Metro Outer Development Assessment Panel Agenda

Meeting Date and Time: Wednesday, 10 September 2025; 9:30am
Meeting Number: MODAP/102
Meeting Venue: 140 William Street, Perth

A live stream will be available at the time of the meeting, via the following link:
MODAP/102 – 10 September 2025 – City of Gosnells

PART A – INTRODUCTION

1. Opening of Meeting, Welcome and Acknowledgement
2. Apologies
3. Members on Leave of Absence
4. Noting of Minutes

PART B – CITY OF GOSNELLS

1. Declarations of Due Consideration
2. Disclosure of Interests
3. Form 1 DAP Applications
   - 3.1 Lots 1, 10, 1 (No.307, 323, 329) Kenwick Road & Lot 500 (No.582) Bickley Road, Maddington – Proposed Warehouses and Ancillary Structures – DAP/25/02926
4. Form 2 DAP Applications
5. Section 31 SAT Reconsiderations

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals
2. Meeting Closure

Please note, presentations for each item will be invited prior to the items noted on the agenda and the presentation details will be contained within the related information documentation

ATTENDANCE	
Specialist DAP Members	*DAP Secretariat*
Clayton Higham (Presiding Member) Karen Hyde (Deputy Presiding Member) Tony Arias	Tenielle Brownfield Ashlee Kelly
Part B – City of Gosnells	
Cr David Goode (Local Government DAP Member, City of Gosnells) Cr Caren Baayens (Local Government DAP Member, City of Gosnells)	

PART A – INTRODUCTION

1. **Opening of Meeting, Welcome and Acknowledgement**
2. **Apologies**
3. **Members on Leave of Absence**
4. **Noting of Minutes**

PART B – CITY OF GOSNELLS

1. Declarations of Due Consideration

2. Disclosure of Interests

3. Form 1 DAP Applications

3.1 Lots 1, 10, 1 (No.307, 323, 329) Kenwick Road & Lot 500 (No.582) Bickley Road, Maddington – Proposed Warehouses and Ancillary Structures – DAP/25/02926

4. Form 2 DAP Applications

Nil.

5. Section 31 SAT Reconsiderations

Nil.

Part B – Item 3.1 – Lots 1, 10, 1 (No. 307, 323, 329) KENWICK ROAD & Lot 500 (No. 582) BICKLEY ROAD, MADDINGTON – PROPOSED WAREHOUSES AND ANCILLARY STRUCTURES

Form 1 – Responsible Authority Report
(Regulation 12)

DAP Name:	Metro Outer DAP
Local Government Area:	City of Gosnells
Applicant:	Developed
Owner:	Canberra Data Centres Proprietary Ltd
Value of Development:	$415 million
Responsible Authority:	City of Gosnells
Authorising Officer:	Andrew Lefort
LG Reference:	DA25/00259
DAP File No:	DAP/25/02926
Application Received Date:	24 June 2025
Report Due Date:	1 September 2025
Application Statutory Process Timeframe:	90 Days
Attachment(s):	1. Location Plan 2. Development Plans 3. Draft Maddington Kenwick Strategic Employment Area (MKSEA) Structure Plan 4. Planning Report 5. Transport Impact Assessment 6. Acoustic Report 7. Bushfire Management Plan

Responsible Authority Recommendation

That the Metro Outer DAP resolves to:

1. **Approve** DAP Application reference DAP/25/02926 and accompanying plans (Coversheet (PER-MA0-AR-DG-DA000 - Rev D), MA.0 - Site Plan (PER-MA0-AR-DG-DA012 - Rev J), MA.0 - Site Floor Plan (PER-MA0-AR-DG-DA013.1 - Rev J), MA.0 - Site 3D Massing (PER-MA0-AR-DG-DA020 - Rev G), MA.0 - Site Boundary Elevations (PER-MA0-AR-DG-DA030 - Rev E), MA.0 - Finishes (PER-MA0-AR-DG-DA035 - Rev E), MA.0 - Site Sections (PER-MA0-AR-DG-DA040.1 - Rev F), MA.0 - Streetview Render 1 (PER-MA0-AR-DG-DA050 - Rev C), MA.0 - Streetview Render 2 (PER-MA0-AR-DG-DA051 - Rev C), MA.0 - Context Renders (PER-MA0-AR-DG-DA052 - Rev E), MA.1 - Ground Floor Plans (PER-MA1-AR-DG-DA110.1 - Rev D), MA.1 - Level 1 Plan (PER-MA1-AR-DG-DA111.1 - Rev D), MA.1 - Roof Plan (PER-MA1-AR-DG-DA112.1 - Rev D), MA.1 - Chiller Deck Plan (PER-MA1-AR-DG-DA113.1 - Rev D), MA.1 - Elevations (PER-MA1-AR-DG-DA120 - Rev D), MA.1 - Sections (PER-MA1-AR-DG-DA130.1 - Rev D), MA.2 - Ground Floor Plan (PER-MA2-AR-DG-DA210.1 - Rev D), MA.2 – Level 1 Plan (PER-MA2-AR-DG-DA211.1 - Rev D), MA.2 – Roof Plan (PER-MA2-AR-DG-DA212.1 - Rev D), MA.2 – Chiller Deck Plan (PER-MA2-AR-DG-DA213.1 - Rev D), MA.2 - Elevations (PER-MA2-AR-DG-DA220 - Rev D),

MA.2 – Sections (PER-MA2-AR-DG-DA230.1 - Rev D), MA.3 – Ground Floor Plan (PER-MA3-AR-DG-DA310.1 - Rev D), MA.3 – Level 1 Plan (PER-MA3-AR-DG-DA311.1 - Rev D), MA.3 – Roof Plan (PER-MA3-AR-DG-DA312.1, Rev D), MA.3 – Chiller Deck Plan (PER-MA3-AR-DG-DA313.1 - Rev D), MA.3 – Elevations (PER-MA3-AR-DG-DA320 - Rev D), MA.3 – Sections (PER-MA3-AR-DG-DA330.1 - Rev D), MA.4 – Ground Floor Plan (PER-MA4-AR-DG-DA410.1 - Rev D), MA.4 – Level 1 Plan (PER-MA4-AR-DG-DA411.1 - Rev D), MA.4 – Roof Plan (PER-MA4-AR-DG-DA412.1 - Rev D), MA.4 – Chiller Deck Plan (PER-MA4-AR-DG-DA413.1 - Rev D); MA.4 – Elevations (PER-MA4-AR-DG-DA420 - Rev D); MA.4 – Sections (PER-MA4-AR-DG-DA430.1 - Rev D) in accordance with Clause 68 of Schedule 2 (Deemed Provisions) of the *Planning and Development (Local Planning Schemes) Regulations 2015 ,* and the City of Gosnells Town Planning Scheme No. 6, subject to the following conditions:

Conditions

1. Pursuant to clause 27 of the Metropolitan Region Scheme, this approval is deemed to be an approval under clause 54(1) of the Metropolitan Region Scheme.

2. This decision constitutes planning approval only and is valid for a period of four years from the date of approval. If the subject development is not substantially commenced within the specified period, the approval shall lapse and be of no further effect.

3. Prior to applying for a Building Permit, the proponent shall submit to the City of Gosnells for approval a preliminary proposal for an art work designed by a professional artist at a cost of 1% of the total project cost (to a maximum of $250,000), to be located within the subject site as an integral part of the development. Alternatively, prior to occupation of the development, the owner/applicant shall make a cash contribution towards public art in lieu of the above.

   Prior to the commencement of development, and if not making a cash contribution, the proponent shall submit to the City of Gosnells for approval an 'Application for Artwork Design' and the proponent is to enter into a contract with a professional artist/s to design and install (if appropriate) the artwork approved by the City of Gosnells.

   Prior to the occupation of the development, the art work shall then be installed and maintained thereafter to the satisfaction of the City of Gosnells.

4. Prior to applying for a Building Permit, an urban water management plan is to be prepared and approved, in consultation with the Department of Water and Environmental Regulation, consistent with any approved Local Water Management Strategy.

5. Prior to applying for a Building Permit, arrangements being made to the satisfaction of the City of Gosnells for the amalgamation of 307 (Lot 1), 323 (Lot 10), 329 (Lot 1) Kenwick Road and 582 (Lot 500) Bickley Road into one Certificate of Title. The amalgamation must be completed prior to occupation of the development.

6. Prior to occupation of the development, vehicle parking, manoeuvring and circulation areas shall be designed, constructed, sealed, drained, line-marked and kerbed in accordance with:

   (i) The approved plan(s);
   (ii) Australian/New Zealand Standard AS/NZS 2890.1:2004, Parking facilities, Part 1: Off-street car parking;
   (iii) Australian/New Zealand Standard AS/NZS 2890.6:2009, Parking facilities, Part 6: Off-street parking for people with disabilities;
   (iv) Australian Standard AS 1428.1-2009, Design for access and mobility, Part 1: General Requirements for access-new building work (by providing a link to the main entrance of the development by a continuous accessible path of travel);
   (v) Council's engineering requirements and design guidelines.

   The car parking is to be maintained to the satisfaction of the City of Gosnells for the duration of the development.

7. Prior to occupation of the development, all crossovers are to be located and constructed to the City of Gosnells' specifications.

8. Prior to occupation of the development, redundant vehicle crossover(s) are to be removed and the kerbing, verge, and footpath (where relevant) reinstated with grass or landscaping to the satisfaction of the City of Gosnells.

9. Prior to occupation of the development, the landscaping and irrigation of the development site and the adjoining verges is to be installed in accordance with an approved landscape plan and thereafter maintained to the satisfaction of the City of Gosnells.

10. Prior to occupation of the development, the approved external finishes and colour schemes are to be implemented to the satisfaction of the City of Gosnells and maintained thereafter.

11. The carparking and landscaped area located in the front setback area is not to be used for the storage of machinery, equipment or materials which are being wrecked or repaired, or for the stacking or storing of fuel, raw materials, products or by-products or wastes of manufacture, for the duration of the development.

12. The development must be designed and all works must be carried out in accordance with the Transport Impact Assessment prepared by Urbii and dated August 2025, inclusive of construction of the required modifications to the Kelvin Road / Kenwick Road intersection to provide for left-in/left-out vehicle movements only, to the satisfaction of the City of Gosnells for the duration of development.

13. The electrical substation shown as 'By Others' on the development plans is not included in this approval and shall be the subject of a separate Development Application to the satisfaction of the City of Gosnells.

14. No structure(s) above or below ground shall encroach into the Tonkin Highway Road Reserve.

15. Stormwater discharge shall not exceed pre-development discharge to Tonkin Highway Road Reserve.

16. No earth works shall encroach onto the Tonkin Highway Road Reserve.

Advice Notes

1. In regard to Condition 12, the intersection of Kenwick Road and Kelvin Road should be configured as left-in/left-out (right turn movements to be restricted). Restricting the right turn out movements will need to be enforced through intersection modifications including islands, signage and line marking.

2. The applicant is advised of the need to obtain a Building Permit prior to the commencement of work. The submitted Building Permit application plans are to be consistent with the plans that form part of the relevant Development Approval, to the satisfaction of the City of Gosnells.

3. The applicant is advised of the following to minimise the impact of development works:

    i) All development works must be carried out in accordance with Control of Noise Practices set out in section 6 of AS2436-1981. For further details please contact the Department of Water and Environmental Regulation.
    ii) Development work shall only be permitted between 0700 hours and 1900 hours on any day which is not a Sunday or public holiday, without the written approval of the City.
    iii) Development work shall comply in all respects with the Environmental Protection (Noise) Regulations 1997.

4. The applicant is advised that the operation/development is to comply with the Environmental Protection (Noise) Regulations 1997.

5. The configuration of the Kelvin Road/Kenwick Road intersection is subject to change at its ultimate, pending the delivery of Tonkin Highway/Kelvin Road upgrade, and Main Roads assumes no liability for the information provided.

6. The applicant is required to submit an Application form to undertake works within the road reserve prior to undertaking any works within the road reserve. Application forms and supporting information about the procedure can be found on the Main Roads website > Technical & Commercial > Working on Roads.

7. The applicant is advised that prior to the lodgement of a development application for the substation site, the Bushfire Management Plan (Version 2) prepared by Envision (May 2025) is to be amended to reassess the vegetation classifications within the Tonkin Highway reserve on advice from the Department of Fire and Emergency Services.

Details: outline of development application

Region Scheme	Metropolitan Region Scheme
Region Scheme - Zone/Reserve	Industrial
Local Planning Scheme	Town Planning Scheme No. 6 (TPS 6)
Local Planning Scheme - Zone/Reserve	Business Development
Draft Local Planning Scheme	Local Planning Scheme No. 24 (LPS 24)
Draft Local Planning Scheme – Zone/Reserve	Industrial Development
Structure Plan/Precinct Plan	Maddington Kenwick Strategic Employment Area
Structure Plan/Precinct Plan - Land Use Designation	General Industry
Use Class and permissibility:	Warehouse – "D"
Lot Size:	7.6051ha
Existing Land Use:	Vacant Land
State Heritage Register	No
Local Heritage	☒ N/A ☐ Heritage List ☐ Heritage Area
Design Review	☒ N/A ☐ Local Design Review Panel ☐ State Design Review Panel ☐ Other
Bushfire Prone Area	Yes
Swan River Trust Area	No

Proposal:

The application proposes the construction of four warehouse buildings to accommodate equipment for the purposes of data storage and includes provision for a future electrical substation. The warehouses will be constructed in four separate stages comprising:

- Four, two storey buildings consisting of:
    - Warehouse 1 – 9,429m² gross floor area (GFA)
    - Warehouse 2 - 19,694m² GFA
    - Warehouse 3 – 16,220m² GFA
    - Warehouse 4 – 17,867m² GFA
- A security gatehouse located adjacent to Kenwick Road.
- Back up power generators.
- Access from Bickley Road and Kenwick Road.
- 106 car parking bays.

- A maximum of 110 staff working from the site to maintain the data centre.

The construction of the associated electrical substation will be the subject of a future development application.

Background:

The subject site is situated at the corner of Kelvin Road and Kenwick Road, with access obtained via Kenwick Road and Bickley Road, and is currently vacant. The proposal is within close proximity to, and abuts, the Tonkin Highway Primary Regional Road Reserve. Kelvin Road is designated as an Other Regional Road under the Metropolitan Region Scheme (MRS). A plan showing the location of the subject site is contained in Attachment 1.

Planning Framework

The subject site forms part of the Maddington Kenwick Strategic Employment Area (MKSEA), being land bound by Bickley Road, Tonkin Highway, the district boundary with the City of Kalamunda and Roe Highway. The subject site is located within Precinct 1 of the MKSEA, which comprises approximately 125ha of land bound by Victoria Road, Tonkin Highway, Kelvin Road and Bickley Road in Maddington.

The City is currently progressing a Structure Plan (SP) for Precinct 1 (Attachment 3). The draft SP is currently pending final determination by the Department of Planning Lands and Heritage (DPLH). As the draft SP has been advertised and endorsed by Council, it is a seriously entertained planning document.

Legislation and Policy:

Legislation

- *Planning and Development Act 2005*
- *Planning and Development (Local Planning Schemes) Regulations 2015.*
- Metropolitan Region Scheme
- Town Planning Scheme No. 6

Local Policies

Local Planning Policy 5.6 – Maddington Kenwick Strategic Employment Area

Consultation:

Public Consultation

The proposal was not required to be advertised for public comment.

Referrals/consultation with Government/Service Agencies

The application was referred to the following government agencies:

- Main Roads Western Australia (MRWA)
- Department of Fire and Emergency Services (DFES)
- Department of Planning, Lands and Heritage – Infrastructure Corridors (DPLH)

Comments received from the above agencies are discussed in the relevant sections below.

Planning Assessment:

Town Planning Scheme No. 6

Land Use Permissibility

Table 1 of TPS 6 (Zoning Table) does not specify land use permissibility for the Business Development zone. Rather it states that development and use of land is to be in accordance with an adopted structure plan (SP). Whilst there is no approved SP, the draft MKSEA Precint 1 Structure Plan identifies the subject land for General Industry. Under TPS 6, a Warehouse is a 'D' use in the General Industry zone, meaning that the use is not permitted unless the local government has exercised its discretion by granting planning approval. The proposal is therefore capable of approval under the planning framework.

Car Parking

The following table details TPS 6 parking provisions for the site.

Use Class	**TPS 6 Parking Standards**	**TPS 6 Car Parking Requirements**	**Car Parking Bays Provided**
Warehouse	1 space for every 100m² gross floor area, plus 1 space for every employee. Minimum 4 spaces for every tenancy or unit.	Warehouse 1: 9,429m² Warehouse 2: 19,694m² Warehouse 3: 16,220m² Warehouse 4: 17,868m² **Total: 60,446m²** 63,389 / 100 = 634 car parking bays (rounded up) 110 maximum employees N/A	
Total		744 bays required	106 bays provided

The proposal results in a significant shortfall of 638 parking bays when assessed against the parking requirements of TPS 6. In this regard however, the proposal is not representative of a typical warehouse development as it involves the storage of self-sustaining computer servers which requires significantly less staff and/or visitors to the site. If the car parking is assessed against the proposed number of employees, the car parking shortfall would be four car parking bays.

The applicant submitted a Traffic Impact Assessment (TIA) which provided parking demand modelling to estimate the parking demand for the site, based on the estimated

number of staff. The TIA indicates 80% of staff are likely drive a car to the site daily. In addition to this, the development provides end of trip facilities to encourage staff to use alternative forms of transport. The TIA suggests a peak parking demand of 88 bays for the development.

Clause 4.13.3 of TPS 6 allows for variations to car parking requirements where there will be no resultant lowering of safety, convenience, or amenity standards. Based on the use of the site it is considered that that there will be no resultant lowering of safety, convenience, and amenity standards resulting from the proposed variation and therefore the proposed parking is considered appropriate and acceptable.

Setbacks and Landscaping

The proposal complies with the setback and landscaping requirements of TPS 6, with the exception of the following:

Assessment Element	TPS 6 Standards	Assessment
Primary Street Setback	15m setback.	A 9.9m to 12.6m setback is proposed to Kenwick Road (Warehouse 4) with the generators setback 9.6m.
Secondary Street Setback	4.5m setback.	A 3.5m setback is proposed to Bickley Road (Warehouse 1).
Landscaping	3m abutting all streets, except for approved crossovers.	Proposed 3m width or greater, except for a 54m portion abutting Kenwick Road which is 1.9m wide.

In considering the setback variations, it is noted that the proposed building setback is unlikely to have a negative impact on the amenity of the locality and any impact is proposed to be minimised using landscaping within the site and on the adjacent verge. The variation is considered minor and as such, the proposed setback is considered acceptable.

In considering the landscaping variation, the reduced landscaping strip directly adjoins a large verge area to be landscaped which will lessen the impact of the reduction. It should also be noted that there is additional landscaping provided within the site which will contribute to the amenity of the area. As such, the proposed reduction in landscaping abutting Kenwick Road is considered acceptable.

Local Planning Policy 5.6 - MKSEA Precinct 1

Local Planning Policy 5.6 - Maddington Kenwick Strategic Employment Area (LPP 5.6) provides guidance for the assessment and determination of applications for subdivision and development approval for land within the MKSEA in the absence of an adopted Structure Plan. In this regard, Clause 4.3 of LPP 5.6 states:

> *"Council will generally not support applications for development of land unless, in Council's opinion, approval and implementation of the proposal will not:*

(a) Compromise the value or wellbeing of any environmental feature.

(b) Have an unreasonable impact on nearby residential and/or rural zoned properties. Such impacts include, but are not limited to, noise, dust, odour, vibration and traffic."

