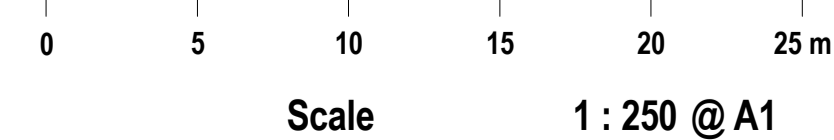
MATERIALS LEGEND

| CODE | MATERIAL | COLOUR |
|------|-------------------|--------------------------|
| C01 | CONCRETE | CHARCOAL |
| C02 | CONCRETE | LIGHT GREY |
| C03 | CONCRETE | DARK GREY |
| C04 | TEXTURED CONCRETE | TO MATCH CONCRETE BEHIND |
| F01 | METAL CLADDING | GREY |
| F02 | METAL CLADDING | GREY METALLIC |
| F03 | METAL CLADDING | DARK GREY |
| F04 | METAL CLADDING | LIGHT GREY |
| F05 | METAL CLADDING | LIGHT GREY METALLIC |
| F06 | METAL CLADDING | GREY |
| GL1 | GLAZING | NEUTRAL GLAZING |
| GL2 | GLAZING | CLEAR GLAZING |
| GL3 | GLAZING | DARK TINTED |
| L01 | LOUVRES | BLACK |
| T01 | FOLDED SHEET | LIGHT GREY |

ALL EXPRESSED JOINTS TO BE JO2 UNLESS NOTED OTHERWISE
DOWNPIPE COLOUR TO MATCH ADJACENT SURFACE

NB
ALL HEIGHTS TO AUSTRALIAN HEIGHT DATUM (AHD)