In considering the application, the following is relevant:

- The proposed development does not affect any land that is of environmental significance.
- The proposed development doesn't have an unreasonable impact on adjoining properties which are zoned for industrial purposes.

In the case of the MKSEA Precinct 1 Structure Plan, planning is well advanced and is expected to be finalised imminently. The proposal is not considered to jeopardise the structure plan or ongoing development of the MKSEA Precinct 1 area.

Traffic and Access

The application proposes access to the site via a single crossover to Kenwick Road, with egress from Bickley Road via two crossovers, including an emergency crossover.

The proposal was referred to MRWA due to the site abutting a portion of Tonkin Highway Road Reserve. MRWA supports the development, subject to the inclusion of relevant conditions and advice notes which, should DAP approve the proposal, should be imposed.

The applicant submitted a Traffic Impact Assessment (TIA) (Attachment 5) to support the application which indicates that traffic generated from the development will not have an adverse impact on the surrounding road network, and there is sufficient capacity within the network to accommodate the development. The recommendations of the TIA are:

- The Kenwick Road pavement and seal be widened to support two-way traffic movements up to the substation access crossover.
- The intersection of Kenwick Road / Kelvin Road should be configured as left-in/left-out (right turn movements to be banned). Banning the right turn out movements will need to be enforced through intersection modifications including islands, signage and line marking.

With regard to the above, should DAP approve the proposal, a condition should be imposed requiring the applicant to implement the recommendations of the TIA.

It should be noted that the MKSEA Precinct 1 Structure Plan contemplates the extension of Kenwick Road through to Bickley Road to support the future development of the area. The extension of this road was intended to provide a road frontage to enable the future subdivision and development of the adjoining properties. As the proposed development will be undertaken over a large portion of the developable area within this precinct, the requirement for the extension of Kenwick Road is no longer required. In this regard, the development of the remaining lots within this precinct will be able to obtain direct vehicle access from Bickley Road. The City has considered the

requirement for the extension of Kenwick Road and support the removal of the road in this location.

Bushfire Planning

The site is located within a Bushfire Prone Area and was referred to DFES. DFES has no objection to the proposal and provided advice regarding the vegetation assessment for the Tonkin Highway reserve. DFES has questioned the vegetation assessment within the Tonkin Highway reserve and noted that the vegetation classification will affect the subsequent BAL rating for the proposed substation site, however, would not impact the BAL ratings applicable to the warehouse buildings. In this regard DFES recommend the BMP be updated to accurately assess the vegetation within the Tonkin Highway reserve. As development of the substation site is not included in this application, a condition requiring amendments to the BMP is not necessary. However, should DAP approve the proposal, an advice note should be imposed advising the applicant of the DFES requirements to reassess the vegetation classification within the Tonkin Highway reserve as part of the future development application for the substation site.

Dampier to Bunbury Pipeline

The City consulted with DPLH due to the site being located within the Dampier to Bunbury Natural Gas Pipeline (DBNGP) corridor. DPLH advised that the proposed development is not expected to materially interfere with the exercise of rights that have been, or might in the future be, conferred under section 34 of the Dampier to Bunbury Pipeline Act 1997 (DBP Act). Further, the Dampier Bunbury Pipeline (DBP) as owners and operators of the Dampier to Bunbury Natural Gas Pipeline (DBNGP) advised the City that they have no objection to the development application.

Conclusion:

The proposal is consistent with the planning framework and is therefore recommended for approval subject to conditions.



CITY OF GOSNELLS

The City of Gosnells provides the information contained herein. The Council of the City of Gosnells shall not be liable for any loss or damage howsoever caused as a result of reliance upon information contained in these documents.

LOCATION PLAN - ATTACHMENT 1

Date: 13/08/2025

Scale: 1:3000

N

Document Set ID: 8851974
Version: 1, Version Date: 28/08/2025



MADDINGTON DATA CENTRE CAMPUS

582 Bickley Rd, Maddington WA 6109

ISSUE FOR:

DEVELOPMENT APPROVAL

DA SHEET LIST		
Sheet Number	**Sheet Name**	**Current Revision**
DA000	COVERSHEET	D
MA.0		
DA0	MA.0 - SITE AMALGAMATION	A
DA00	MA.0 - AREA PLANS	
DA010	MA.0 - SITE LOCATION PLAN	
DA011	MA.0 - EXISTING SITE PLAN	C
DA012	MA.0 - SITE PLAN	I
DA013	MA.0 - SITE FLOOR PLAN	I
DA013.1	MA.0 - SITE FLOOR PLAN	I
DA020	MA.0 - SITE 3D MASSING	F
DA030	MA.0 - SITE BOUNDARY ELEVATIONS	E
DA035	MA.0 - FINISHES	E
DA040	MA.0 - SITE SECTIONS	F
DA040.1	MA.0 - SITE SECTIONS	F
MA.0 `VISUALISATION		
DA050	MA.0 - STREETVIEW RENDER 1	C
DA051	MA.0 - STREETVIEW RENDER 2	C
DA052	MA.0 - CONTEXT RENDERS	E
MA.0 SITE BUILDINGS & FENCING		

DA SHEET LIST		
Sheet Number	**Sheet Name**	**Current Revision**
DA070	MA.0 - SECURITY GATEHOUSE & FIRE PUMP ROOM	
DA075	MA.0 - TYPICAL FENCE & GATE DETAILS	
MA.1		
DA100	MA.1 - DESIGN SUMMARY	A
DA110	MA.1 - GROUND FLOOR PLAN	D
DA110.1	MA.1 - GROUND FLOOR PLAN	D
DA111	MA.1 - LEVEL 1 PLAN	D
DA111.1	MA.1 - LEVEL 1 PLAN	D
DA112	MA.1 - ROOF PLAN	D
DA112.1	MA.1 - ROOF PLAN	D
DA113	MA.1 - CHILLER DECK PLAN	D
DA113.1	MA.1 - CHILLER DECK PLAN	D
DA120	MA.1 - ELEVATIONS	D
DA130	MA.1 - SECTIONS	D
DA130.1	MA.1 - SECTIONS	D

DA SHEET LIST		
Sheet Number	**Sheet Name**	**Current Revision**
MA.2		
DA200	MA.2 - DESIGN SUMMARY	A
DA210	MA.2 - GROUND FLOOR PLAN	D
DA210.1	MA.2 - GROUND FLOOR PLAN	D
DA211	MA.2 - LEVEL 1 PLAN	D
DA211.1	MA.2 - LEVEL 1 PLAN	D
DA212	MA.2 - ROOF PLAN	D
DA212.1	MA.2 - ROOF PLAN	D
DA213	MA.2 - CHILLER DECK PLAN	D
DA213.1	MA.2 - CHILLER DECK PLAN	D
DA220	MA.2 - ELEVATIONS	D
DA230	MA.2 - SECTIONS	D
DA230.1	MA.2 - SECTIONS	D
MA.3		
DA300	MA.3 - DESIGN SUMMARY	B
DA310	MA.3 - GROUND FLOOR PLAN	D
DA310.1	MA.3 - GROUND FLOOR PLAN	D
DA311	MA.3 - LEVEL 1 PLAN	D
DA311.1	MA.3 - LEVEL 1 PLAN	D
DA312	MA.3 - ROOF PLAN	D
DA312.1	MA.3 - ROOF PLAN	D
DA313	MA.3 - CHILLER DECK PLAN	D
DA313.1	MA.3 - CHILLER DECK PLAN	D
DA320	MA.3 - ELEVATIONS	D
DA330	MA.3 - SECTIONS	D
DA330.1	MA.3 - SECTIONS	D

DA SHEET LIST		
Sheet Number	**Sheet Name**	**Current Revision**
MA.4		
DA400	MA.4 - DESIGN SUMMARY	A
DA410	MA.4 - GROUND FLOOR PLAN	D
DA410.1	MA.4 - GROUND FLOOR PLAN	D
DA411	MA.4 - LEVEL 1 PLAN	D
DA411.1	MA.4 - LEVEL 1 PLAN	D
DA412	MA.4 - ROOF PLAN	D
DA412.1	MA.4 - ROOF PLAN	D
DA413	MA.4 - CHILLER DECK PLAN	D
DA413.1	MA.4 - CHILLER DECK PLAN	D
DA420	MA.4 - ELEVATIONS	C
DA430	MA.4 - SECTIONS	D
DA430.1	MA.4 - SECTIONS	D

Grand total: 66

EJE ARCHITECTURE

ACN 002 972 843 | **ABN** 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC000012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 125mm 250mm 500mm 1000mm ON ORIGINAL A1

Autodesk Docs://SK Cloud Projects/PER-MA-0-AR-RVT.rvt

Document Set ID: 10349687
Version: 8, Version Date: 28/08/2025

REV	DATE	COMMENTS	DRN	CHKD
A	2024-10-08	PRELIM DA SET, FOR CONSULTANT INFORMATION	SK	JC
B	2025-05-16	ISSUE FOR D.A.	JT	JC
C	2025-05-28	ISSUE FOR D.A.	JT/SK	JC/SS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JC/SS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **COVERSHEET**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES :

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA000**
REV : **D**

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATIONS

Name	Area	GFA
MA.0 SGH		
Area	0 m²	0 m²
CIRCULATION	35 m²	35 m²
FACILITY MANAGEMENT	144 m²	144 m²
	180 m²	180 m²
MA.1		
CIRCULATION CORRIDOR	1485 m²	1485 m²
FACILITY MANAGEMENT	958 m²	958 m²
LOADING	429 m²	0 m²
PLANT	202 m²	0 m²
RISER	131 m²	16 m²
SERVICES	2706 m²	2706 m²
SERVICES CORRIDOR	527 m²	527 m²
STORAGE	1072 m²	1072 m²
TECHNICAL STORAGE	2665 m²	2665 m²
VERTICAL CIRCULATION	177 m²	0 m²
	10352 m²	9429 m²
MA.2		
CIRCULATION CORRIDOR	3411 m²	3411 m²
FACILITY MANAGEMENT	0 m²	0 m²
LOADING	454 m²	454 m²
PLANT	467 m²	0 m²
RISER	269 m²	0 m²
SERVICES	6197 m²	6197 m²
SERVICES CORRIDOR	1360 m²	1360 m²
STORAGE	1403 m²	1403 m²
TECHNICAL STORAGE	6870 m²	6870 m²
VERTICAL CIRCULATION	152 m²	0 m²
	20582 m²	19694 m²
MA.3		
CIRCULATION CORRIDOR	2725 m²	2725 m²
FACILITY MANAGEMENT	357 m²	357 m²
LOADING	286 m²	286 m²
PLANT	263 m²	0 m²
RISER	173 m²	0 m²
SERVICE CORRIDOR	1019 m²	1019 m²
SERVICES	6285 m²	6285 m²
STORAGE	399 m²	399 m²
TECHNICAL STORAGE	5149 m²	5149 m²
VERTICAL CIRCULATION	122 m²	0 m²
	16777 m²	16220 m²
MA.4		
CIRCULATION CORRIDOR	2827 m²	2827 m²
FACILITY MANAGEMENT	2044 m²	2044 m²
LOADING	262 m²	262 m²
PLANT	306 m²	0 m²
RISER	180 m²	0 m²
SERVICE CORRIDOR	1019 m²	1019 m²
SERVICES	6289 m²	6289 m²
STORAGE	275 m²	275 m²
TECHNICAL STORAGE	5149 m²	5149 m²
VERTICAL CIRCULATION	105 m²	0 m²
	18457 m²	17867 m²
Grand total	66348 m²	63389 m²

DA - SITE COVERAGE

Total Site Area: 76,037m2

Name	Area	% of Site
SUBSTATION	8015 m²	10.5%
	8015 m²	10.5%
MA.0 SGH		
SECURITY GATE HOSUE	189 m²	0.2%
	189 m²	0.2%
MA.1		
DATA CENTRE	5240 m²	6.9%
GENERATORS	557 m²	0.7%
	5797 m²	7.6%
MA.2		
DATA CENTRE	10582 m²	13.9%
GENERATORS	1986 m²	2.6%
	12568 m²	16.5%
MA.3		
DATA CENTRE	8607 m²	11.3%
GENERATORS	1506 m²	2.0%
	10113 m²	13.3%
MA.4		
DATA CENTRE	9166 m²	12.1%
GENERATORS	1486 m²	2.0%
	10652 m²	14.0%
MA.5		
DATA CENTRE	4757 m²	6.3%
GENERATORS	657 m²	0.9%
	5415 m²	7.1%
Grand total	52749 m²	69.4%

CAR PARKING

Description	Count
ACCESSIBLE CAR PARK	6
CAR PARK	90
EV CAR PARK	10
Grand total	106

KELVIN RD

BOUNDARY 44° 59' 29" 115.21 m

BOUNDARY 314° 53' 50" 116.70 m

(TRUCK & EQUIPMENT STORAGE YARD)

MA.4 DATA CENTRE 2 STOREY 6 DATA HALLS

LOADING DOCK

GENERATORS

CONTRACTOR PARKING X6

SETBACK 36.4 m

SETBACK 20.1 m

SETBACK 9.6 m

SETBACK 8.0 m

SETBACK 15.7 m

FOH

CAR PARK X 13

BOUNDARY 92° 39' 21" 152.52 m

KENWICK STREET

WA BRICKMATCH

BOUNDARY 225° 01' 10" 74.95 m

BOUNDARY 314° 59' 52" 102.56 m

(PLANT & EQUIPEMENT STORAGE YARD)

MA.3 DATA CENTRE 2 STOREY 6 DATA HALLS

CONTRACTOR PARKING X11

CAR PARK X 90

SETBACK 17.3 m

SECURITY GATEHOUSE

SITE ENTRY

SETBACK 7.6 m

SETBACK 13.3 m

SETBACK 13.4 m

CAR PARK X12

CAR PARK X10

UNDER NBN 400

SUBSTATION ACCESS

BOUNDARY 130° 04' 26" 28.33 m

BOUNDARY 45° 00' 51" 16.00 m

BOUNDARY 45° 00' 17" 57.70 m

UPDATED SUBSTATION ACCESS LOCATION

FIRE PUMP ROOM

SITE EXIT

BOUNDARY 45° 00' 44" 174.04 m

SETBACK 6.9 m

CAR PARK X23

CAR PARK X7

GENERATORS

OFFICE ENTRY

FOH

CAR PARK X10

BOUNDARY 269° 25' 27" 101.01 m

MA.1 DATA CENTRE 2 STOREY 4 DATA HALLS

MA.2 DATA CENTRE 2 STOREY 8 DATA HALLS

SUBSTATION (BY OTHERS)

BOUNDARY 315° 00' 17" 108.00 m

BOUNDARY 132° 47' 25" 66.24 m

BICKLEY RD

RAPID CRUSHING & SCREENING CONTRACTORS

HAWKDIESEL

ECOMULCH

SETBACK 7.7 m

SETBACK 8.1 m

BOUNDARY 225° 00' 18" 195.49 m

HEIGHT 16.4 m

HEIGHT 78.6 m

DRAWING TO BE PRINTED/VIEWED IN COLOUR

EJE ARCHITECTURE

ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 I **F** +61 2 4926 3099 I **E** mail@eje.com.au I **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©

0 100mm 200mm 300mm ON ORIGINAL A0

Document Set ID: 10144189
Version: 8, Version Date: 28/08/2025

REV	DATE	COMMENTS	DRN	CHKD
A	2024-12-06	PRELIM DA SET, FOR CONSULTANT INFORMATION	SK	JC
B	2025-01-15	GFA & SITE COVERAGE CALCULATIONS ADDED TO SITE PLANS	SK	JC
C	2025-05-09	REVISED PRELIM DA SET	JT	JC
D	2025-05-16	ISSUE FOR D.A.	JT	JC
E	2025-05-19	ISSUE FOR D.A.	JT	JCSS
F	2025-05-28	ISSUE FOR D.A.	JTSK	JCSS
G	2025-05-29	ISSUE FOR D.A.	JT	JCSS
H	2025-06-24	ISSUE FOR D.A.	JTSK	JCSS
I	2025-07-18	ISSUE FOR REVISED D.A.	JTJM	JCSS
J	2025-08-01	UPDATED SUBSTATION ACCESS	SK	JC

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - SITE PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : SK | DATE : 2025-08-01 | SCALES : 1 : 500 @A0

PROJECT No : **14327** | PHASE : **DA** | DRAWING No : **PER-MA0-AR-DG-DA012** | REV : **J**

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATIONS

Name	Area	GFA
MA.0 SGH		
Area	0 m²	0 m²
CIRCULATION	35 m²	35 m²
FACILITY MANAGEMENT	144 m²	144 m²
	180 m²	180 m²
MA.1		
CIRCULATION CORRIDOR	1485 m²	1485 m²
FACILITY MANAGEMENT	958 m²	958 m²
LOADING	429 m²	0 m²
PLANT	202 m²	0 m²
RISER	131 m²	16 m²
SERVICES	2706 m²	2706 m²
SERVICES CORRIDOR	527 m²	527 m²
STORAGE	1072 m²	1072 m²
TECHNICAL STORAGE	2665 m²	2665 m²
VERTICAL CIRCULATION	177 m²	0 m²
	10352 m²	9429 m²
MA.2		
CIRCULATION CORRIDOR	3411 m²	3411 m²
FACILITY MANAGEMENT	0 m²	0 m²
LOADING	454 m²	454 m²
PLANT	467 m²	0 m²
RISER	269 m²	0 m²
SERVICES	6197 m²	6197 m²
SERVICES CORRIDOR	1360 m²	1360 m²
STORAGE	1403 m²	1403 m²
TECHNICAL STORAGE	6870 m²	6870 m²
VERTICAL CIRCULATION	152 m²	0 m²
	20582 m²	19694 m²
MA.3		
CIRCULATION CORRIDOR	2725 m²	2725 m²
FACILITY MANAGEMENT	357 m²	357 m²
LOADING	286 m²	286 m²
PLANT	263 m²	0 m²
RISER	173 m²	0 m²
SERVICE CORRIDOR	1019 m²	1019 m²
SERVICES	6285 m²	6285 m²
STORAGE	399 m²	399 m²
TECHNICAL STORAGE	5149 m²	5149 m²
VERTICAL CIRCULATION	122 m²	0 m²
	16777 m²	16220 m²
MA.4		
CIRCULATION CORRIDOR	2827 m²	2827 m²
FACILITY MANAGEMENT	2044 m²	2044 m²
LOADING	262 m²	262 m²
PLANT	306 m²	0 m²
RISER	180 m²	0 m²
SERVICE CORRIDOR	1019 m²	1019 m²
SERVICES	6289 m²	6289 m²
STORAGE	275 m²	275 m²
TECHNICAL STORAGE	5149 m²	5149 m²
VERTICAL CIRCULATION	105 m²	0 m²
	18457 m²	17867 m²
Grand total	66348 m²	63389 m²

DA - SITE COVERAGE

Total Site Area: 76,037m2

Name	Area	% of Site
SUBSTATION	8015 m²	10.5%
	8015 m²	10.5%
MA.0 SGH		
SECURITY GATE HOSUE	189 m²	0.2%
	189 m²	0.2%
MA.1		
DATA CENTRE	5240 m²	6.9%
GENERATORS	557 m²	0.7%
	5797 m²	7.6%
MA.2		
DATA CENTRE	10582 m²	13.9%
GENERATORS	1986 m²	2.6%
	12568 m²	16.5%
MA.3		
DATA CENTRE	8607 m²	11.3%
GENERATORS	1506 m²	2.0%
	10113 m²	13.3%
MA.4		
DATA CENTRE	9166 m²	12.1%
GENERATORS	1486 m²	2.0%
	10652 m²	14.0%
MA.5		
DATA CENTRE	4757 m²	6.3%
GENERATORS	657 m²	0.9%
	5415 m²	7.1%
Grand total	52749 m²	69.4%

CAR PARKING

Description	Count
ACCESSIBLE CAR PARK	6
CAR PARK	90
EV CAR PARK	10
Grand total	106

KELVIN RD
BICKLEY RD
KENWICK STREET
BOUNDARY 44° 59' 29" 115.21 m
SETBACK 20.1 m
SETBACK 36.4 m
CONTRACTOR PARKING X5
GENERATORS
SETBACK 8.0 m
BOUNDARY 314° 53' 50" 116.70 m
LOADING DOCK
21000
MA.4 DATA CENTRE 2 STOREY 6 DATA HALLS
FOH
SETBACK 12.2 m
BOUNDARY 92° 59' 21" 152.52 m
WA BRICKMATCH
(TRUCK & EQUIPMENT STORAGE YARD)
SETBACK 15.7 m
BOUNDARY 225° 01' 10" 74.95 m
CAR PARK X 13
CAR PARK X 11
(PLANT & EQUIPEMENT STORAGE YARD)
BOUNDARY 314° 59' 52" 102.56 m
MA.3 DATA CENTRE 2 STOREY 6 DATA HALLS
21500
SETBACK 7.6 m
SECURITY GATEHOUSE
SITE ENTRY
SETBACK 17.3 m
22300
SUBSTATION ACCESS
CAR PARK X12
FIRE PUMP ROOM
BOUNDARY 45° 00' 44" 174.04 m
SITE EXIT
SETBACK 16.8 m
CAR PARK X7
CAR PARK X2
GENERATORS
CAR PARK X10
22000
FOH
21670
MA.1 DATA CENTRE 2 STOREY 4 DATA HALLS
MA.2 DATA CENTRE 2 STOREY 8 DATA HALLS
SUBSTATION (BY OTHERS)
BOUNDARY 132° 47' 25" 69.24 m
BOUNDARY 289° 28' 37" 103.90 m
SETBACK 5.3 m
SETBACK 16.3 m
SETBACK 9.1 m
RAPID CRUSHING & SCREENING CONTRACTORS
HAWKDIESEL
ECOMULCH
BOUNDARY 225° 00' 18" 195.49 m

EJE ARCHITECTURE
ACN: 002 912 843 | ABN: 82 644 649 848
Nominated Architect - Semrod Collins | NSW Architects Registration No: 4436
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | F +61 2 4926 3093 | E email@eje.com.au | W www.eje.com.au
A 112 KING STREET, NEWCASTLE, NSW, 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH EJE'S QUALITY SYSTEM. WHERE QA ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

GRAPHIC SCALE 1:500

REV	DATE	COMMENTS	DRN	CHKD
A	2024-12-06	PRELIM DA SET, FOR CONSULTANT INFORMATION	SK	JC
B	2025-01-15	GFA & SITE COVERAGE CALCULATIONS ADDED TO SITE PLANS	SK	JC
C	2025-05-09	REVISED PRELIM DA SET	JT	JC
D	2025-05-16	ISSUE FOR D.A.	JT	JC
E	2025-05-19	ISSUE FOR D.A.	JT	JOSS
F	2025-05-28	ISSUE FOR D.A.	JTSK	JOSS
G	2025-05-29	ISSUE FOR D.A.	JT	JOSS
H	2025-06-24	ISSUE FOR D.A.	JTSK	JOSS
I	2025-07-18	ISSUE FOR REVISED D.A.	JTJM	JOSS
J	2025-08-01	UPDATED SUBSTATION ACCESS	SK	JC

CLIENT : CDC

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - SITE FLOOR PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

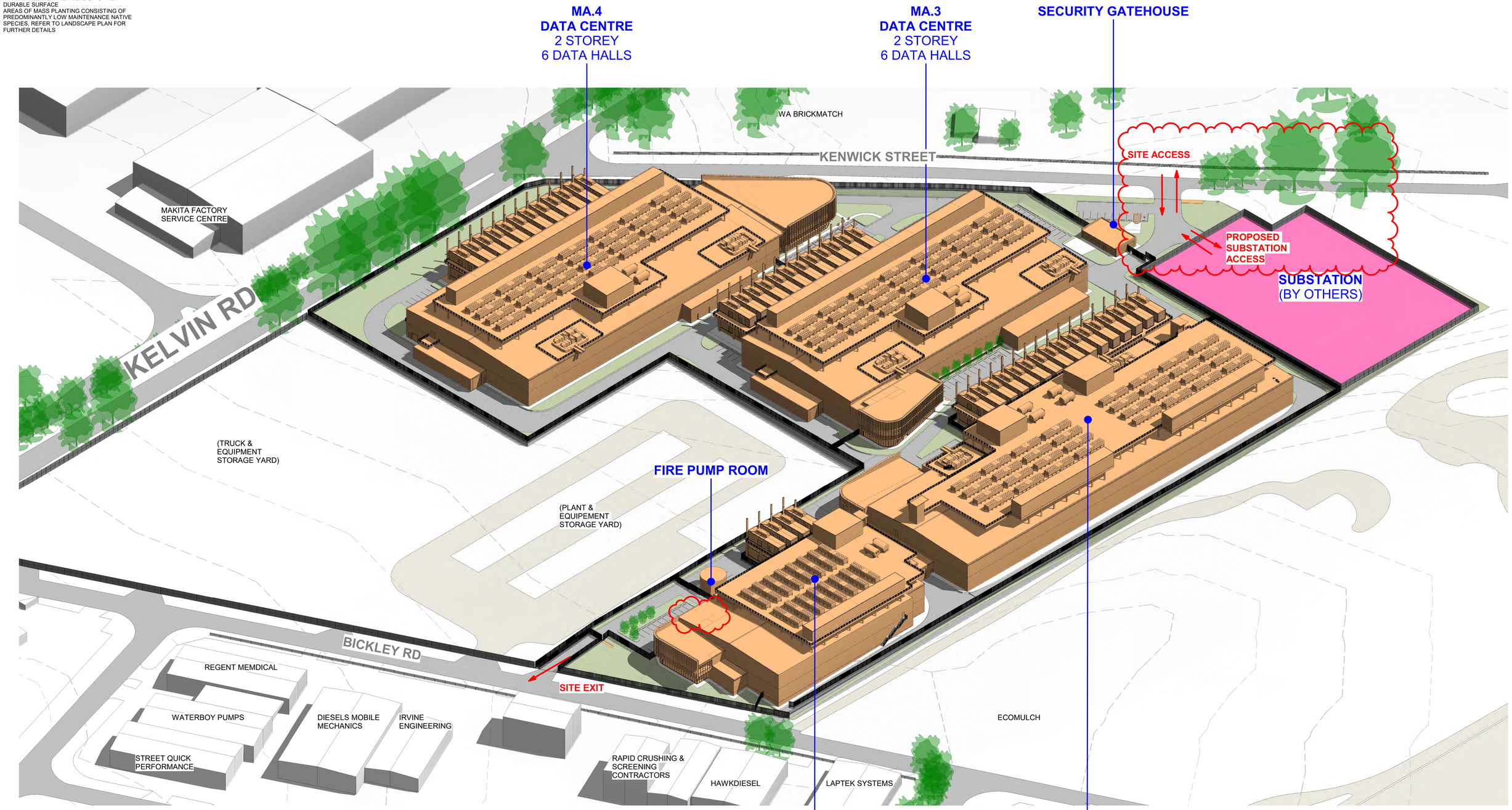
DRAWN : SK | DATE : 2025-08-01 | SCALES : 1:500 @A0

PROJECT No : **14327** | PHASE : **DA** | DRAWING No : **PER-MA0-AR-DG-DA013.1** | REV : **J**

Document Set ID: 5044844
Version: 4, Version Date: 28/08/2025
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS



EJE ARCHITECTURE

ACN 002 912 843 | **ABN** 92 642 649 965
Nominated Architect - Jason Cole | NSW Architects Registration No: 4436
Nominated Architect - Shane Smeeton | VIC Architects Registration ADR No: VIC/20012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

0 10mm 20mm 100mm 200mm ON ORIGINAL A1

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 5 10 20 30 40 50
GRAPHIC SCALE 1:500

REV	DATE	COMMENTS
A	2024-12-06	PRELIM DA SET, FOR CONSULTANT INFORMATION
B	2025-05-16	ISSUE FOR D.A.
C	2025-05-19	ISSUE FOR D.A.
D	2025-05-28	ISSUE FOR D.A.
E	2025-06-24	ISSUE FOR D.A.
F	2025-07-18	ISSUE FOR REVISED D.A.
G	2025-08-01	UPDATED SUBSTATION ACCESS

DRN	CHKD
SK	JC
JT	JC
JT	JCISS
JT/SK	JCISS
JT/SK	JCISS
JT/JM	JCISS
SK	JC

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - SITE 3D MASSING**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : SK
DATE : 2025-08-01
SCALES : 1:500 @A0

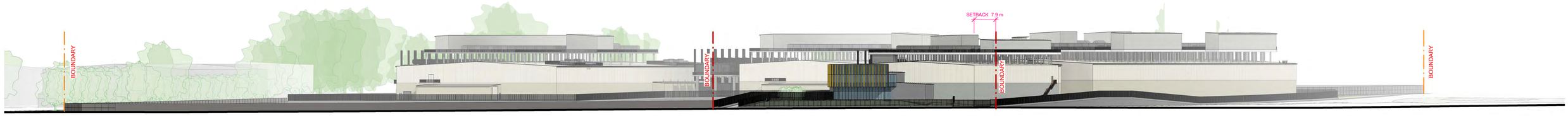
PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA020**
REV : **G**

EJE

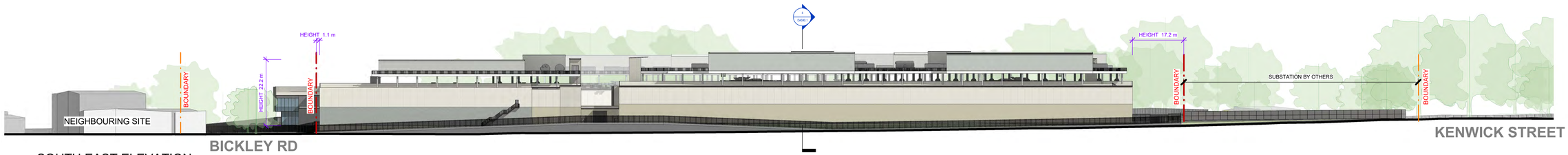
NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR MORE SPECIFIC TREES LOCATIONS
- GENERAL MATERIALS AND FINISHES REFER TO INDIVIDUAL BUILDING'S ELEVATIONS AND SECTIONS FROM AR-DG-DA111 TO AR-DG-DA430

NOTE: REFER TO INDIVIDUAL BUILDING ELEVATIONS FOR MATERIALS AND COLOUR DETAILS



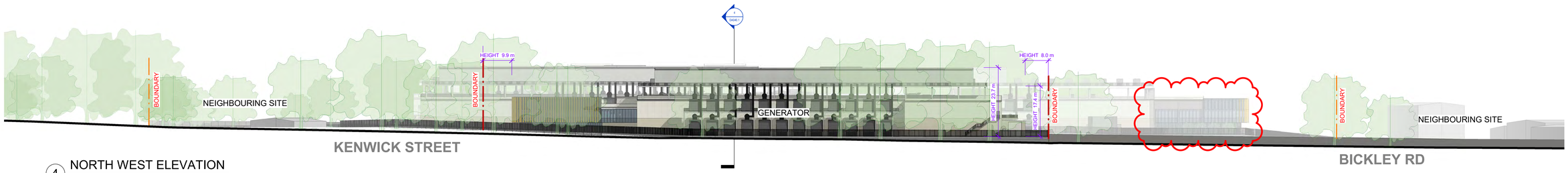
1 SOUTH ELEVATION
1 : 500



2 SOUTH EAST ELEVATION
1 : 500



3 NORTH ELEVATION
1 : 500



4 NORTH WEST ELEVATION
1 : 500

EJE ARCHITECTURE
ACN 002 972 843 | ABN 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | F +61 2 4926 3099 | E mail@eje.com.au | W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 5 10 20 30 40 50
GRAPHIC SCALE 1:500

0 125mm 250mm 500mm 200mm ON ORIGINAL A3

Plotted: 28/08/2025 10:09:29 AM
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document Set ID: 10896967
Version: 8, Version Date: 28/08/2025

REV	DATE	COMMENTS
A	2025-05-16	ISSUE FOR D.A.
B	2025-05-19	ISSUE FOR D.A.
C	2025-05-28	ISSUE FOR D.A.
D	2025-06-24	ISSUE FOR D.A.
E	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JC
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - SITE BOUNDARY ELEVATIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:500 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA030**
REV : **E**

EXTERNAL COLOURS & FINISHES SCHEDULE

ROOF		PREFINISHED METAL PROFILE: LYSAGHT KLIPLOK OR SIMILAR COLOUR: COLORBOND SURFMIST OR SIMILAR SOLAR REFLECTANCE INDEX: 81
EXPOSED STEEL FRAMING		H.D. GAL
GUTTERS AND TRIMS		PREFINISHED METAL/ PAINTED PVC
WALLS 1 LOWER WALLS		LOW SHEEN ACRYLIC
WALLS 2 UPPER WALLS		LOW SHEEN ACRYLIC
WALLS 3 CHILLER DECK		LOW SHEEN ACRYLIC
WATER TANKS ABOVE GROUND		LOW SHEEN ACRYLIC
SLAB EDGES & EXPOSED CONCRETE		LOW SHEEN ACRYLIC
FC CLADDING		PREFINISHED FC
GLAZING FRAMING		POWDER COATED ALUMINIUM
GLAZING		TINTED GLAZING VISUAL LIGHT TRANSFER TO BE EQUAL TO OR GREATER THAN 30% (VLT > 30%)
GLAZING BLADES		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM

MATERIAL TAG CODES

VG	VISUAL GLASS
SP	SPANDREL PANEL







EJE ARCHITECTURE
ACN 002 912 843 | ABN 82 644 649 040
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC000012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 50mm 100mm 200mm ON ORIGINAL A1

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

Document Set ID: 9889297
Version: 4, Version Date: 28/08/2025

REV	DATE	COMMENTS
A	2024-12-06	PRELIM DA SET, FOR CONSULTANT INFORMATION
B	2025-05-16	ISSUE FOR D.A.
C	2025-05-28	ISSUE FOR D.A.
D	2025-06-24	ISSUE FOR D.A.
E	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
SK	JC
JT	JC
JT/SK	JC/SS
JT/SK	JC/SS
JT/JM	JC/SS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - FINISHES**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

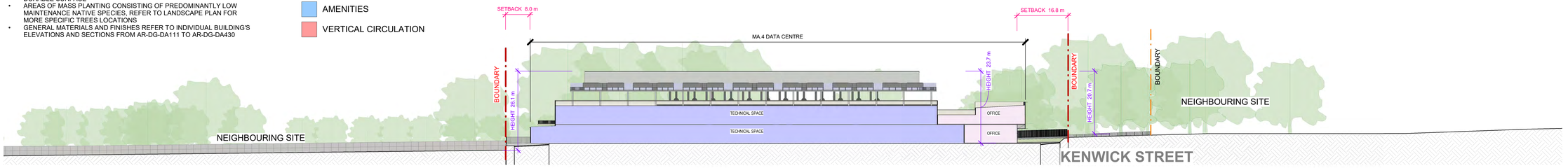
DRAWN : JT/JM
DATE : 2025-07-18
SCALES :

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA035**
REV : **E**

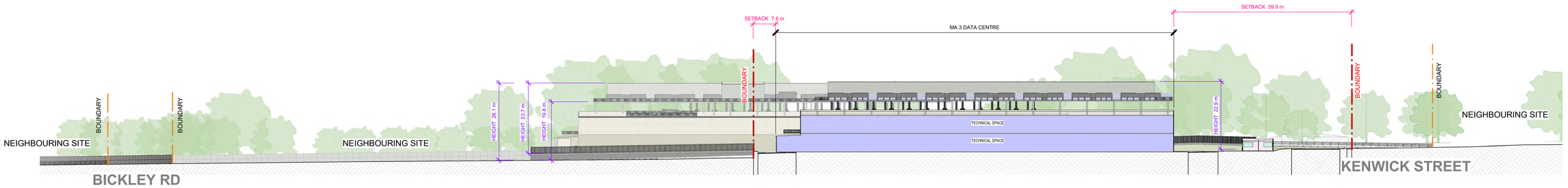
NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR MORE SPECIFIC TREES LOCATIONS
- GENERAL MATERIALS AND FINISHES REFER TO INDIVIDUAL BUILDING'S ELEVATIONS AND SECTIONS FROM AR-DG-DA111 TO AR-DG-DA430

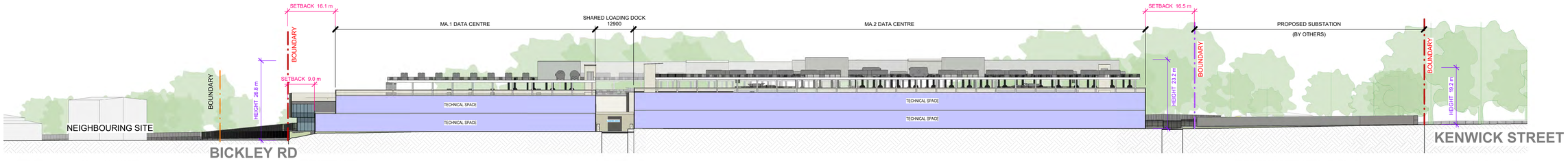
FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION



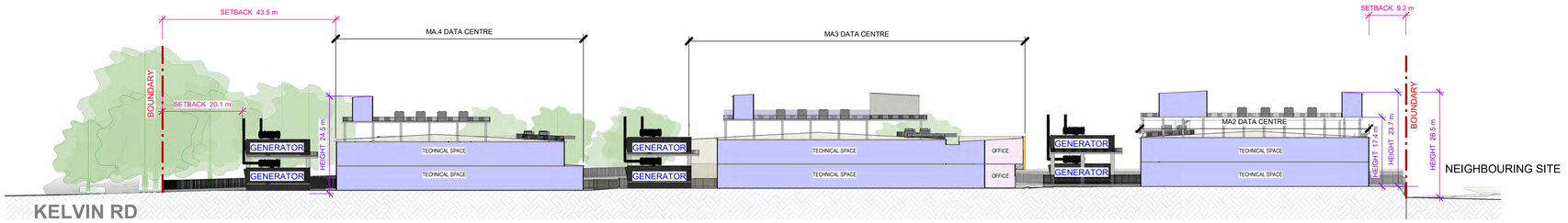
1 SITE SECTION 1
1 : 500



2 SITE SECTION 2
1 : 500



3 SITE SECTION 3
1 : 500



4 SITE SECTION 4
1 : 500

EXISTING GROUND LEVEL (FROM SURVEY FILE)

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect : Shane Sinclair | NSW. Architects Registration No: 4436
Nominated Architect : Shane Sinclair | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY CHECKS ARE NOT COMPLETED THE DOCUMENT IS ISSUED FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 5 10 20 30 40 50
DRAWING SCALE 1:500

0 50mm 100mm 200mm ON ORIGINAL A0

REV	DATE	COMMENTS	DRN	CHKD
A	2024-12-06	PRELIM DA SET, FOR CONSULTANT INFORMATION	SK	JC
B	2025-05-16	ISSUE FOR D.A.	JT	JC
C	2025-05-19	ISSUE FOR D.A.	JT	JC/SS
D	2025-05-28	ISSUE FOR D.A.	JT/SK	JC/SS
E	2025-06-24	ISSUE FOR D.A.	JT/SK	JC/SS
F	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JC/SS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - SITE SECTIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:500 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA040.1**
REV : **F**