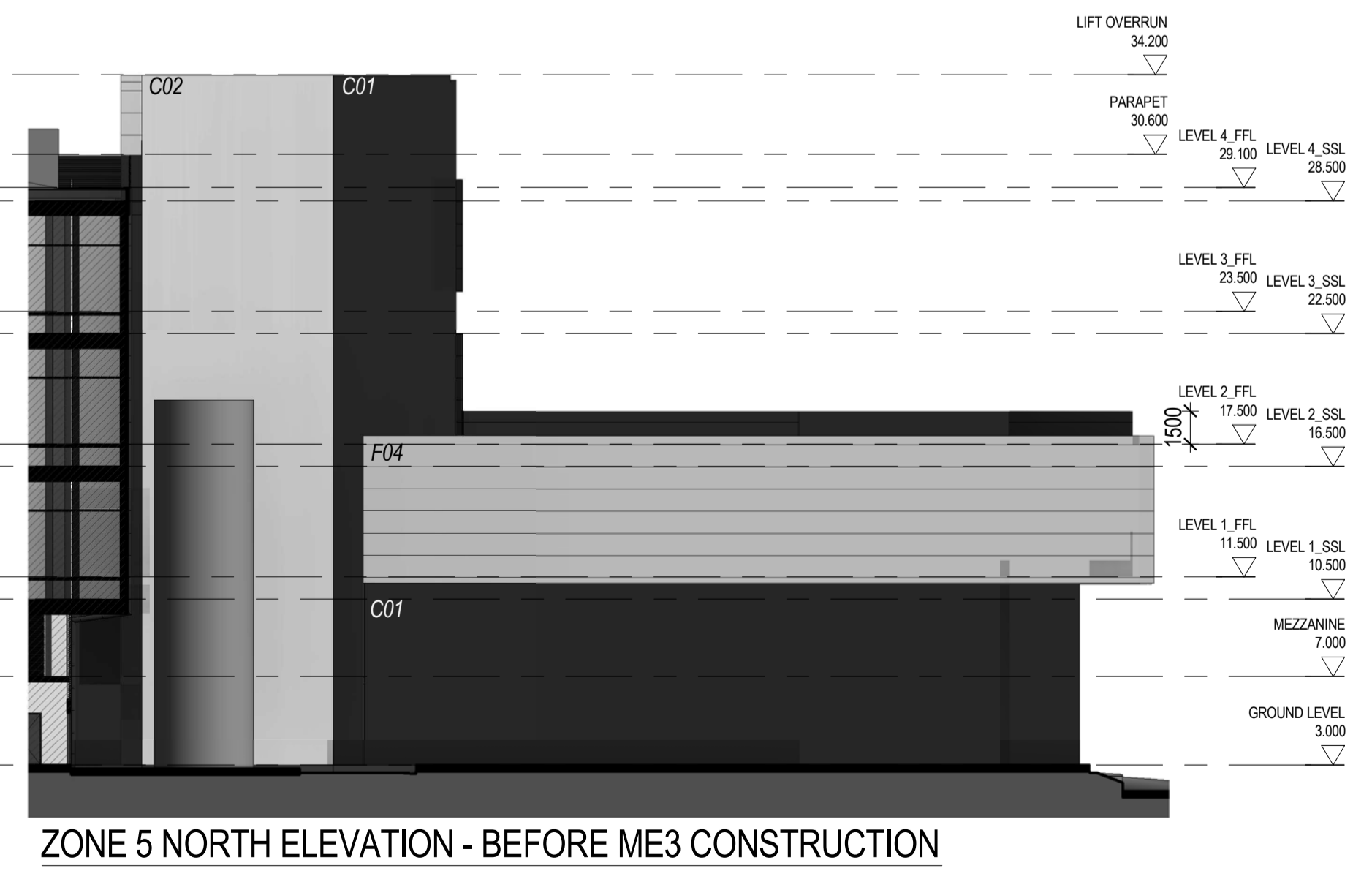
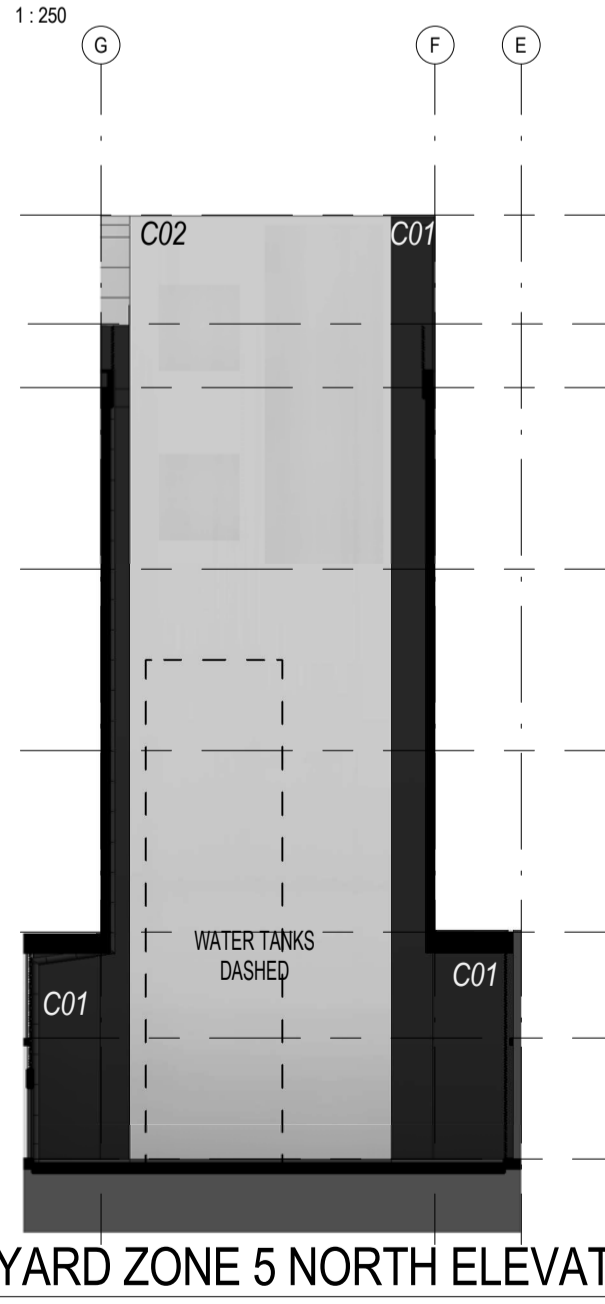
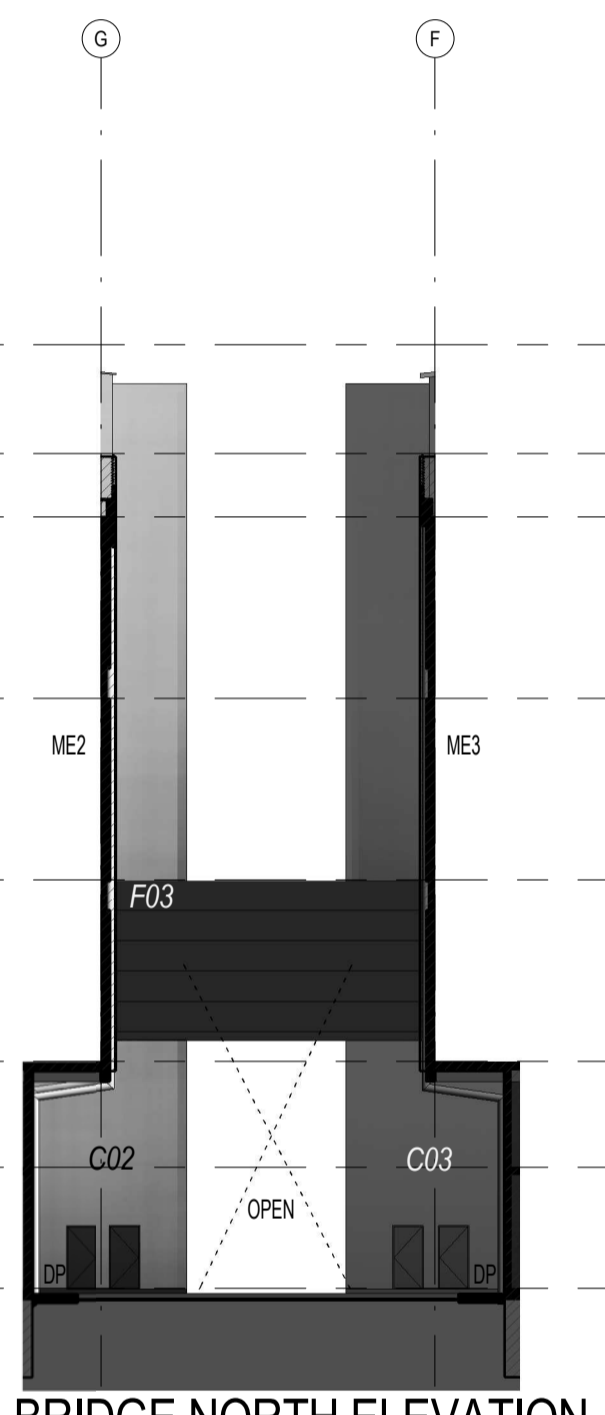
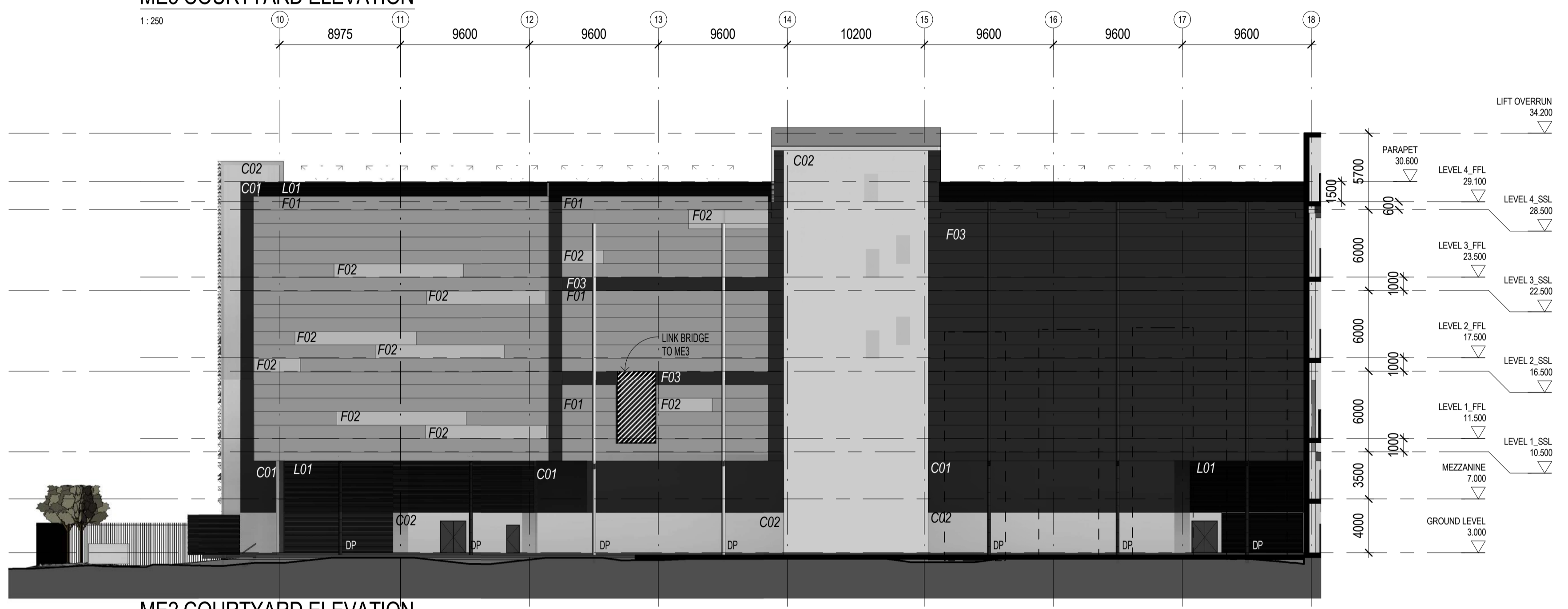
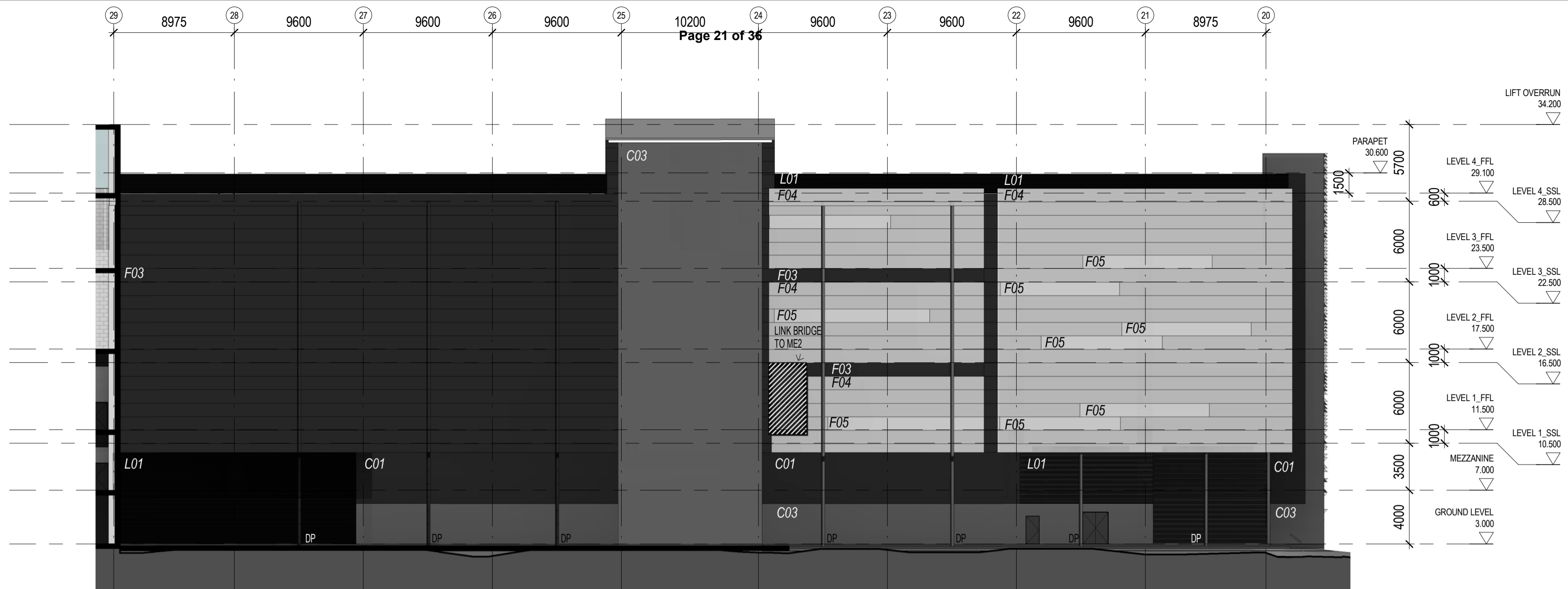
EAST & WEST ELEVATIONS



552 - 578 Lorimer Street,
Port Melbourne

DATE PROJECT NUMBER DRAWING NUMBER
07.10.16 15061 TP2001 REV A





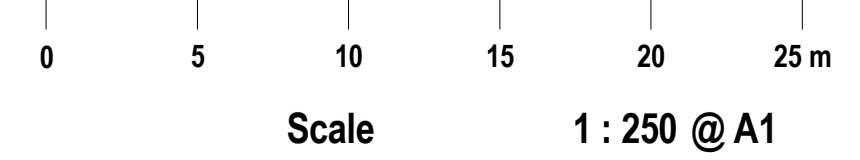
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| C02 | CONCRETE | LIGHT GREY |
| C03 | CONCRETE | DARK GREY |
| C04 | TEXTURED CONCRETE | TO MATCH CONCRETE BEHIND |
| F01 | METAL CLADDING | GREY |
| F02 | METAL CLADDING | GREY METALLIC |
| F03 | METAL CLADDING | DARK GREY |
| F04 | METAL CLADDING | LIGHT GREY |
| F05 | METAL CLADDING | LIGHT GREY METALLIC |
| F06 | METAL CLADDING | GREY |
| GL1 | GLAZING | NEUTRAL GLAZING |
| GL2 | GLAZING | CLEAR GLAZING |
| GL3 | GLAZING | DARK TINTED |
| L01 | LOUVRES | BLACK |
| T01 | FOLDED SHEET | LIGHT GREY |