Model Origin: 9999999
Document Set ID: 9999997
Version: 8, Version Date: 28/08/2025
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt



ARTIST IMPRESSION INDICATIVE ONLY - KENWICK ST, GATEHOUSE



ARTIST IMPRESSION INDICATIVE ONLY - BICKLEY RD VIEW & SITE EXIT

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4432
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE QUALITY PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 125mm 500mm 200mm ON ORIGINAL A0

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-28	ISSUE FOR D.A.	JT/SK	JC/SS
B	2025-06-24	ISSUE FOR D.A.	JT/SK	JC/SS
C	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JC/SS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - STREETVIEW RENDER 1**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

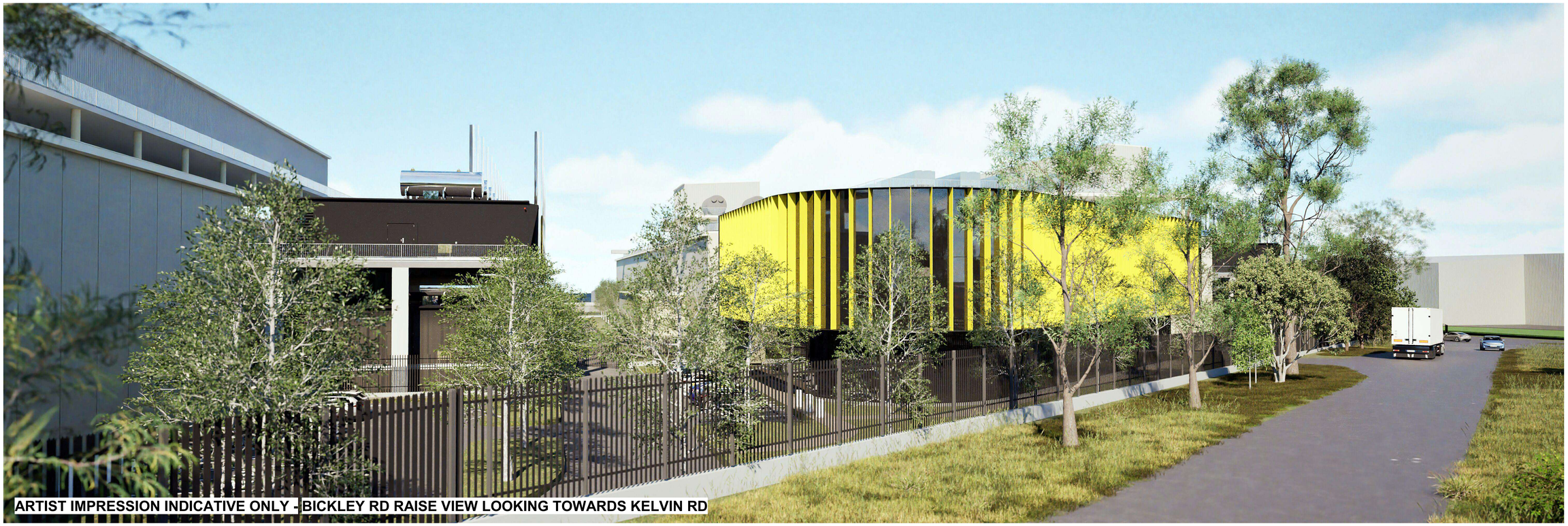
DRAWN : JT/JM
DATE : 2025-07-18
SCALES :

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA050**
REV : **C**

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document Set ID: 8048967
Version: 4, Version Date: 28/08/2025



ARTIST IMPRESSION INDICATIVE ONLY - KENWICK ST VIEW



ARTIST IMPRESSION INDICATIVE ONLY - BICKLEY RD RAISE VIEW LOOKING TOWARDS KELVIN RD

EJE ARCHITECTURE
ACN 002 912 843\ **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT.©

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 100mm 200mm 100mm 200mm ON ORIGINAL A0

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-28	ISSUE FOR D.A.	JT/SK	JGSS
B	2025-06-24	ISSUE FOR D.A.	JT/SK	JGSS
C	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JGSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

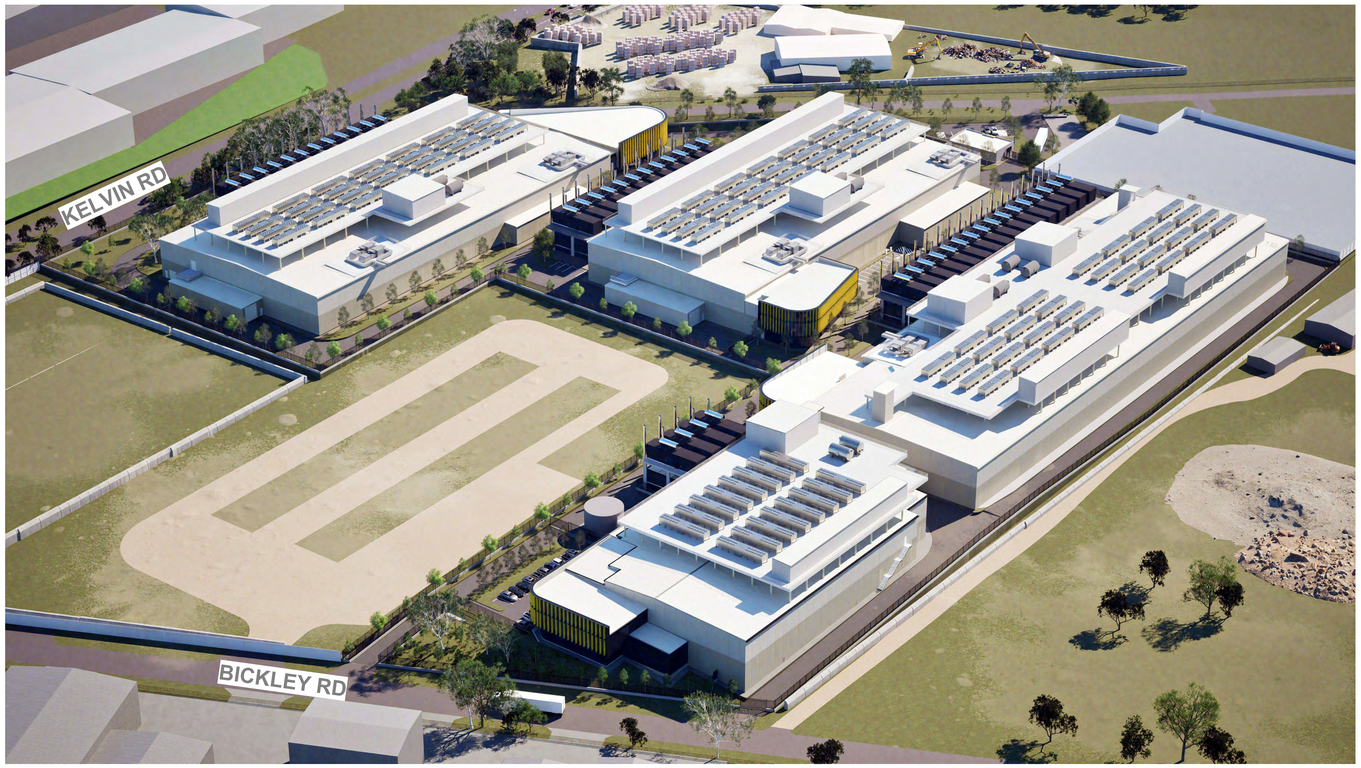
DRAWING : **MA.0 - STREETVIEW RENDER 2**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES :

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA051**
REV : **C**

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document Set ID: 9884787
Version: 8, Version Date: 28/08/2025



ARTIST IMPRESSION INDICATIVE ONLY - AERIAL OVERVIEW LOOKING NORTH



ARTIST IMPRESSION INDICATIVE ONLY - AERIAL OVERVIEW LOOKING SOUTH

EJE ARCHITECTURE
ACN 002 972 843 | ABN 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | F +61 2 4926 3069 | E mail@eje.com.au | W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 125mm 500mm 1000mm ON ORIGINAL A1

REV	DATE	COMMENTS	DRN	CHKD
A	2024-12-06	PRELIM DA SET, FOR CONSULTANT INFORMATION	SK	JC
B	2025-05-16	ISSUE FOR D.A.	JT	JC
C	2025-05-28	ISSUE FOR D.A.	JT/SK	JC/SS
D	2025-06-24	ISSUE FOR D.A.	JT/SK	JC/SS
E	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JC/SS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.0 - CONTEXT RENDERS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 11/22/24
SCALES :

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA0-AR-DG-DA052**
REV : **E**

Document Set ID: 10012947
Version: 8, Version Date: 28/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

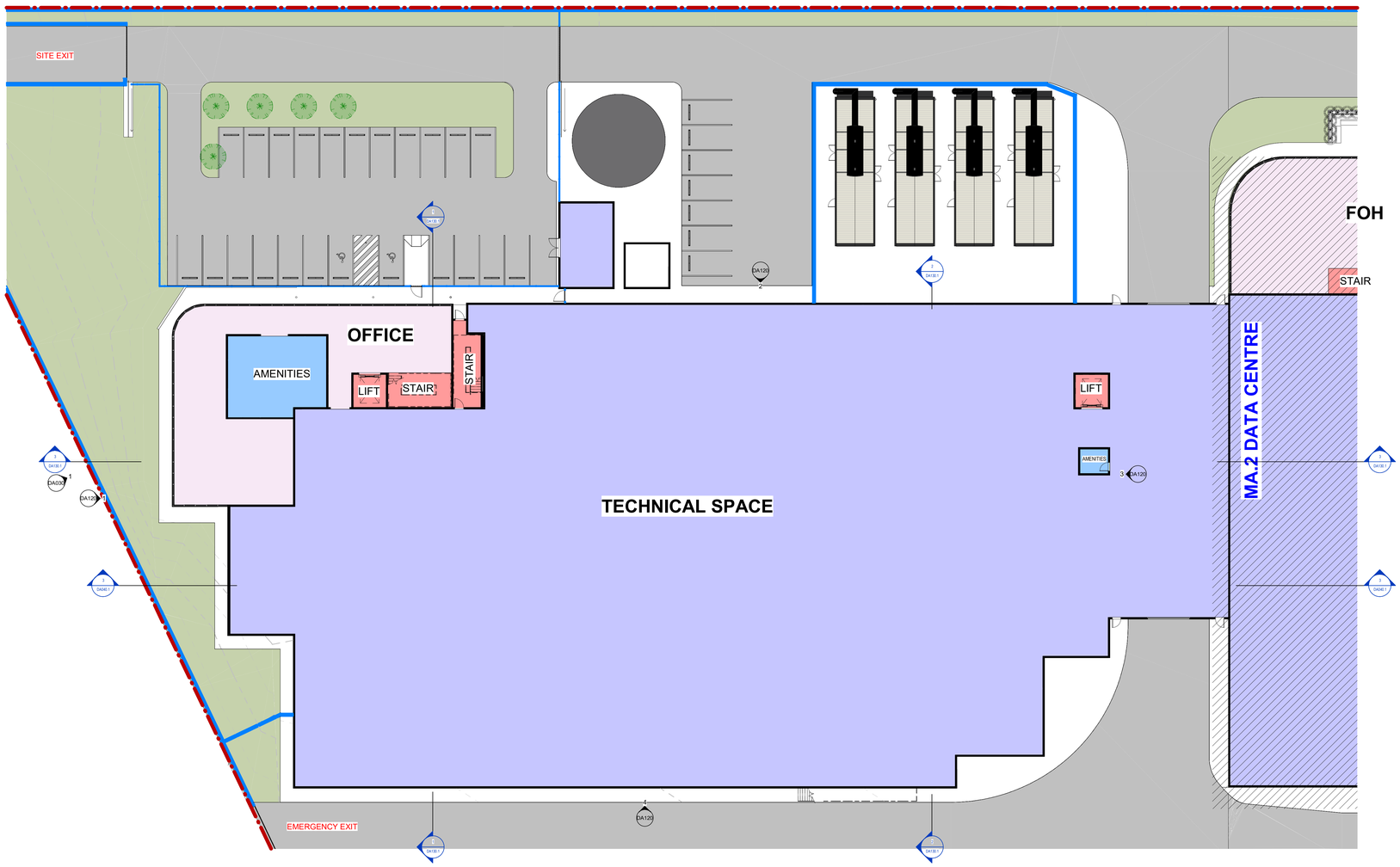
- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA 1

NAME	AREA	GFA
MA1		
OFFICE	785m²	785m²
TECHNICAL SPACE	9199m²	9199m²
VERTICAL CIRCULATION	177m²	0m²
AMENITIES	152m²	152m²
GRAND TOTAL	10312.5m²	10135.5m²

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION

NOTE:
LANDSCAPING REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS



1 MA.1 - GROUND LEVEL - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 | **ABN** 92 624 649 845
Nominated Architect - Jeremy Tubman | NSW Architects Registration No: 4436
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC/20012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

0 50mm 100mm 200mm ON ORIGINAL A0

Last Saved: 28/08/2025
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document: 4 Sort ID: 3000027
Version: 8, Version Date: 28/08/2025

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JCSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JCSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JCSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.1 - GROUND FLOOR PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA1-AR-DG-DA110.1**
REV : **D**

NOTES:

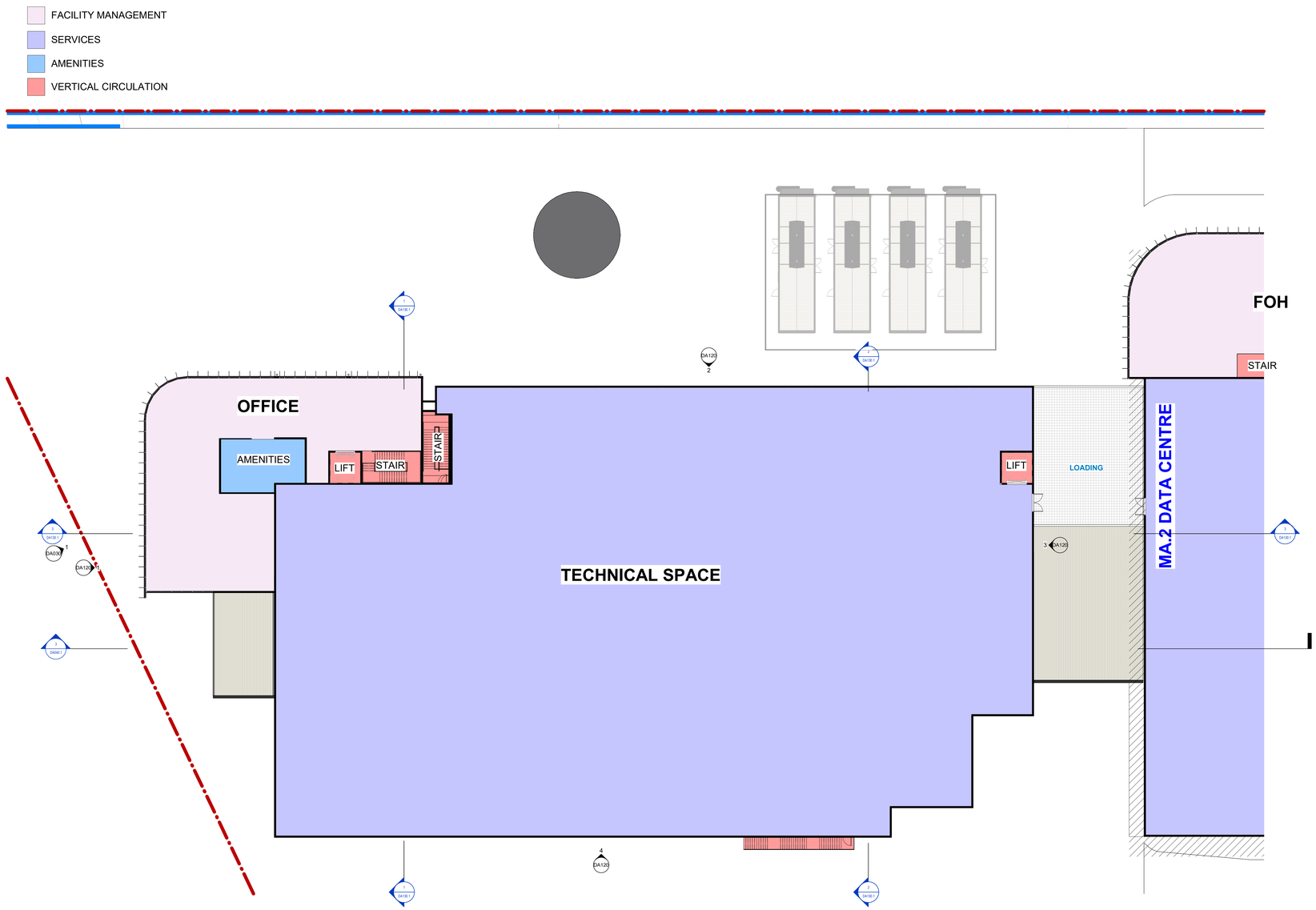
- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA 1

NAME	AREA	GFA
MA1		
OFFICE	785m²	785m²
TECHNICAL SPACE	9199m²	9199m²
VERTICAL CIRCULATION	177m²	0m²
AMENITIES	152m²	152m²
GRAND TOTAL	10312.5m²	10135.5m²



1 MA.1 - LEVEL 1 - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH EJE'S QUALITY SYSTEM. IF QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 125mm 250mm 500mm
200mm ON ORIGINAL A0

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.1 - LEVEL 1 PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA1-AR-DG-DA111.1**
REV : **D**

Document Set ID: 5048497
Version: 4, Version Date: 28/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