ALL EXPRESSED JOINTS TO BE JO2 UNLESS NOTED OTHERWISE
DOWNPIPE COLOUR TO MATCH ADJACENT SURFACE

NB ALL HEIGHTS TO AUSTRALIAN HEIGHT DATUM (AHD)

COURTYARD ELEVATIONS

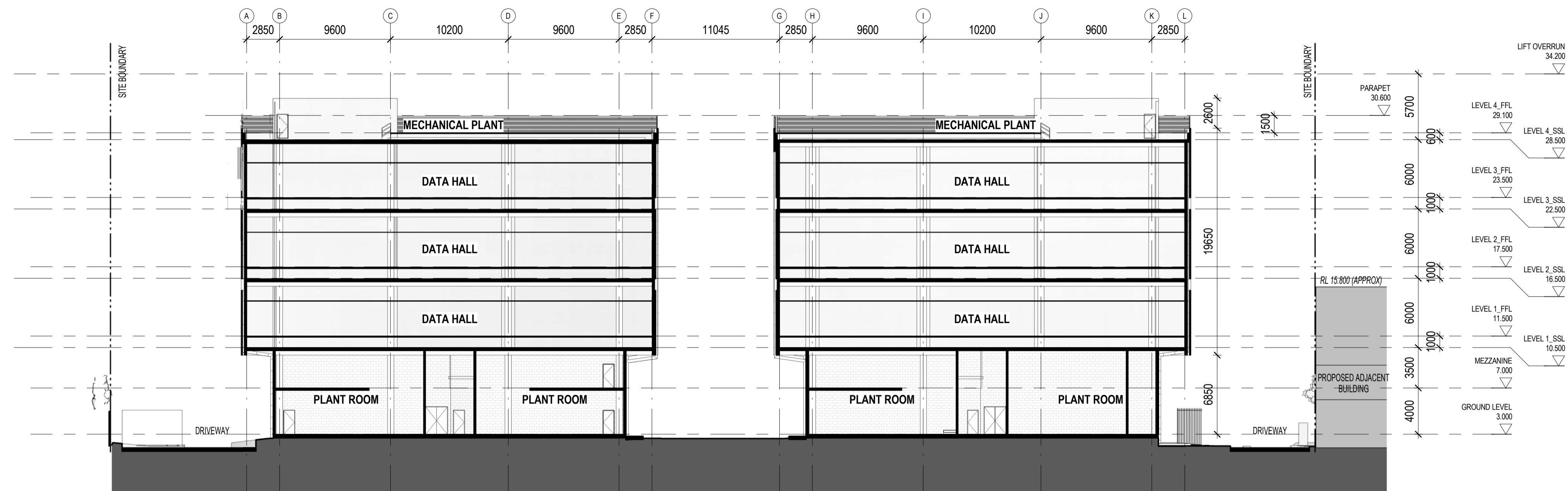


552 - 578 Lorimer Street,
Port Melbourne

DATE: 07.10.16
PROJECT NUMBER: 15061
DRAWING NUMBER: TP2002 REV A

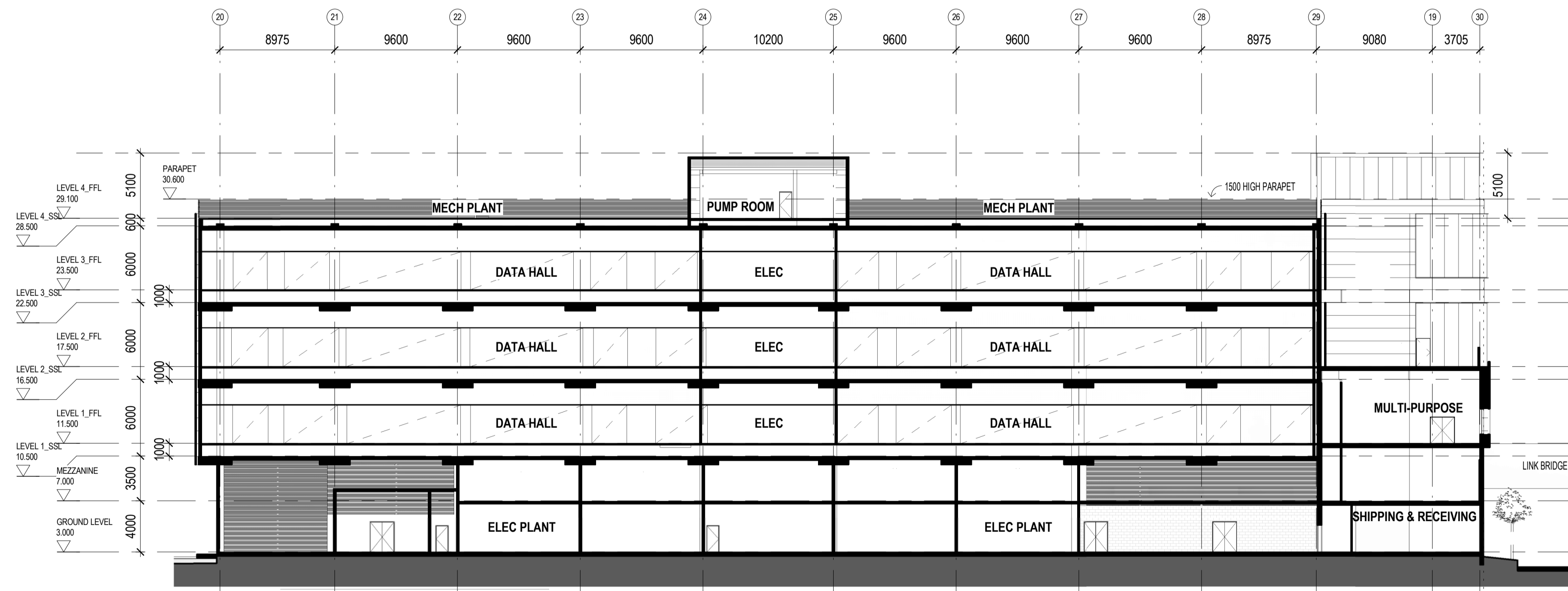


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SECTION A - CROSS SECTION

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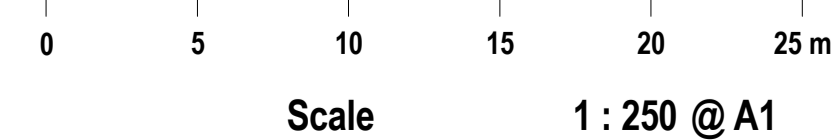