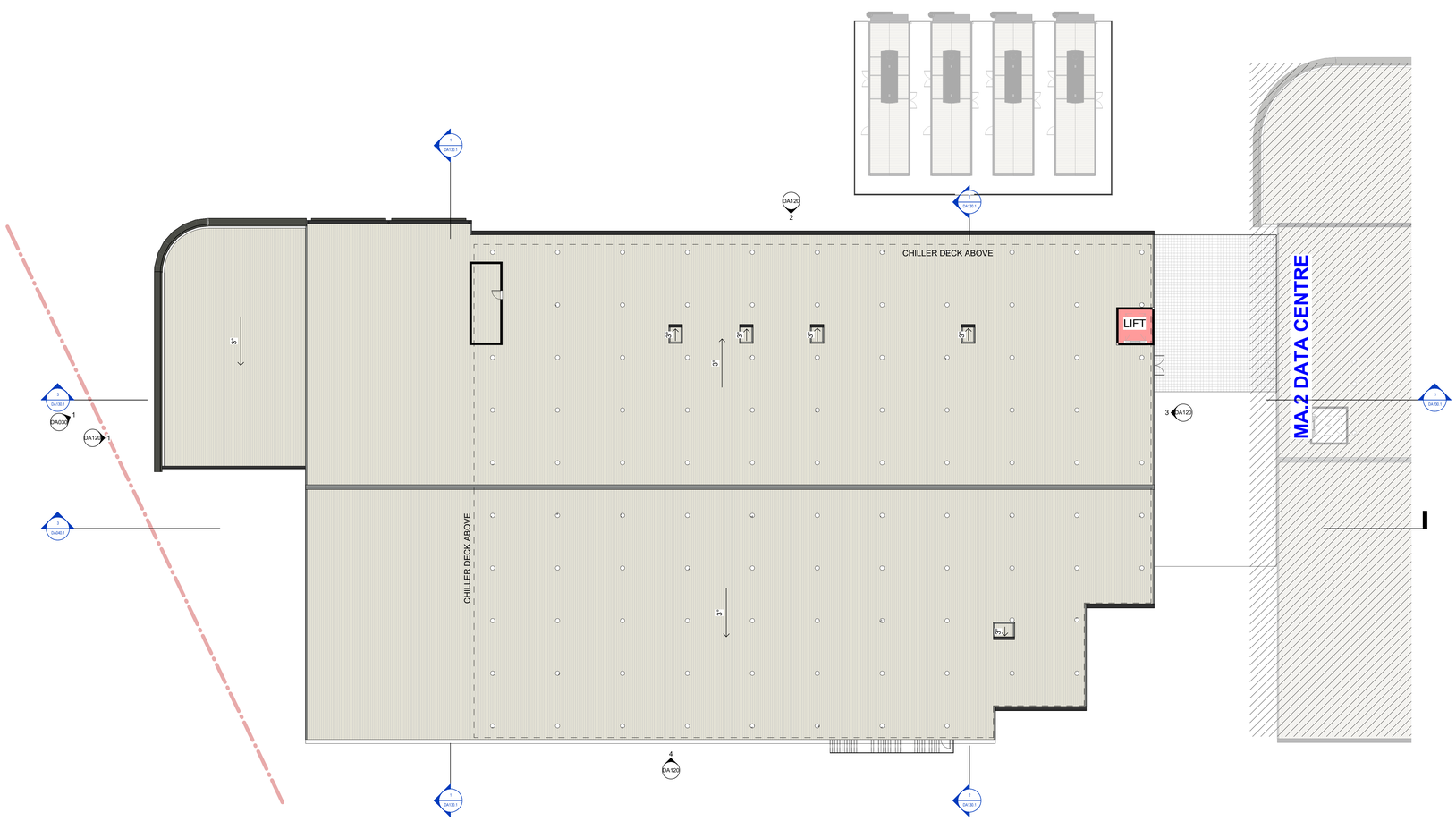
DA - GFA CALCULATION MA 1

NAME	AREA	GFA
MA1		
OFFICE	785m²	785m²
TECHNICAL SPACE	9199m²	9199m²
VERTICAL CIRCULATION	177m²	0m²
AMENITIES	152m²	152m²
GRAND TOTAL	10312.5m²	10135.5m²



ROOFING
PROFILE: LYSAGHT KLIPLOK OR SIMILAR
COLOUR: COLORBOND SURFMIST OR SIMILAR
SOLAR REFLECTANCE INDEX: 81
(IF CHANGE TO SIMILAR COLOUR MUST HAVE RFI > 75)

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION



1 MA.1 ROOF PLAN
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 | ABN 82 544 549 940
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4436
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC000012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 20mm 200mm
200mm ON ORIGINAL A3

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document #: Set no. 2025.3
Version: 8, Version Date: 28/08/2025

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JCSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JCSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JCSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.1 - ROOF PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA1-AR-DG-DA112.1	D

NOTES:

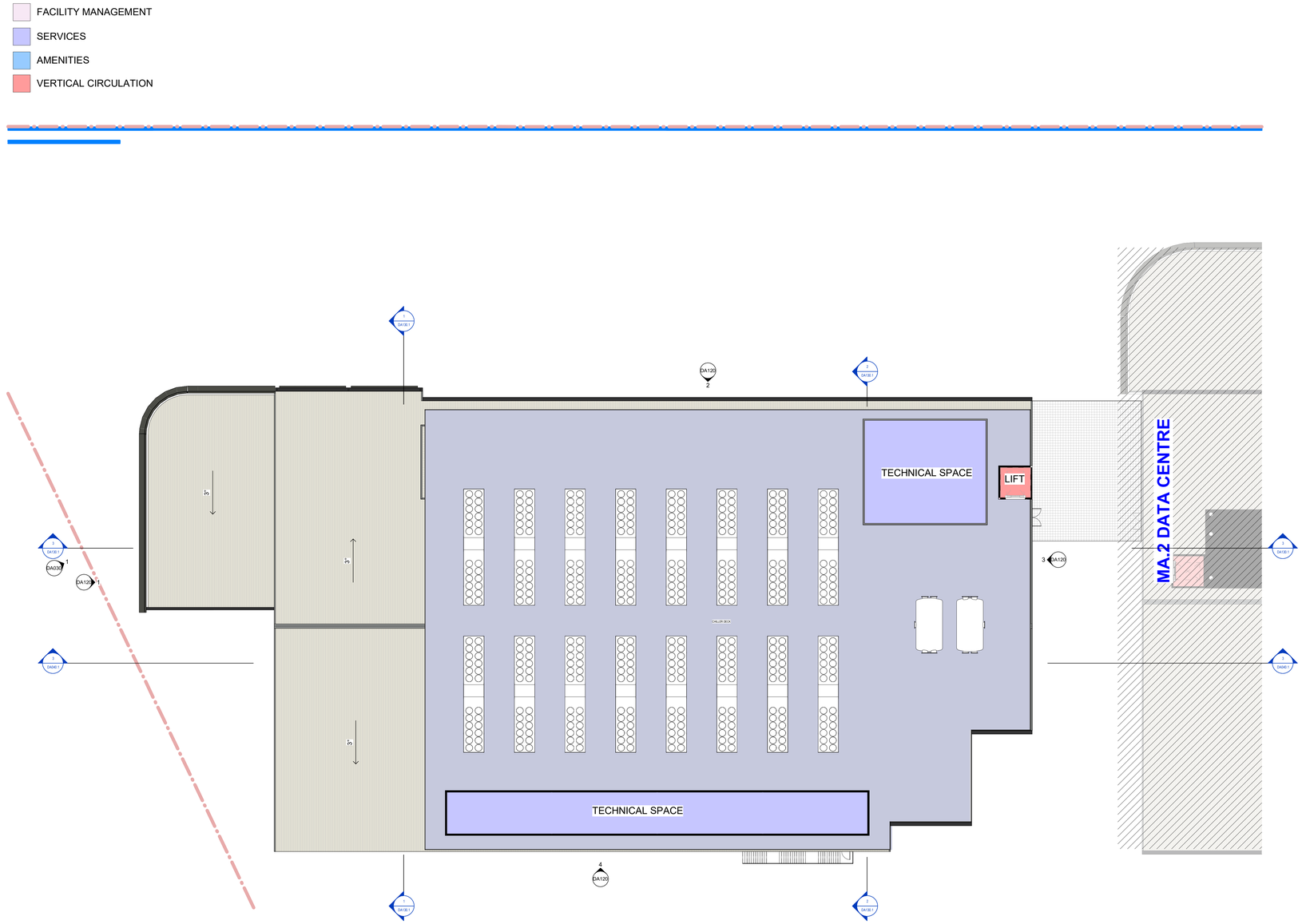
- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA 1

NAME	AREA	GFA
MA1		
OFFICE	785m²	785m²
TECHNICAL SPACE	9199m²	9199m²
VERTICAL CIRCULATION	177m²	0m²
AMENITIES	152m²	152m²
GRAND TOTAL	10312.5m²	10135.5m²



1 MA.1 - CHILLER DECK - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE CHECKS ARE NOT COMPLETED THIS DOCUMENT IS FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION DESCRIPTION.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ACT.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 100mm 200mm 1000mm 2000mm ON ORIGINAL A0

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

Document Set ID: 9389487
Version: 4, Version Date: 28/08/2025

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JOSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JOSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JOSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JOSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.1 - CHILLER DECK PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA1-AR-DG-DA113.1**
REV : **D**

EXTERNAL COLOURS & FINISHES SCHEDULE

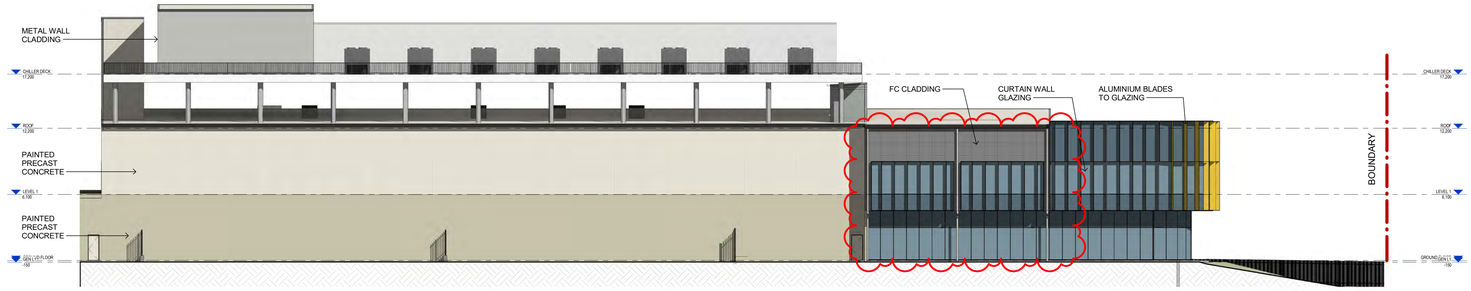
ROOF		PREFINISHED METAL PROFILE: LYSAGHT KLIPLOK OR SIMILAR COLOUR: COLORBOND SURFMIST OR SIMILAR SOLAR REFLECTANCE INDEX: 81
EXPOSED STEEL FRAMING		H.D. GAL
GUTTERS AND TRIMS		PREFINISHED METAL/ PAINTED PVC
WALLS 1 LOWER WALLS		LOW SHEEN ACRYLIC
WALLS 2 UPPER WALLS		LOW SHEEN ACRYLIC
WALLS 3 CHILLER DECK		LOW SHEEN ACRYLIC
WATER TANKS ABOVE GROUND		LOW SHEEN ACRYLIC
SLAB EDGES & EXPOSED CONCRETE		LOW SHEEN ACRYLIC
FC CLADDING		PREFINISHED FC
GLAZING FRAMING		POWDER COATED ALUMINIUM
GLAZING		TINTED GLAZING VISUAL LIGHT TRANSFER TO BE EQUAL TO OR GREATER THAN 30% (VLT > 30%)
GLAZING BLADES		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM

MATERIAL TAG CODES

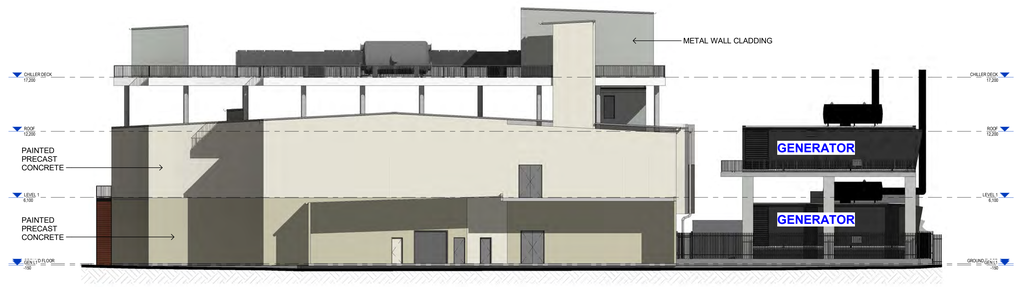
VG	VISUAL GLASS
SP	SPANDREL PANEL



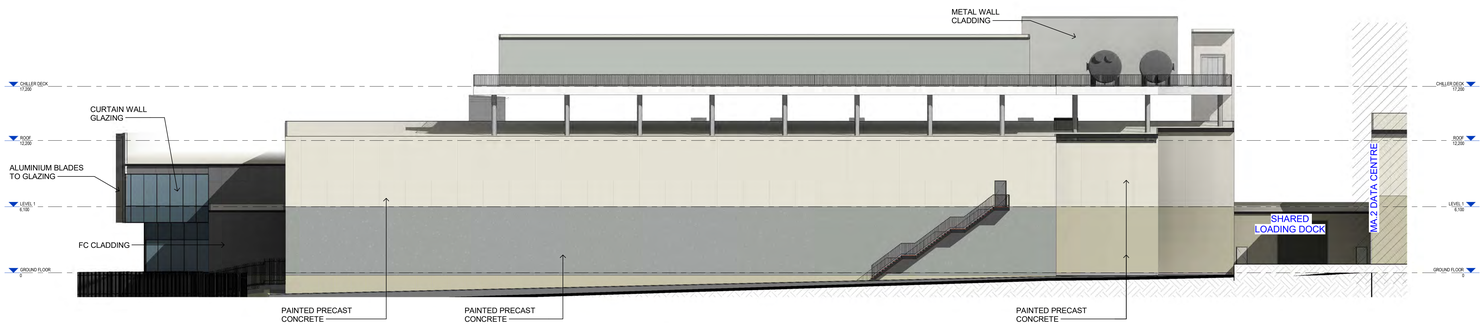
1 MA.1 - ELEVATION 01
1 : 200



2 MA.1 - ELEVATION 02
1 : 200



3 MA.1 - ELEVATION 03
1 : 200



4 MA.1 - ELEVATION 04
1 : 200

EJE ARCHITECTURE
ACN 002 912 643| ABN 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4430
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 I F +61 2 4926 3069 I E mail@eje.com.au I W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH THE EJE QUALITY PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 1 2 4 6 10 14 20
GRAPHIC SCALE: 1:200

0 125mm 500mm
200mm ON ORIGINAL A0

18/07/2025 12:11:53 PM
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

Document Set ID: 8046867
Version: 4, Version Date: 28/08/2025

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : CDC

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.1 - ELEVATIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

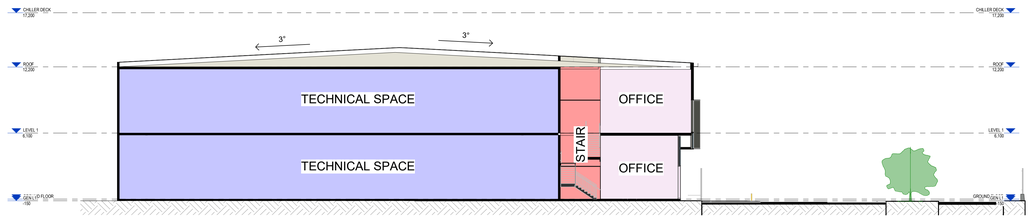
DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA1-AR-DG-DA120	D

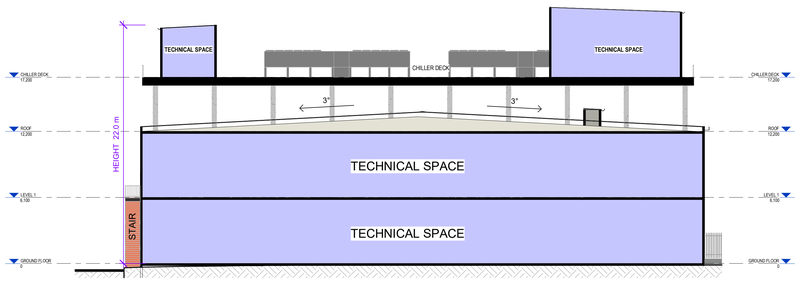
NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

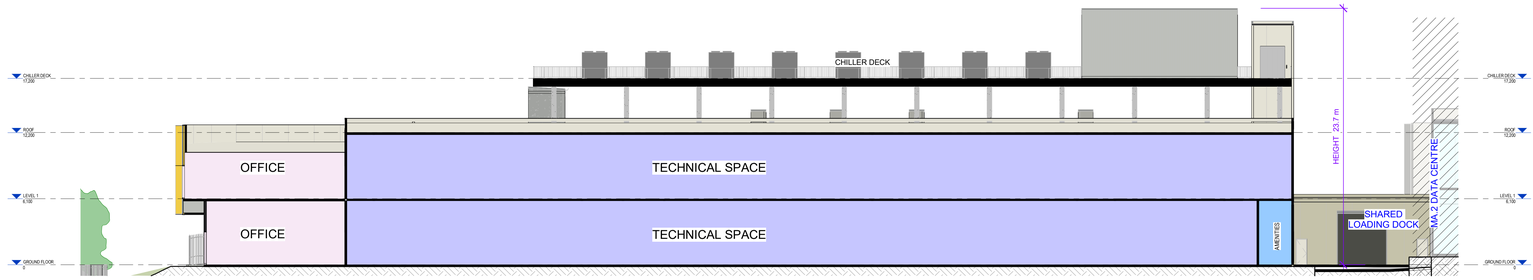
FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION



1 MA.1 - SECTION 01
1 : 200



2 MA.1 - SECTION 02
1 : 200



3 MA.1 - SECTION 03
1 : 200

EJE ARCHITECTURE
ACN 002 972 843 | ABN 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | F +61 2 4926 3099 | E mail@eje.com.au | W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 2 4 6 10 16 20
GRAPHIC SCALE: 1:200

0 125mm 250mm 500mm 1000mm ON ORIGINAL A1

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.1 - SECTIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA1-AR-DG-DA130.1**
REV : **D**

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

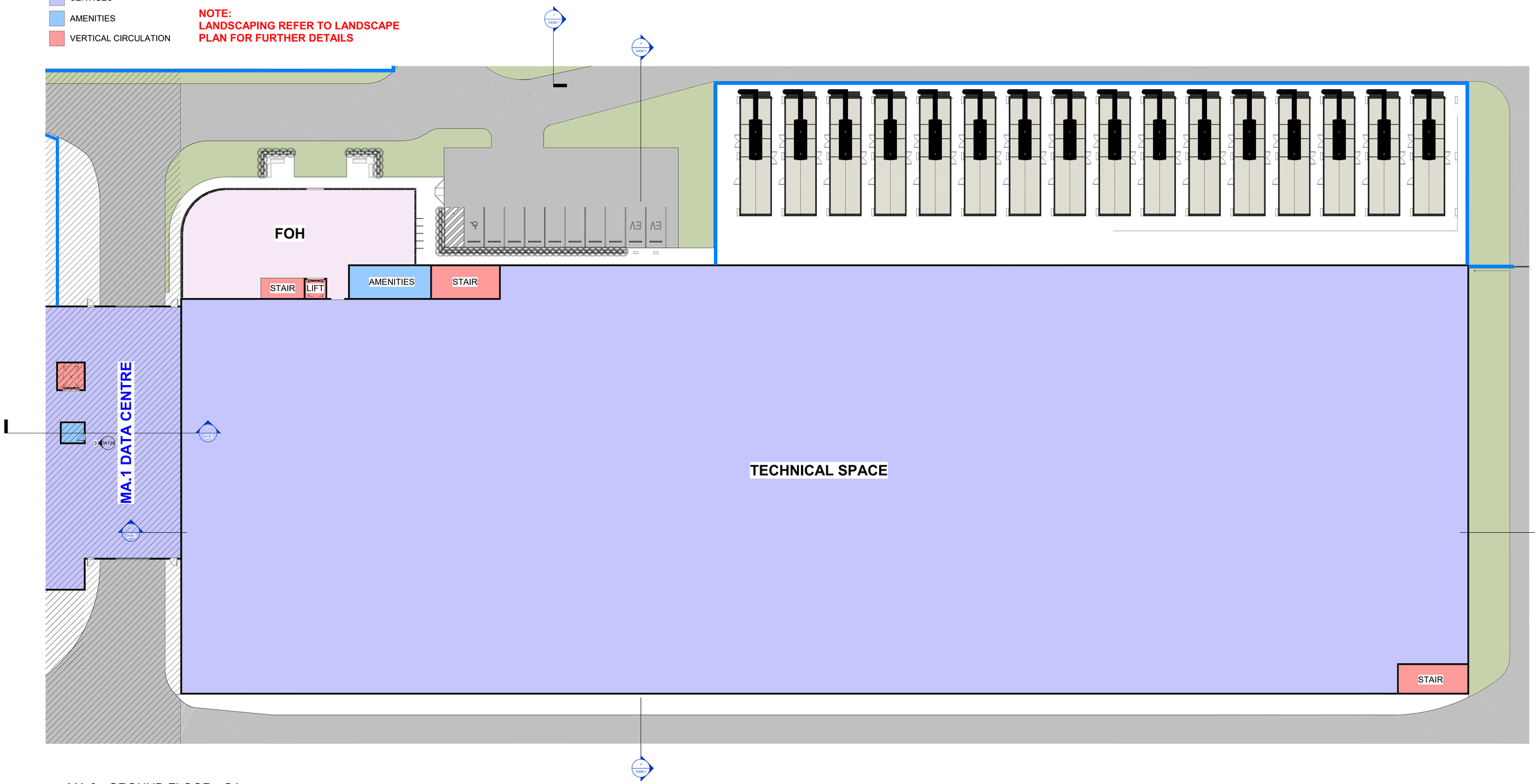
- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA2

NAME	AREA	GFA
MA2		
OFFICE	874m²	874m²
TECHNICAL SPACE	19965m²	19965m²
VERTICAL CIRCULATION	152m²	0m²
AMENITIES	87.5m²	87.5m²
GRAND TOTAL	21078.5m²	20926.5m²

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION

NOTE:
LANDSCAPING REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS



1 MA.2 - GROUND FLOOR - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3089 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

GRAPHIC SCALE: 1:200

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.2 - GROUND FLOOR PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA2-AR-DG-DA210.1	D

185mm 100mm 200mm ON ORIGINAL A0
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document Set ID: 10660697
Version: 8, Version Date: 28/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

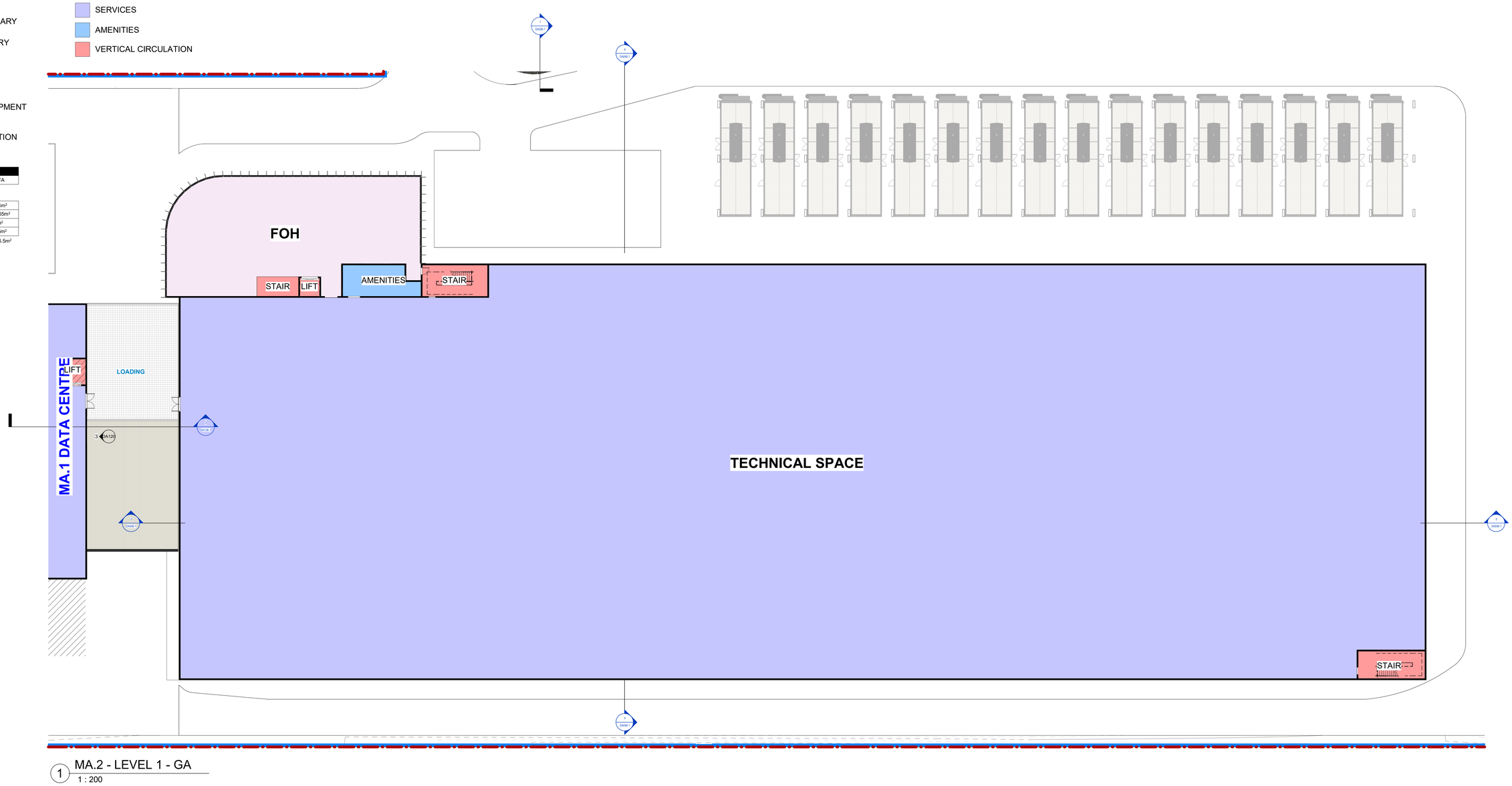
SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

- FACILITY MANAGEMENT
- SERVICES
- AMENITIES
- VERTICAL CIRCULATION

DA - GFA CALCULATION MA2

NAME	AREA	GFA
MA2		
OFFICE	874m²	874m²
TECHNICAL SPACE	19965m²	19965m²
VERTICAL CIRCULATION	152m²	0m²
AMENITIES	87.5m²	87.5m²
GRAND TOTAL	21078.5m²	20926.5m²



1 MA.2 - LEVEL 1 - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 | ABN 82 644 649 040
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC200012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 50mm 100mm 200mm ON ORIGINAL A1

Document Set ID: 10324941
Version: 4, Version Date: 28/08/2025

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JOSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JOSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JOSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JOSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.2 - LEVEL 1 PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA2-AR-DG-DA211.1	D

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

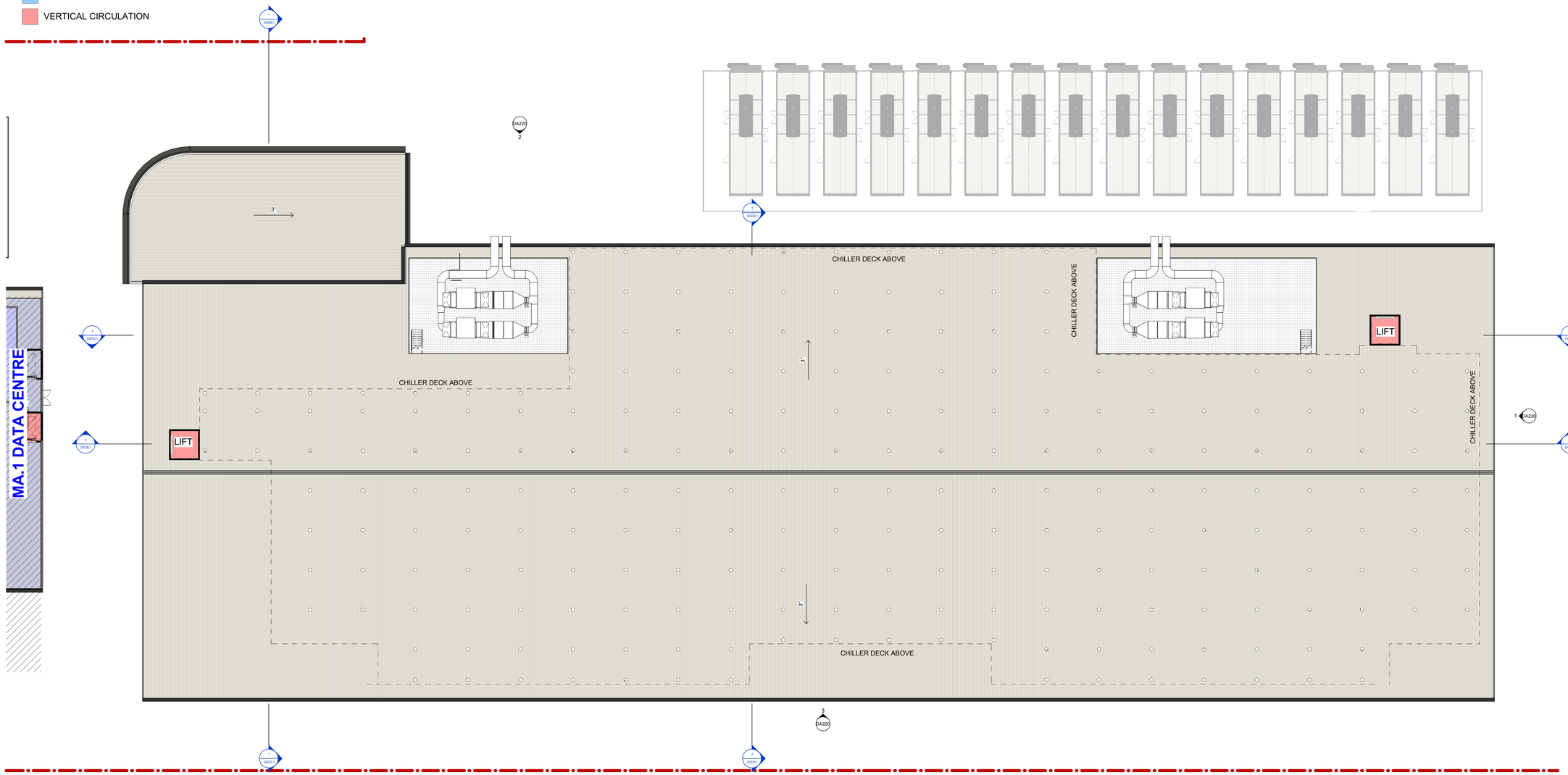
- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA2

NAME	AREA	GFA
MA2		
OFFICE	874m²	874m²
TECHNICAL SPACE	19965m²	19965m²
VERTICAL CIRCULATION	152m²	0m²
AMENITIES	87.5m²	87.5m²
GRAND TOTAL	21078.5m²	20926.5m²



ROOFING
PROFILE: LYSAGHT KLIPLOK OR SIMILAR
COLOUR: COLORBOND SURFMIST OR SIMILAR
SOLAR REFLECTANCE INDEX: 81
(IF CHANGE TO SIMILAR COLOUR MUST HAVE RFI > 75)



1 MA.2 ROOF PLAN
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 ABN 82 644 649 843
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC000012
P +61 2 4929 2353 | F +61 2 4926 3069 | E mail@eje.com.au | W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. USE OF THIS DOCUMENT IN WHOLE OR PART FOR ANY PURPOSE BY ANY OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 1 2 5 10 15 20
GRAPHIC SCALE: 1:200

0 105mm 200mm 200mm ON ORIGINAL A0

18/07/25 10:43:49 AM
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

Document Set ID: 9844997
Version: 4, Version Date: 28/08/2025

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.2 - ROOF PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0
PROJECT No : 14327
PHASE : DA
DRAWING No : PER-MA2-AR-DG-DA212.1
REV : D

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

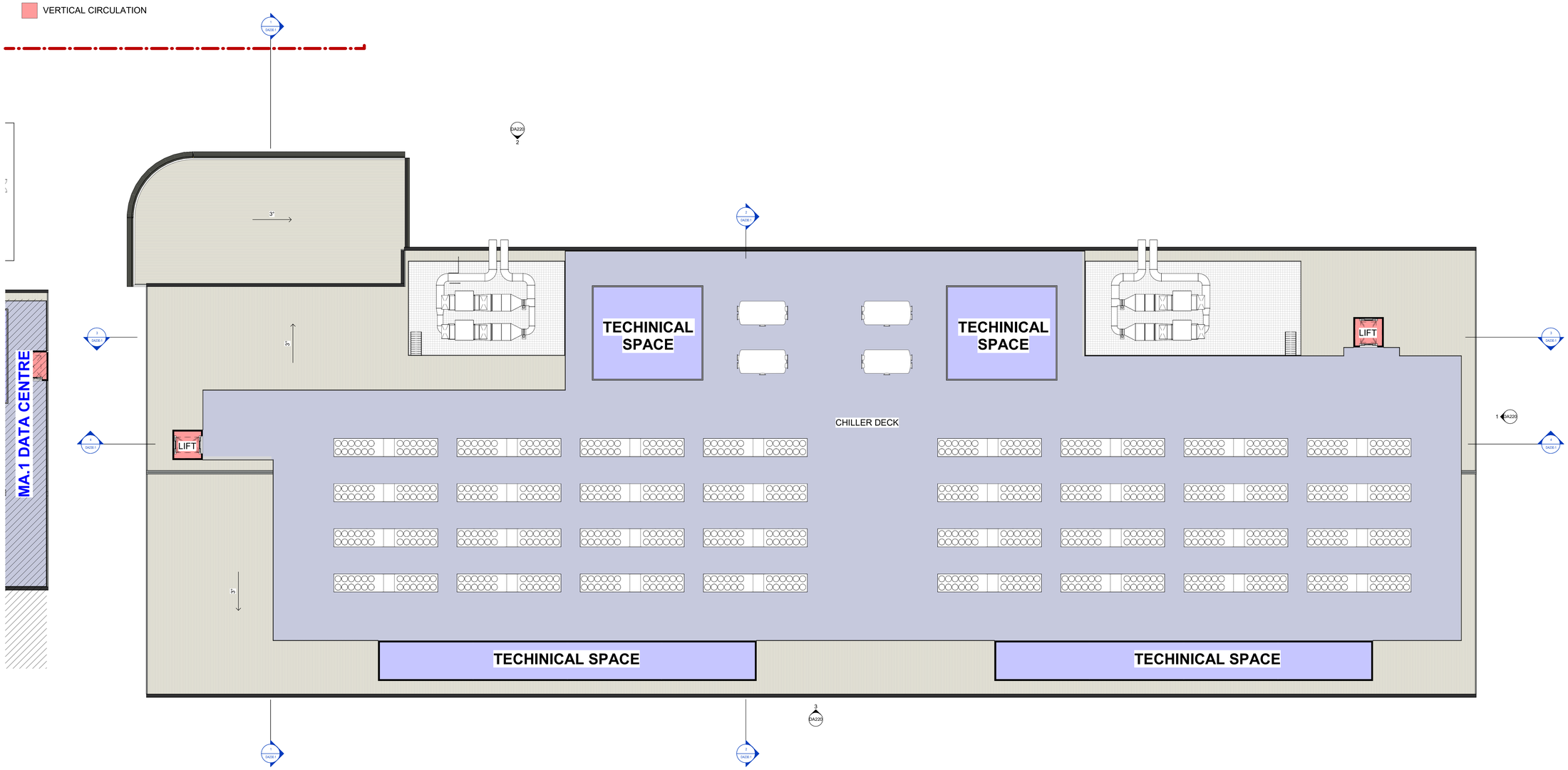
SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

- FACILITY MANAGEMENT
- SERVICES
- AMENITIES
- VERTICAL CIRCULATION

DA - GFA CALCULATION MA2

NAME	AREA	GFA
MA2		
OFFICE	874m²	874m²
TECHNICAL SPACE	19965m²	19965m²
VERTICAL CIRCULATION	152m²	0m²
AMENITIES	87.5m²	87.5m²
GRAND TOTAL	21078.5m²	20926.5m²



1 MA.2 CHILLER DECK
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 | ABN 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | F +61 2 4926 3069 | E mail@eje.com.au | W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 2 4 6 10 16 20
GRAPHIC SCALE: 1:200

0 125mm 250mm 500mm 1000mm ON ORIGINAL A1

Document Set ID: 10000000
Version: 1, Version Date: 28/08/2025

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.2 - CHILLER DECK PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA2-AR-DG-DA213.1**
REV : **D**

EXTERNAL COLOURS & FINISHES SCHEDULE

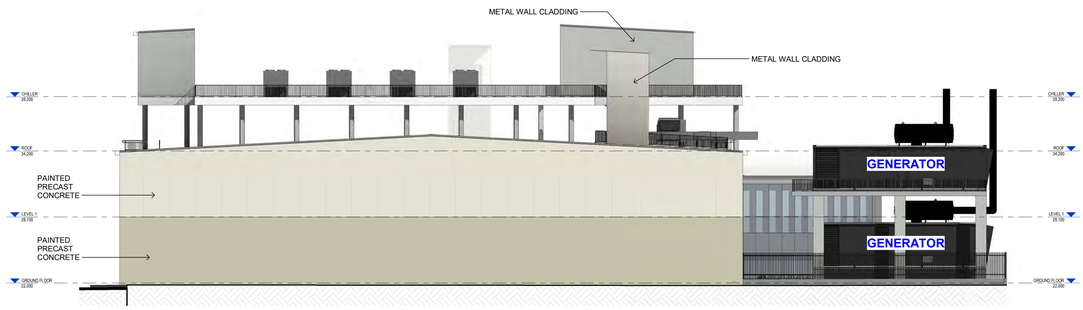
ROOF		PREFINISHED METAL PROFILE: LYSAGHT KLIPLOK OR SIMILAR COLOUR: COLORBOND SURFMIST OR SIMILAR SOLAR REFLECTANCE INDEX: 81
EXPOSED STEEL FRAMING		H.D. GAL
GUTTERS AND TRIMS		PREFINISHED METAL/ PAINTED PVC
WALLS 1 LOWER WALLS		LOW SHEEN ACRYLIC
WALLS 2 UPPER WALLS		LOW SHEEN ACRYLIC
WALLS 3 CHILLER DECK		LOW SHEEN ACRYLIC
WATER TANKS ABOVE GROUND		LOW SHEEN ACRYLIC

EXTERNAL COLOURS & FINISHES SCHEDULE

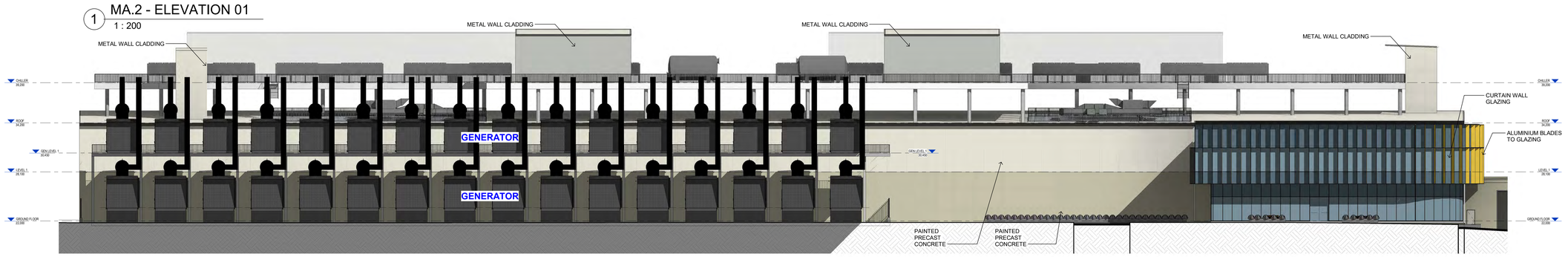
SLAB EDGES & EXPOSED CONCRETE		LOW SHEEN ACRYLIC
FC CLADDING		PREFINISHED FC
GLAZING FRAMING		POWDER COATED ALUMINIUM
GLAZING		TINTED GLAZING VISUAL LIGHT TRANSFER TO BE EQUAL TO OR GREATER THAN 30% (VLT > 30%)
GLAZING BLADES		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM

MATERIAL TAG CODES

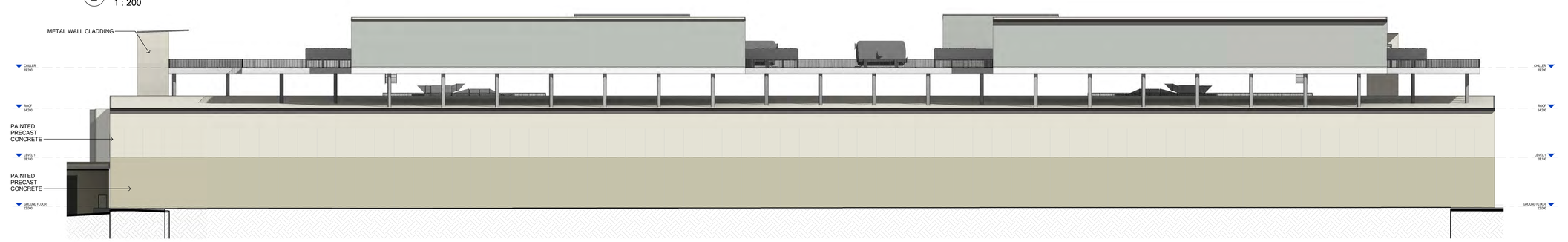
VG	VISUAL GLASS
SP	SPANDREL PANEL



1 MA.2 - ELEVATION 01
1 : 200



2 MA.2 - ELEVATION 02
1 : 200



3 MA.2 - ELEVATION 03
1 : 200

EJE ARCHITECTURE
ACN 002 972 843 | **ABN** 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC000012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 2 4 6 8 10 15 20
GRAPHIC SCALE: 1:200

0 100mm 200mm
200mm ON ORIGINAL A1

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.2 - ELEVATIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

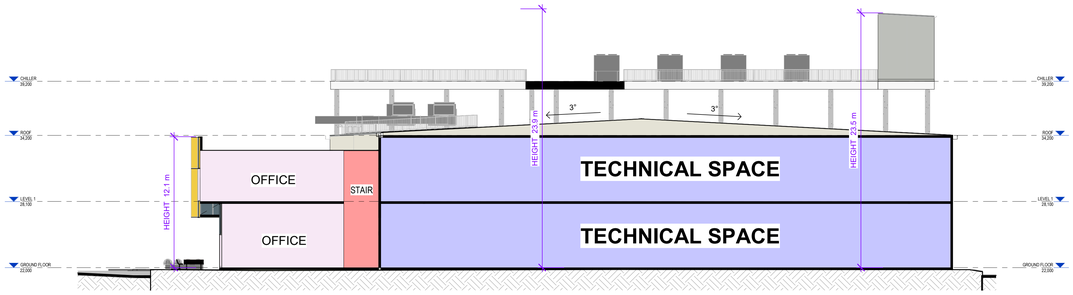
PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA2-AR-DG-DA220**
REV : **D**

EJE

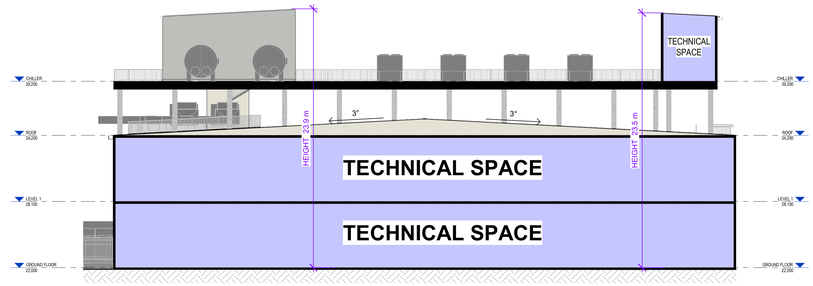
NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

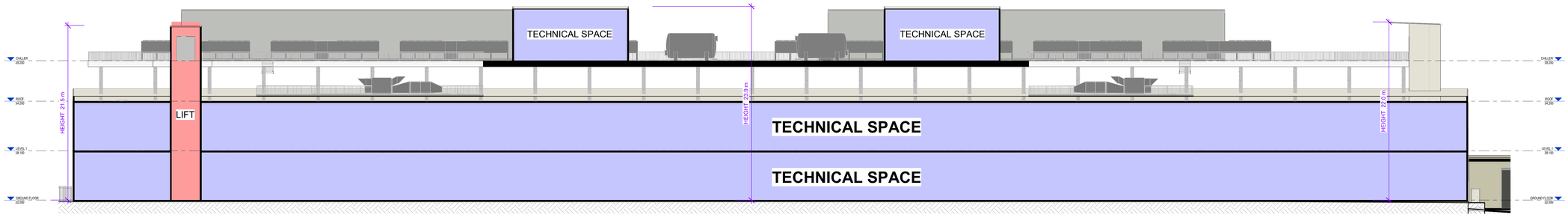
FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION



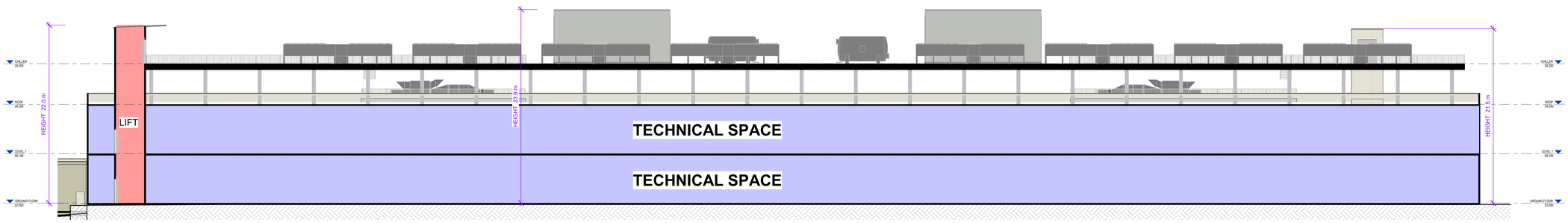
1 MA.2 - SECTION 01
1 : 200



2 MA.2 - SECTION 02
1 : 200



3 MA.2 - SECTION 03
1 : 200



4 MA.2 - SECTION 04
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No. 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No. VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3089 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

ISO A1 (594 x 841mm) 200mm ON ORIGINAL A3

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document Set ID: 9899697
Version: 8, Version Date: 28/08/2025

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JOSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JOSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JOSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JOSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.2 - SECTIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA2-AR-DG-DA230.1	D

EJE

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

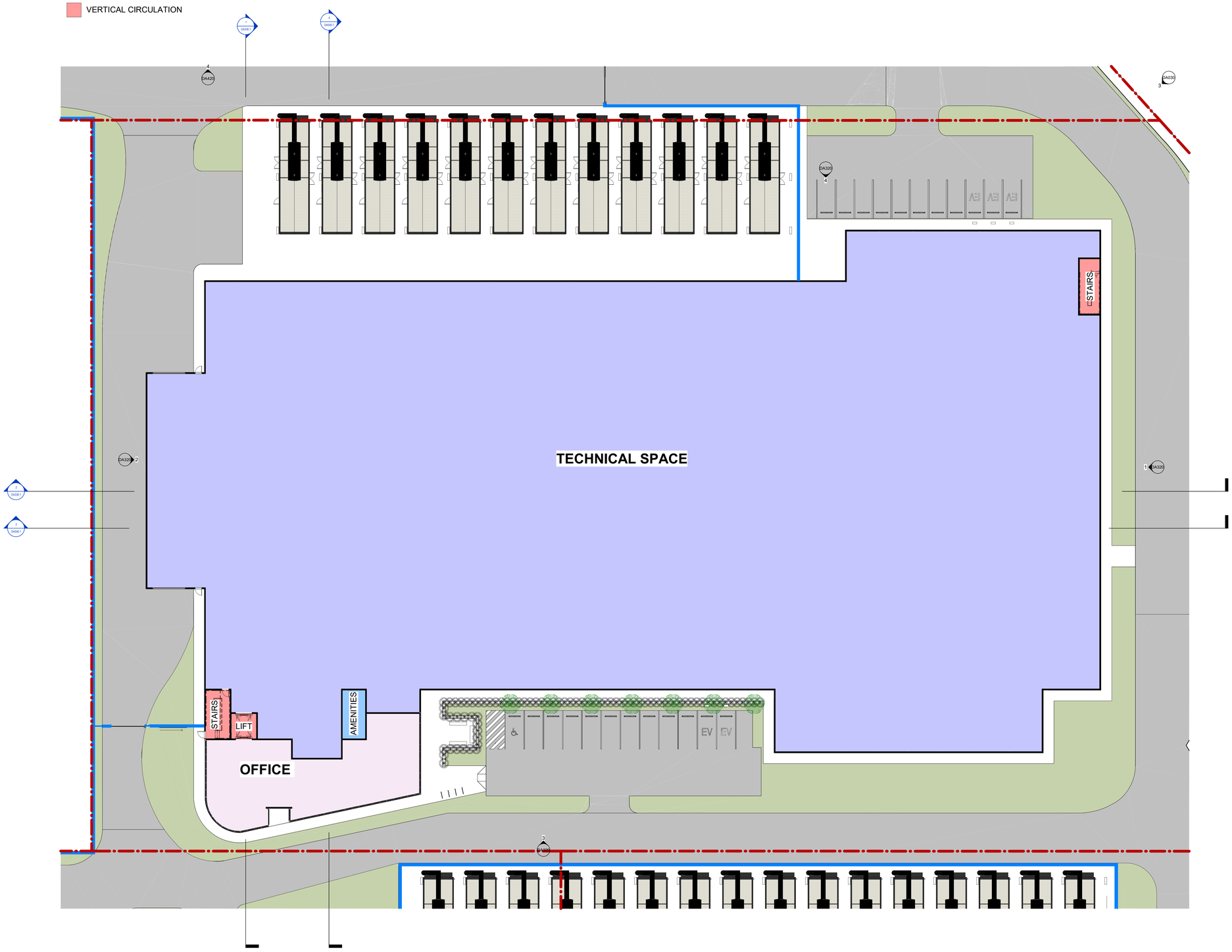
- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA3

NAME	AREA	GFA
MA3		
OFFICE	761 m²	761 m²
TECHNICAL SPACE	16353 m²	16353 m²
VERTICAL CIRCULATION	114 m²	0 m²
AMENITIES	22 m²	22 m²
GRAND TOTAL	17277 m²	17163 m²

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION

NOTE:
LANDSCAPING REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS



1 MA.3 - GROUND FLOOR - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect : Shane Sinnadurai | NSW Architects Registration No: 4436
Nominated Architect : Shane Sinnadurai | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY CHECKS ARE NOT COMPLETED THE DOCUMENT IS ISSUED FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 50mm 100mm 200mm 500mm
200mm ON ORIGINAL A0

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JCSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JCSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JCSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.3 - GROUND FLOOR PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA3-AR-DG-DA310.1**
REV : **D**

Document Set ID: 9599967
Version: 8, Version Date: 28/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

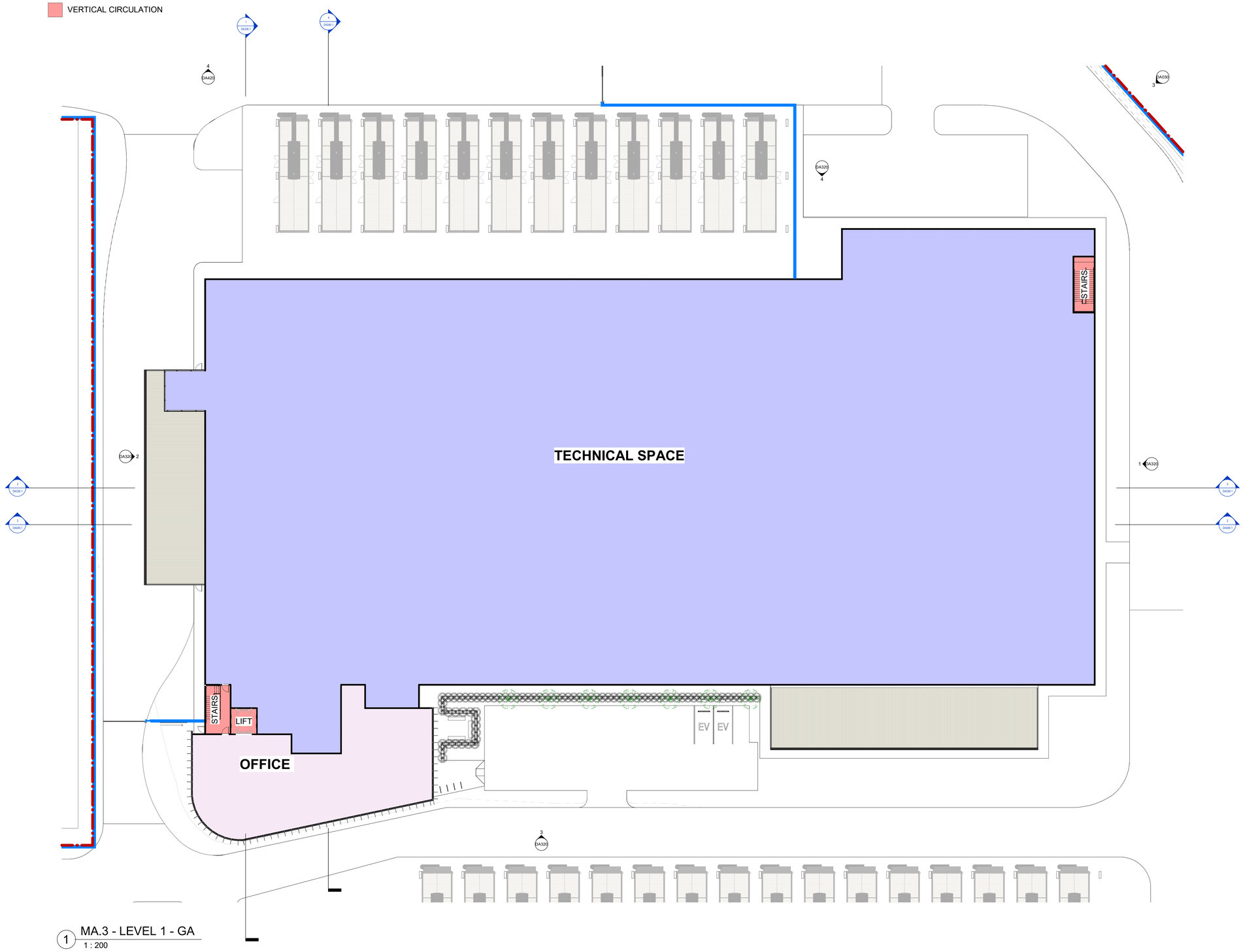
DA - GFA CALCULATION MA3

NAME	AREA	GFA

MA3

OFFICE	761 m²	761 m²
TECHNICAL SPACE	16353 m²	16353 m²
VERTICAL CIRCULATION	114 m²	0 m²
AMENITIES	22 m²	22 m²
GRAND TOTAL	17277 m²	17163 m²

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION



1 MA.3 - LEVEL 1 - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect : Shane Sinadinovitis | NSW Architects Registration No: 4436
Nominated Architect : Shane Sinadinovitis | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY CHECKS ARE NOT COMPLETED THE DOCUMENT IS ISSUED FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 50mm 100mm 200mm 500mm
200mm ON ORIGINAL A0

Last Saved: 5/08/2025
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JCSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JCSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JCSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.3 - LEVEL 1 PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA3-AR-DG-DA311.1**
REV : **D**

Document Set ID: 10781967
Version: 8, Version Date: 28/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

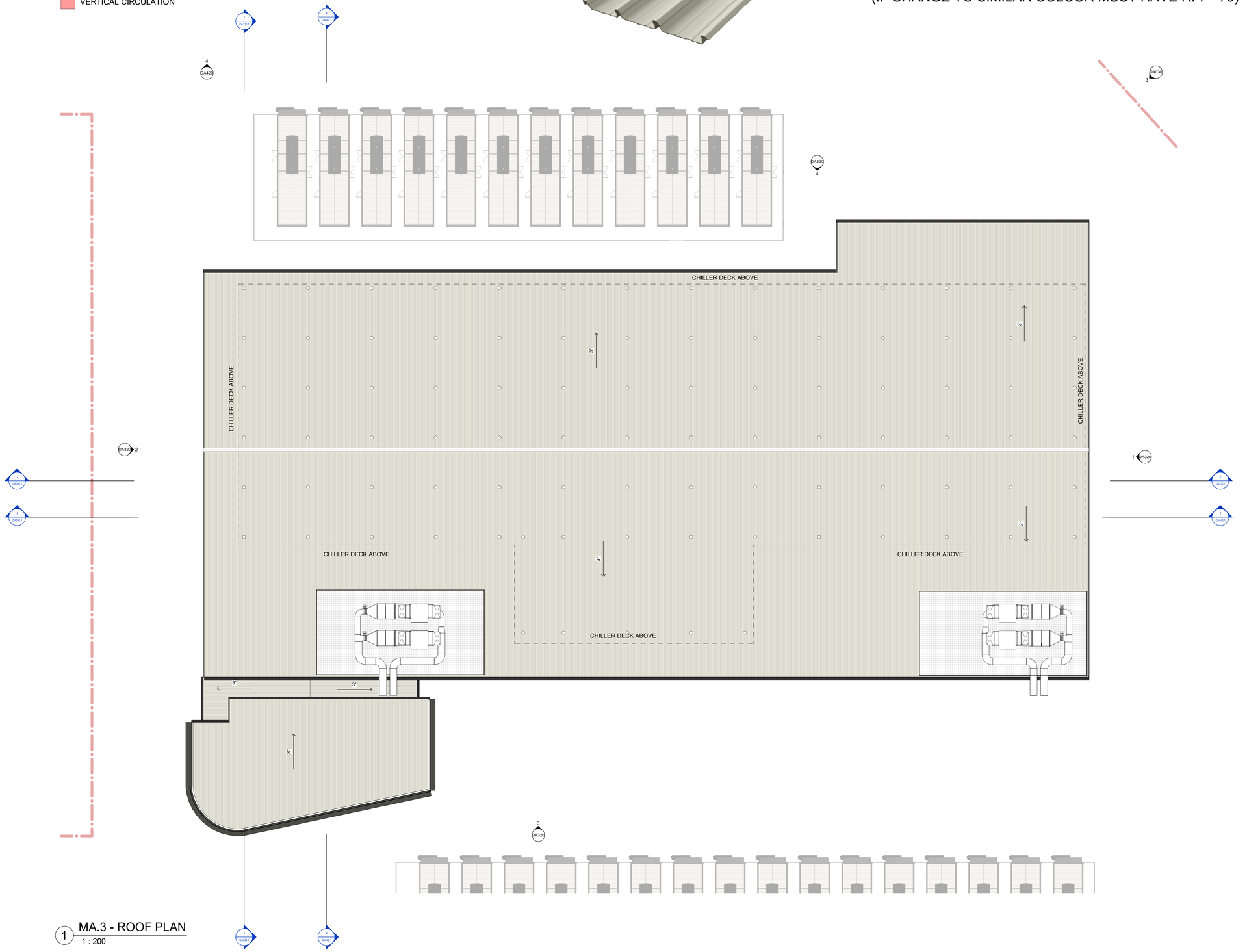
DA - GFA CALCULATION MA3

NAME	AREA	GFA
MA3		
OFFICE	761 m²	761 m²
TECHNICAL SPACE	16353 m²	16353 m²
VERTICAL CIRCULATION	114 m²	0 m²
AMENITIES	22 m²	22 m²
GRAND TOTAL	17277 m²	17163 m²