SECTION B LONG SECTION

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SECTIONS



552 - 578 Lorimer Street,
Port Melbourne

| | | |
|----------|----------------|----------------|
| DATE | PROJECT NUMBER | DRAWING NUMBER |
| 07.10.16 | 15061 | TP3000 REV A |

NB
ALL HEIGHTS TO AUSTRALIAN HEIGHT DATUM (AHD)



PLANNING REPORT**MINISTERIAL REFERRAL**

| | |
|--|---|
| Application number: | TPM-2016-26 |
| DTPLI Application number: | PA1600153FOL/16/40788 |
| Applicant / Owner / Architect: | Aurecon Australia / Equinix Australia / Metier Architects |
| Address: | 552-578 Lorimer Street, PORT MELBOURNE VIC 3207 |
| Proposal: | Use and development of land for a data centre PA-2016-234 |
| Cost of works: | \$98,000,000 |
| Date received by City of Melbourne: | 31 October 2016 |
| Responsible officer: | Mark Friedrichsen/ Esha Rahman |
| Report Date: | 22 December 2016 |
| (DM# 10279891) | |

1. SUBJECT SITE AND SURROUNDS**1.1. The site**

The site is located on the southern side of Lorimer Street, with a frontage of 104 metres and total area of 24,931 square metres. The rear portion of the site is currently developed with a data centre building known as 'Equinex E1', with ancillary structures and equipment along the west boundary and a roadway along the east boundary connecting to Lorimer Street. The front portion of the site, subject to this application, is currently vacant.

1.2. Surrounds

The main characteristics observed in the area include commercial and Port-related uses.

- Land north of the site (across Lorimer Street) forms part of the Port of Melbourne and contains a number of services in relation to the Port, generally comprising bulk dry cargo, bulk cement imports and ancillary services.
- South of the site is land forming part of the Holden Manufacturing Plant, comprising a range of industrial and office buildings and associated car parking.
- Land to the east of the site is currently vacant, with planning approval for the construction of an industry/warehouse development with ancillary offices and

a reduction to car parking requirement. It is understood this development will be built to the boundary of the subject site.

- To the west of the site is Federal Department of Defence land, containing a number of buildings associated with the Aeronautical and Maritime Research Laboratory.

Locality Plan



Aerial Photo



2. THE PROPOSAL

The plans referred to the City of Melbourne for comment were received on 31 October 2016.

The application proposes the following uses:

| | |
|--|---|
| <p>Data centre with ancillary offices</p> | <p>The project consists of two buildings facing Lorimer Street, connected via a link building along the south of the development, for use as a data centre with associated offices.</p> <p>The facility will accommodate between approximately 30 – 40 people during the day to day operation, comprising approximately 30 permanent office staff, plus security and sales staff. The site will occasionally accommodate business staff servicing the data facilities within the halls and other visitor.</p> <p>Proposed hours of operation is 24 hours a day, 7 days a week. Only a limited number of staff will be present outside of normal business hours.</p> |
|--|---|

The specific details of the proposal are as follows:

| | |
|---|---|
| <p>Building height</p> | <p>31m</p> |
| <p>Front, side and rear setbacks</p> | <p>North: Between 6 to 11m South: N/A, new buildings to be located in front of existing building on the site East: 13.5m West: 14m</p> |
| <p>Gross floor area (GFA)</p> | <p>29,709sqm</p> |
| <p>Car parking spaces</p> | <p>24 new spaces, bringing total number to 75</p> |
| <p>Bicycle facilities and spaces</p> | <p>Twelve new spaces and bike store area at ground level (in addition to six existing)</p> |
| <p>Loading/unloading</p> | <p>Located to the south of the new building</p> |
| <p>Vehicle access</p> | <p>Existing crossover</p> |



3D impression of the proposed building

3. BACKGROUND

3.1. Pre-application discussions

The plans presented at the pre-application meeting are similar to those now under consideration.

The key issues raised at the pre-application meeting were:

- Limited activation to Lorimer Street – suggest provision of a café or similar facility

3.2. Site history

The following planning permits issued for this site and surrounding sites are considered relevant to this application:

| TP number | Description of Proposal | Decision & Date of Decision |
|---------------------------------|---|-----------------------------|
| TP-2012-1007 (subject site) | Use and development of the land for a data centre (approval of existing building on the site) | Permit, 2/4/13 |
| TP-2015-319 (580 Lorimer St) | Buildings and works for construction of an industry/warehouse development | Permit, 21/8/15 |

4. PLANNING SCHEME PROVISIONS

The following provisions of the Melbourne Planning Scheme apply:

| | |
|-------------------------|--|
| State Planning Policies | Clause 13 – Environmental Risks Clause 15 – Built Environment and Heritage Clause 17 – Economic Development Clause 18 – Transport |
|-------------------------|--|

| | |
|-------------------------------|---|
| | Clause 19 – Infrastructure |
| Municipal Strategic Statement | <p>Clause 21.03 – Vision</p> <p>Clause 21.06 – Built Environment and Heritage</p> <p>Clause 21.08 – Economic Development</p> <p>Clause 21.10 – Infrastructure</p> <p>Clause 21.16 – Other local areas</p> |
| Local Planning Policies | Clause 22.17 – Urban Design outside the Capital City Zone |

| Statutory Controls | |
|---|---|
| Commercial 2 Zone | <p>A permit is required for any use not listed in Sections 1 or 3 of Clause 34.02-1</p> <p>A permit is required to carry out buildings and works.</p> |
| Environmental Significance Overlay Schedule 1 | A permit is not required to carry out buildings and works for the purposes of a data centre. |

| Particular Provisions | |
|---|---|
| Clause 52.06, Car Parking | <p>As a data centre is not a defined use within the planning scheme, car parking must be provided to the satisfaction of the Responsible Authority.</p> <p>A total of 24 new spaces are proposed, bringing the total to 75.</p> <p>Council's Traffic Engineers have offered no objection to the proposed parking provision.</p> |
| Clause 52.07, Loading and Unloading of Vehicles | <p>It is not considered that a loading area is necessary for this development, as the building will not manufacture, service, store or sell goods or materials.</p> <p>Notwithstanding, the development will provide a small loading area to receive data equipment to provide the IT services.</p> |
| Clause 52.10, Uses with Adverse Amenity Potential | The data centre will incorporate four 60,000 litre diesel tanks (equating to 240 tonnes) to power on-site generators in the event of a power outage. As total combined volume of the diesel to be stored within the facility will not exceed 2000 tonnes, it is not considered to be a use with adverse amenity potential under the Clause. |
| Clause 52.29, Land adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a | The development is not proposing any new works or access to the adjacent Road Zone. Access to the site will be via an existing crossover approved under a previous permit. |

| | |
|----------------------------------|--|
| Category 1 Road | |
| Clause 52.34, Bicycle Facilities | As the use is not defined within the planning scheme, there is no stipulated number of bicycle spaces. The proposal will provide an additional 12 spaces (total 18) with associated facilities. Council's Traffic Engineers have not provided any objection. |

| General Provisions | |
|--|---|
| Clause 61.01 – Administration and enforcement of this scheme | The Minister for Planning is the responsible authority for this planning permit application as the total floor area of the development exceeds 25,000 square metres. Clause 61.01 of the Melbourne Planning Scheme specifies the Minister for Planning as the responsible authority for administering and enforcing the Scheme for such developments. |

5. PUBLIC NOTIFICATION

In accordance with Section 52(1)(b) of the *Planning and Environment Act 1987*, DELWP has given notice of the application to the MCC.

6. REFERRALS

The application was referred to the following internal departments, with comments summarised:

6.1 Urban Design

The City of Melbourne's Urban Design team have viewed the proposal and made the following recommendations:

The proposal represents a significant new built form insertion within the Lorimer Street streetscape, as a result of its height, reduced setback and unrelieved external elevations. Whilst we acknowledge the regrettable architectural limitations of this building type, we strongly encourage a further level of refinement to the street frontage, side elevations and landscape architectural strategy to achieve an enhanced public realm outcome, consistent with the provisions of Clause 22.17 and the emerging vision for a high quality public realm within Fishermans Bend.

A full copy of the referral comments can be found at Appendix 1.

6.2 Engineering Services

The City of Melbourne's Engineering Services team have viewed the proposal and made the following comments:

- If a second vehicle crossing is proposed onto Lorimer Street then VicRoads approval is required as Lorimer Street is an arterial road
- Traffic Engineering has no concerns regarding the additional 24 car spaces and proposed layout as they conform to Australian Standards
- It is recommended that pavement arrows are provided in the aisle

7. ASSESSMENT

The key issues in the consideration of this application are:

- Use
- Built form
- Design detail
- Active street frontage
- Environmentally Sustainable Design
- Noise
- Parking and traffic

7.1. Use

The proposed use of the site as a Data Centre is largely consistent with the provisions of the Commercial 2 Zone and is also generally supported by Council's Municipal Strategic Statement (MSS).

A Data Center is a facility used to house computer systems and associated components, such as telecommunications and storage systems. It generally includes redundant or backup power supplies, redundant data communications connections, environmental controls and security devices. Due to the complexity of systems and the operational components, buildings associated with the use require a large area of space and utilize a standard rectangular configuration. At present there is a large demand for electronic data centers within Australia.

With regard to the MSS and local planning policies it is considered that the use is appropriate given:

- It will enable further diversification of business support services for the area.
- It assists in the growth of high-tech land uses for the Fishermans Bend Area.
- It is proposed as a large scale commercial use.

The proposed use is also generally consistent with the vision outlined in the Fishermans Bend Vision for this part of Lorimer Street which is in the Employment Precinct. This document has been prepared by the Fishermans Bend Taskforce to propose a future for Fishermans Bend and its distinctive precincts. Work is currently underway on the draft Fishermans Bend Framework, which is anticipated to be released for public consultation in mid-2017.

In general, the proposed use is in keeping with the three directions set out in the vision for Lorimer Precinct which are:

- Increasing global connectivity.
- Encouraging businesses that support innovation.
- Supporting best practice water, waste and energy management.

7.2. Built form

The proposed building is purpose built for a data centre. Council's Urban Design Department has not raised any concerns with the proposed height and bulk of the building but have raised concerns with the design detail and the lack of street activation to Lorimer Street. These will be discussed in greater detail below.

The proposed front setback of 6m from Lorimer Street with landscaping to the front is supported. This helps to soften the presence of the five storey building as perceived from the Lorimer Street streetscape. In addition, breaking up the building

into two forms with a central rebate is also positive as it helps to minimise the apparent bulk and ensures a degree of verticality in the street elevation.

7.3. Design Detail

The applicant in their planning submission have outlined that the nature of the Data Centre requires that security of the facility be top priority in its design. Given this, a number of the design features are not typical for commercial/industrial development (such as lack of windows around the data halls and centrally located entrance area).

The City of Melbourne's urban design team has raised concerns with the flatness of the side elevations of the proposed building. Given that the side elevations will be exposed to oblique views from within Lorimer Street it recommended that should a permit issue, a condition be imposed requiring further articulation of these side facades. This could be achieved by using different architectural treatments to break up the bulk of the facades.

The front façade of the building Lorimer Street contains two architectural elements depicting triangles. This treatment assists in breaking up the bulk of the building as well as providing visual interest.

The submitted landscaping plan shows that low level planting is proposed to the front of building along the Lorimer Street boundary. As the ground floor of the building currently presents as a blank concrete façade, it is recommended that a condition be imposed requiring a revised landscape plan which shows deep soil planting of mature trees. This will assist in softening the appearance of the large concrete building as well as enhancing the public realm. This will also partly address Council's Urban Design concerns.

7.4. Active Street Frontages

There is an existing data centre located to the rear of the site which is accessed via the main entrance to the site. The new building is proposed to be constructed in front of the existing building and will utilize the existing entrance located to the rear of the site. As such, the new building will not have any entry from the front of the site or have any inbuilt front desk area. The applicant have stated that this is for security reasons as it provides one point of entrance to the combined Data Centre which is particularly important in ensuring that all visitors and staff accessing the site are identified through a single entrance point.

Council's Urban Design Department has raised concerns with the lack of activation or passive surveillance being provided along Lorimer Street. While this concern is acknowledged, as outlined by the applicant in their planning submission, the security reasons add to the architectural limitation of this building type.

In addition, when considering active street frontages the context of where the building is proposed should also be considered. The site is located to the western end of Lorimer Street which is a commercial area and is not heavily visited by the general pedestrian. The surrounding area is generally characterised by large warehouse developments. Given this context, the high security requirements of this facility and the location of the existing entry, the proposed presentation to Lorimer Street is supported.

Furthermore, it is noted that the front of the proposed building will contain diesel tanks and generators. The applicant has highlighted that the internal layout has been purposely configured in such a way. This layout therefore restricts the ability to provide transparency and exposure of the spaces to the street.

The application details that on a typical day the staff numbers to the facility are limited and as such providing two main entrances poses greater security risks and is not practical.

A 2m high palisade fence is proposed to be constructed to the boundary. This type of fence is permeable and will allow for the front landscaping and the ground floor of the building to be visible while maintaining a high level of security required for the use.

7.5. Environmentally Sustainable Design

A review of the ESD report and the Stormwater Management Report provided by the applicant suggests that the development will incorporate a number of sustainable design initiatives and have been designed incorporating range of water sensitive urban design principles.

7.6. Noise

A review of the acoustic report provided by the applicant suggests that the proposed operations, design and layout of the building will not result in noise production that would impact unreasonably on the adjoining properties or surrounding area.

7.7. Parking and Traffic

Council's Traffic Engineering Department raised no concerns with the proposed number of car parking spaces, the access and layout. They have only recommended that should a permit be issued, pavement arrows be provided in the car park aisles on the west side of the proposed building. It would be recommended to the Department that this be imposed as a condition.

The proposal seeks to provide an additional twelve bicycle spaces resulting in a total of eighteen bicycle spaces on site. As the data centre is not a defined use within Clause 52.34 of the Planning Scheme, there is no specific requirement as to the number of bicycle spaces to be provided on site. As such, the addition of twelve bicycle spaces is supported as it provides for a sustainable mode of transport.

8. Conclusion

The proposal to use and develop the land for a data centre subject to the above recommendations being adopted is considered to be in keeping with Council's policies as mentioned above.

9. OFFICER RECOMMENDATION

That a letter be sent to DELWP advising that the City of Melbourne offers in principle support for the proposal subject to the following conditions:

1. Prior to the commencement of the use and development (excluding any demolition, bulk excavation) on the land, two copies of plans, drawn to scale must be submitted to the Responsible Authority generally in accordance with the plans submitted with the application but amended to show:
 - a) Greater articulation to the east and west side elevations.
 - b) Updated landscape plan showing the provision of deep soil planting of mature trees on the Lorimer Street boundary of the site.
 - c) Provision of pavement arrows in the car park aisles to the west side of the building.

- d) Any changes as required by the Waste Management Plan required by condition 11.

These amended plans must be to the satisfaction of the Responsible Authority and when approved shall be the endorsed plans of this permit.

2. The use and development as shown on the endorsed plan(s) must not be altered or modified unless with the prior written consent of the Responsible Authority.
3. No architectural features, plant and equipment or services other than those shown on the endorsed plans are permitted above roof level, unless with the prior written consent of the Responsible Authority.
4. Prior to the commencement of the development, including demolition or bulk excavation, a detailed construction and demolition management plan must be submitted to and be approved by the Responsible Authority – Construction Management Group . This construction management plan must be prepared in accordance with the City of Melbourne - Construction Management Plan Guidelines and is to consider the following:
 - a. public safety, amenity and site security.
 - b. operating hours, noise and vibration controls.
 - c. air and dust management.
 - d. stormwater and sediment control.
 - e. waste and materials reuse.
 - f. traffic management.
5. Prior to the commencement of the development, a stormwater drainage system incorporating integrated water management design principles must be submitted to, and approved, by the Responsible Authority - Engineering Services. This system must be constructed prior to the occupation of the development and provision made to connect this system to the City of Melbourne's stormwater drainage system.
6. The site must be landscaped in accordance with the endorsed plans within three months of the completion of the development to the satisfaction of the Responsible Authority. All landscaped areas must be subsequently maintained to the satisfaction of the Responsible Authority.
7. All external lighting, including car park lighting, must be appropriately located - and baffled so as to not cause nuisance outside the property boundary and be energy efficient.
8. The owner of the subject land shall not be permitted to alter the existing footpath/road levels in Lorimer Street for the purpose of constructing new vehicle or pedestrian entrances without first obtaining the written approval of the Responsible Authority.
9. The owner of the subject land shall construct all areas intended for vehicular traffic in accordance with plans and specifications first approved by the Responsible Authority. No attempt shall be made to dedicate the common property to the public.
10. All loading/unloading of goods delivered to/from the site must be carried out within the site at all times.
11. Prior to the commencement of the use and development (excluding demolition), a Waste Management Plan (WMP) shall be prepared and submitted to the City of Melbourne - Engineering Services. The WMP should

detail waste storage and collection arrangements and be prepared with reference to the City of Melbourne Guidelines for Preparing a Waste Management Plan. Waste storage and collection arrangements must not be altered without prior consent of the City of Melbourne - Engineering Services.

12. All garbage and other waste material must be stored in an area set aside for such purpose to the satisfaction of the Responsible Authority.
13. This permit will expire if one or more of the following circumstances apply:
 - a) The development is not started within two years of the date of this permit.
 - b) The development is not completed within four years of the date of this permit.
 - c) The use is not started within four years of the date of this permit.

The Responsible Authority may extend the permit if a request is made in writing before the permit expires, or within six months afterwards. The Responsible Authority may extend the time for completion of the permit if a request is made in writing within 12 months after the permit expires and the development started lawfully before the permit expired.

Notes:

- All necessary approvals and permits are to be first obtained from the City of Melbourne, Manager Engineering Services Branch and VicRoads.
- Advertising signs must not be erected, painted or displayed on the land without the permission of the Responsible Authority unless in accordance with the exemption provisions of the Melbourne Planning Scheme.
- This permit does not authorize the commencement of any demolition or construction on the land. Before any demolition or construction may commence, the applicant must apply for and obtain appropriate building approval from a Registered Building Surveyor.
- The applicant/owner will provide a copy of this planning permit and endorsed plans to any appointed Building Surveyor. It is the responsibility of the applicant/owner and the relevant Building Surveyor to ensure that all building (development) works approved by any building permit are consistent with this planning permit.

APPENDIX 1

Urban Design Comments

To Planning
Attention: Mark Friedrichsen

From Urban Strategy Branch

Subject **Planning Application Urban Design Advice**

File **TPM-2016-26 552-578 Lorimer Street, Port Melbourne**

Dear Mark,

We refer to your planning application referral and drawings prepared by Metier 3 Architects contained within DM#10171624. We offer the following advice:

Discussion

1. Response to Context

- The proposal is located within a context which will undergo considerable change in the near to medium term, as Lorimer densifies to the east, generating addition non industrial movement along the Lorimer Street spine. Lorimer Street is intended to transform to a high amenity corridor over time, with increased pedestrian and cyclist use. This requires careful consideration of the design of facilities such as the proposal, to provide a visually engaging and positive edge to a streetscape of strategic importance.
- Further, the GM site has been purchased by the Victorian Government, and will be a significant catalyst for high tech, high amenity employment. This demonstrates the level of change in the immediate surroundings in the near to medium term.
- Whilst limited policy applies to specifically to the Employment precinct of Fishermans Bend, Clause 22.17 Urban Design Outside of the Capital City Zone applies, which obliges the proposal to think carefully about its presentation to the street and relationship to adjoining forms to the east and west. Further the Fishermans Bend Vision is an endorsed Victorian Government Policy and sets broad objectives for the employment precinct.

2. Building height, massing and setbacks

- The 6m setback is generally supportable subject to the landscape architectural outcome and engagement between the building and the street. However, presently the reinforced grass provided to allow vehicle access reduces the landscape offering, whilst the flatness and windowless surface to the street offers little to the public realm.
- The division of the form into two wings is positive, with a central rebate, reducing the bulk and ensuring a degree of verticality in the street elevation.
- The flatness of elevation treatment however adds to a sense of considerable bulk on the side elevations, which will be exposed to oblique views from within Lorimer Street. There is an opportunity to express the pump room and electrical core in the main floorplate on the external as well as internal elevation to provide legibility and a vertical segmentation

of the form to address this exposure. Presently the breadth of unrelieved elevation and lack of depth is of some concern.

3. Building Program

- Whilst the building employs a range of standard ESD initiatives for an industrial building, there are a number of logical opportunities which appear to have been overlooked in the proposal. Firstly it appears that the vast hardstand will generate considerable runoff into the conventional stormwater system, without any utilisation of Water Sensitive Urban Design treatments. This is particularly problematic in an area which is at considerable threat from flooding from both stormwater and storm surge. Slowing the flow of water off the site through WSUD or sub surface capture in tanks could greatly reduce the contribution to precinct flooding.
- Secondly the vast roof area, protection from higher buildings in the immediate surrounds offers an unparalleled opportunity for a substantial solar array to reduce daily energy requirements. It does not appear that any on-site energy generation has been included within the proposal to date, which is regrettable for such an important facility in an emerging high-tech precinct.
- Further, we encourage the consideration of precinct scale sustainability initiatives, in order to achieve a co-benefit between the various stages of the proposal and the existing building to the south, with respect to energy, water and waste.

4. Building Elevations

- Whilst we understand the inherent architectural limitations of the building use, it is critical that any new industrial development contribute positively to Lorimer Street. It is important to consider activation through transparency and exposure of any occupied spaces to the street. There are natural opportunities to utilise the multi purpose space and end of trip facilities to animate the street frontage. These are currently tucked into the rear corner and provide no engagement with Lorimer Street.
- A key shortfall in the current street presentation is the lack of identifiable building entry for pedestrians arriving from Lorimer Street, and reliance on arrival by vehicle to parking areas either side of the building, well away from the street frontage. It would be of considerable benefit to strengthen the pedestrian arrival point, both for legibility for visitors and users, but also to contribute to the streetscape presentation and 'perception' of engagement.
- The expression of the stairs in the street elevation in a more honest fashion could assist with the above objective, providing legibility of the function, rather than employing a decorative screen. Whilst the logic behind the strategy of triangles is undoubtedly contextual, as the primary architectural contribution to the street frontage this is notably concerning.

- Opportunity may exist to explore a similar logic to the applied triangles through an interactive rather than fixed architectural display, integrated with a more legible, transparent stair. Such an approach to the building frontage using a dynamic backlit artwork or similar could provide a compensatory contribution to the public realm of Lorimer Street.

5. Public Space & Landscape

- It is positive to note the siting of parking away from the frontage, to either side of the primary building mass. However this success is undermined by the use of structural grass for vehicle access across the setback, which undermines the ability to integrate any contributory landscaping. Noting the strong presence of planting and canopy trees on adjacent sites along Lorimer Street, particularly the Defence Land, a stronger offer is required. This need is amplified by the reduced setback and significant scale and bulk of the proposal.
- The areas available for planting at the sides of the building are notably lacking. In conjunction with a holistic WSUD strategy to manage runoff from the considerable expanse of hardstand, we strongly encourage the integration of boundary landscaping along the east and west boundaries to provide shade, reduction in the urban heat island and biodiversity.
- The front fencing is a key architectural and public realm component of the proposal, given its abrupt interface with the public realm of Lorimer Street. From the drawing package, the detail of fencing is unclear. We strongly encourage a more architecturally considered approach to the front fencing, in addition to a legible entry point for pedestrians which avoids shared use of the vehicle entry point.

Recommendations

The proposal represents a significant new built form insertion within the Lorimer Street streetscape, as a result of its height, reduced setback and unrelieved external elevations. Whilst we acknowledge the regrettable architectural limitations of this building type, we strongly encourage a further level of refinement to the street frontage, side elevations and landscape architectural strategy to achieve an enhanced public realm outcome, consistent with the provisions of Clause 22.17 and the emerging vision for a high quality public realm within Fishermans Bend.

Thank you for the referral. Please note that our comments are limited to urban design issues. Please contact the Urban Strategy Branch should you require further information.