- FACILITY MANAGEMENT
- SERVICES
- AMENITIES
- VERTICAL CIRCULATION



ROOFING
PROFILE: LYSAGHT KLIPLOK OR SIMILAR
COLOUR: COLORBOND SURFMIST OR SIMILAR
SOLAR REFLECTANCE INDEX: 81
(IF CHANGE TO SIMILAR COLOUR MUST HAVE RFI > 75)



1 MA.3 - ROOF PLAN
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 | ABN 82 644 649 949
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | F +61 2 4926 3069 | E mail@eje.com.au | W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 2 4 6 10 16 20
GRAPHIC SCALE: 1:200

0 125mm 200mm 200mm ON ORIGINAL A0

Autodesk Docs://SK Cloud Projects/PER-MA3-AR-RVT.rvt

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.3 - ROOF PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA3-AR-DG-DA312.1	D

Document Set ID: 10999297
Version: 1, Version Date: 28/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

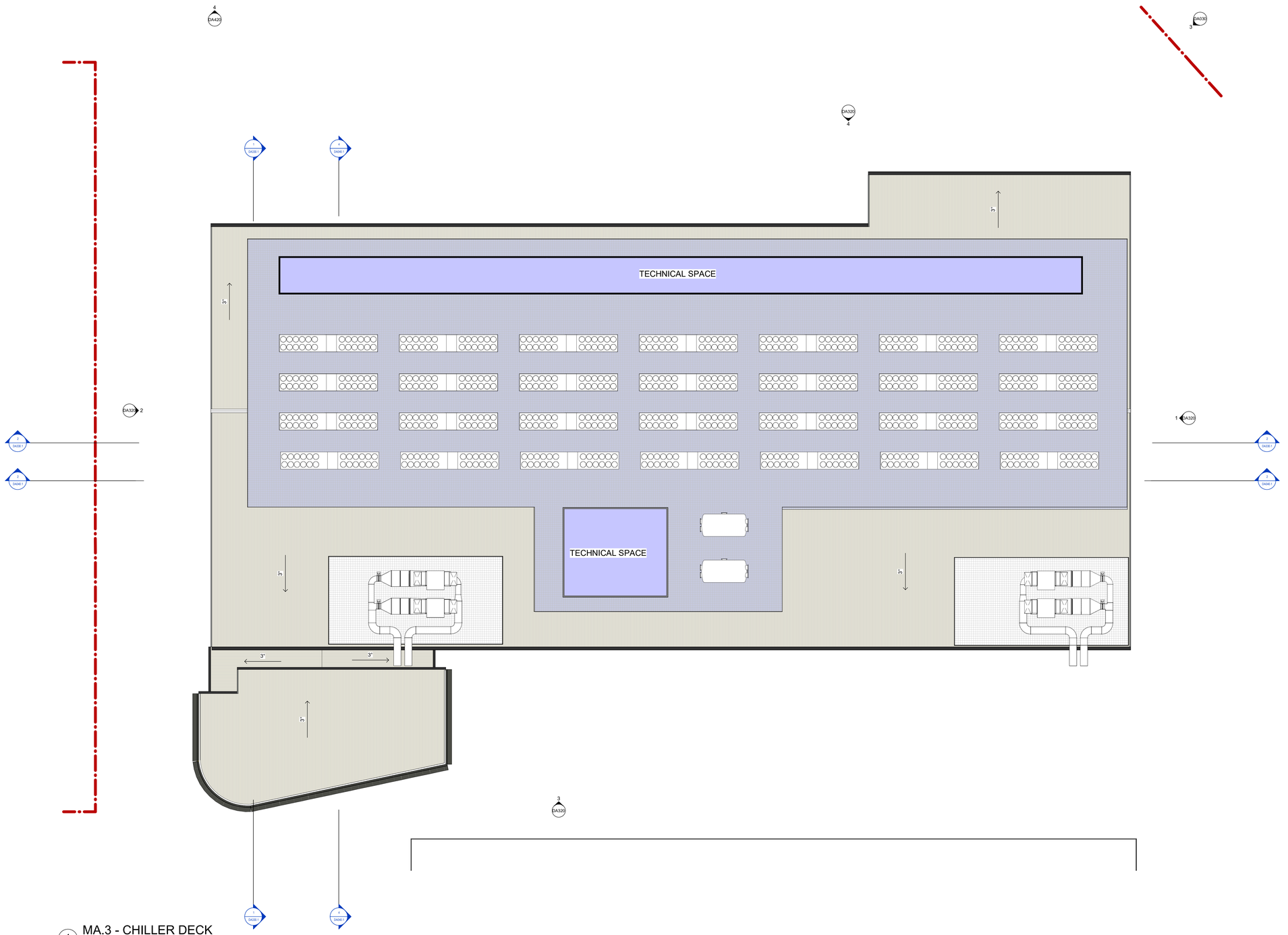
SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA3

NAME	AREA	GFA
MA3		
OFFICE	761 m²	761 m²
TECHNICAL SPACE	16353 m²	16353 m²
VERTICAL CIRCULATION	114 m²	0 m²
AMENITIES	22 m²	22 m²
GRAND TOTAL	17277 m²	17163 m²

- FACILITY MANAGEMENT
- SERVICES
- AMENITIES
- VERTICAL CIRCULATION



1 MA.3 - CHILLER DECK
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 | ABN 82 644 649 040
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC200012
P +61 2 4929 2353 | F +61 2 4926 3069 | E mail@eje.com.au | W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 100mm 200mm 200mm ON ORIGINAL A1

Document Set ID: 9999999
Version: 4, Version Date: 28/08/2025

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.3 - CHILLER DECK PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

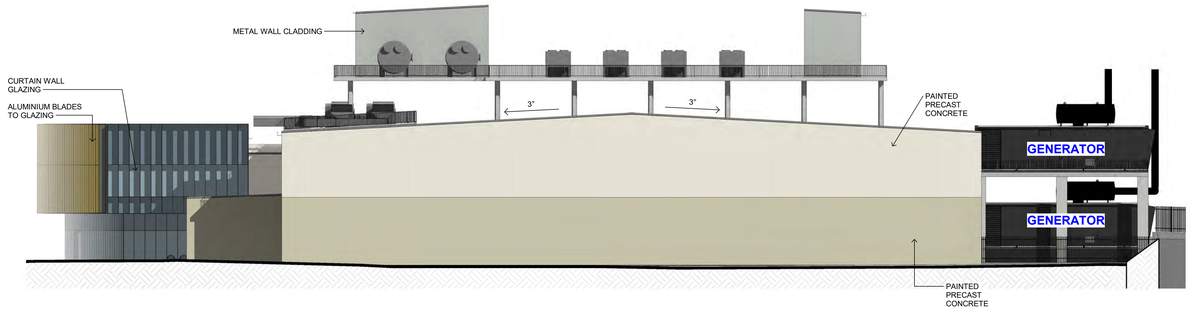
PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA3-AR-DG-DA313.1**
REV : **D**

EXTERNAL COLOURS & FINISHES SCHEDULE

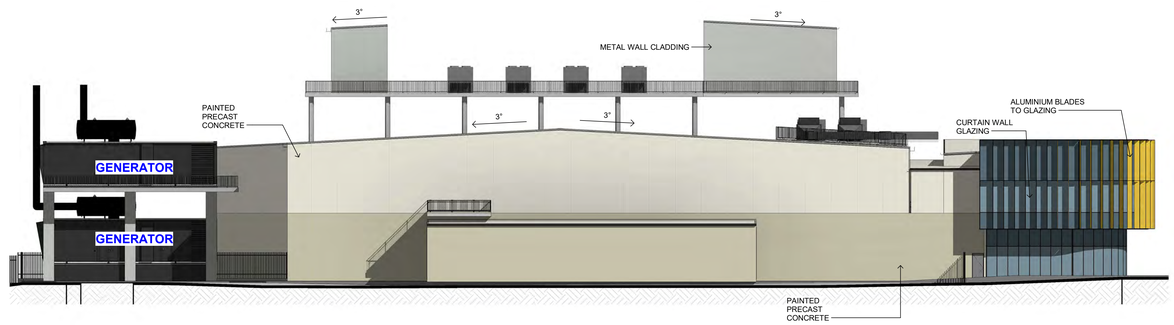
ROOF		PREFINISHED METAL PROFILE: LYSAGHT KLIPLOK OR SIMILAR COLOUR: COLORBOND SURFMIST OR SIMILAR SOLAR REFLECTANCE INDEX: 81
EXPOSED STEEL FRAMING		H.D. GAL
GUTTERS AND TRIMS		PREFINISHED METAL/ PAINTED PVC
WALLS 1 LOWER WALLS		LOW SHEEN ACRYLIC
WALLS 2 UPPER WALLS		LOW SHEEN ACRYLIC
WALLS 3 CHILLER DECK		LOW SHEEN ACRYLIC
WATER TANKS ABOVE GROUND		LOW SHEEN ACRYLIC
SLAB EDGES & EXPOSED CONCRETE		LOW SHEEN ACRYLIC
FC CLADDING		PREFINISHED FC
GLAZING FRAMING		POWDER COATED ALUMINIUM
GLAZING		TINTED GLAZING VISUAL LIGHT TRANSFER TO BE EQUAL TO OR GREATER THAN 30% (VLT > 30%)
GLAZING BLADES		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM

MATERIAL TAG CODES

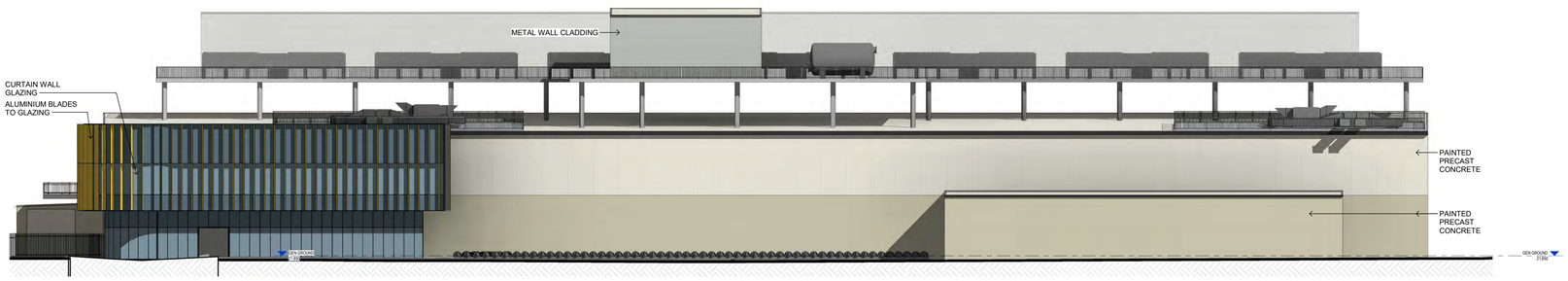
VG	VISUAL GLASS
SP	SPANDREL PANEL



1 MA.3 - ELEVATION 01
1 : 200



2 MA.3 - ELEVATION 02
1 : 200



3 MA.3 - ELEVATION 03
1 : 200



4 MA.3 - ELEVATION 04
1 : 200

EJE ARCHITECTURE
ACN 002 912 643| **ABN** 82 644 649 849
Nominated Architect - Shane Sinadinovski | NSW Architects Registration No: 4436
Nominated Architect - Shane Sinadinovski | VIC Architects Registration ADR No.: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE CHECKS ARE NOT COMPLETED THE DOCUMENT IS FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 50mm 100mm 200mm ON ORIGINAL A0

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

Document Set ID: 10191687
Version: 8, Version Date: 28/08/2025

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JOSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JOSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JOSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JOSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.3 - ELEVATIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

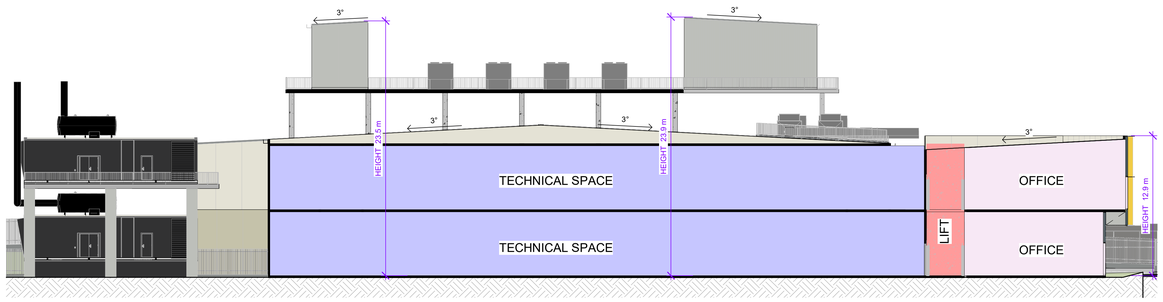
DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA3-AR-DG-DA320**
REV : **D**

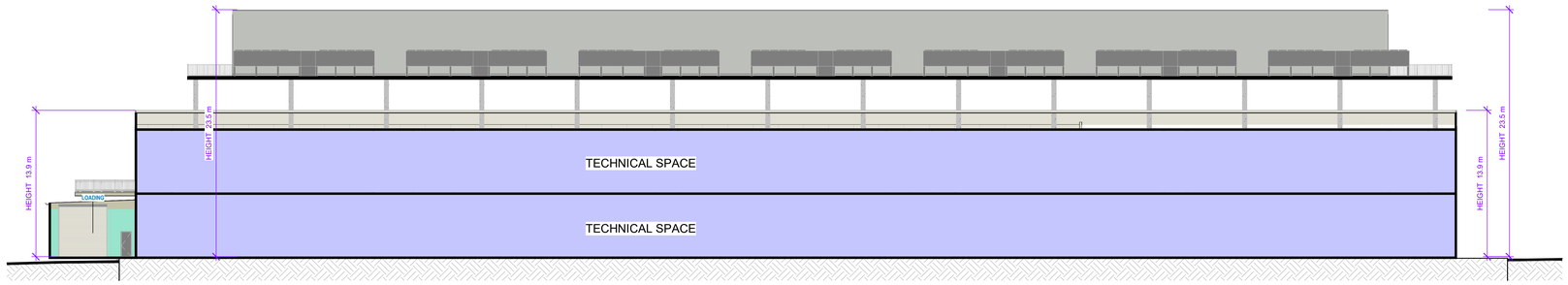
NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION



1 MA.3 - SECTION 01
1 : 200



2 MA.3 - SECTION 02
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Barnard Collins | NSW Architects Registration No: 4436
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE CHECKS ARE NOT COMPLETED THIS DOCUMENT IS FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 100mm 200mm 200mm ON ORIGINAL A0

Last Saved: 12/08/2025
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JC/SS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JC/SS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JC/SS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JC/SS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.3 - SECTIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA3-AR-DG-DA330.1**
REV : **D**

Document Set ID: 9584997
Version: 4, Version Date: 28/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

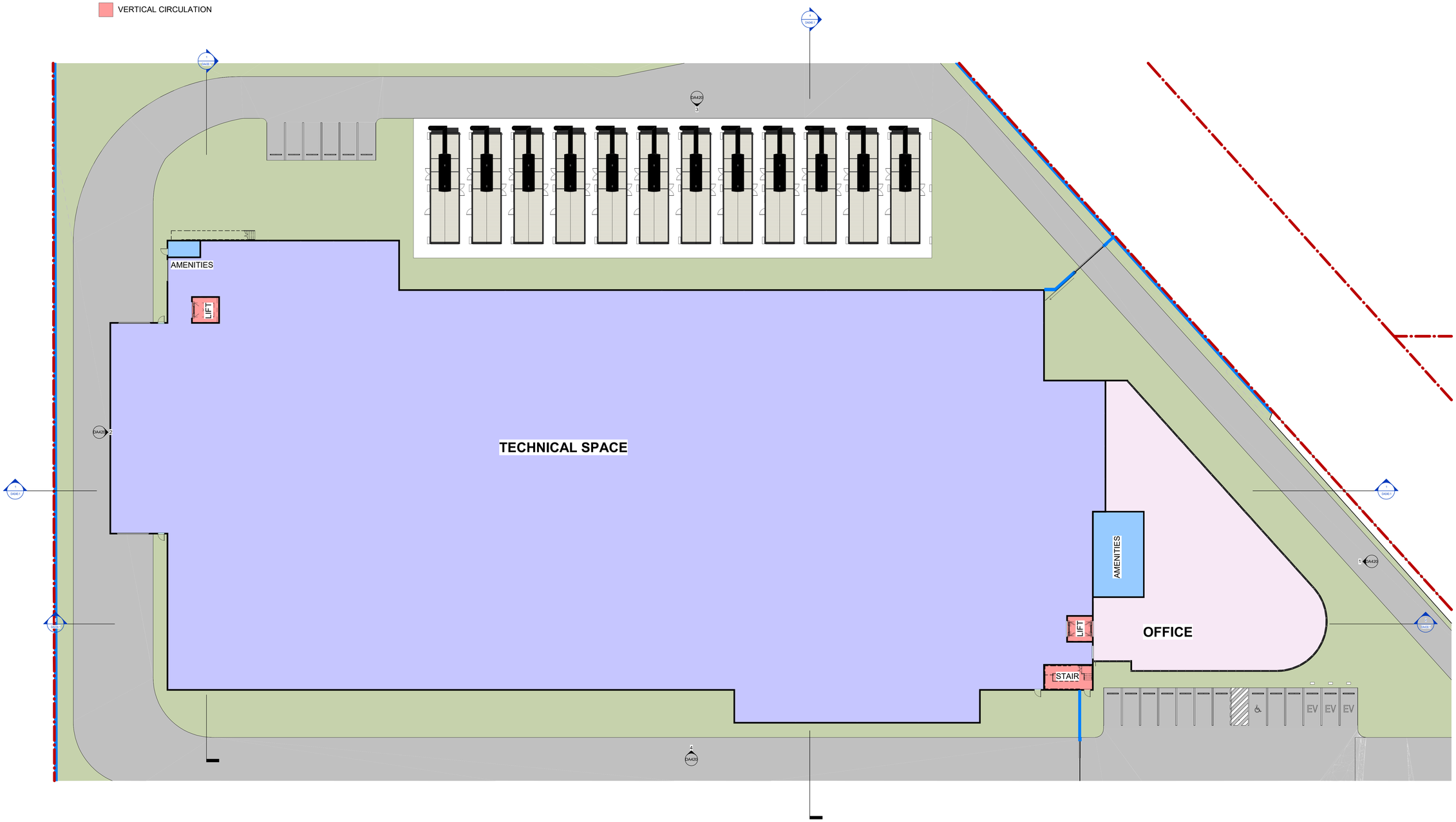
- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA4

NAME	AREA	GFA
MA4		
OFFICE	1966 m²	1966 m²
TECHNICAL SPACE	16327 m²	16327 m²
VERTICAL CIRCULATION	94 m²	0 m²
AMENITIES	178 m²	178 m²
GRAND TOTAL	18565 m²	18471 m²

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION

NOTE:
LANDSCAPING REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS



1 MA.4 - GROUND FLOOR - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843 **ABN** 92 604 649 845
Nominated Architect - Jason Turnbull | NSW Architects Registration No: 4436
Nominated Architect - Shane Smeele | VIC Architects Registration ADR No: VIC/ID0012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

0 25mm 50mm
Last Saved: 31/10/2024 Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
Document #: Sub 01: 5044687
Version: 4, Version Date: 28/08/2025

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 100mm 200mm ON ORIGINAL A0

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JCSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JCSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JCSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.4 - GROUND FLOOR PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA4-AR-DG-DA410.1**
REV : **D**

EJE

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

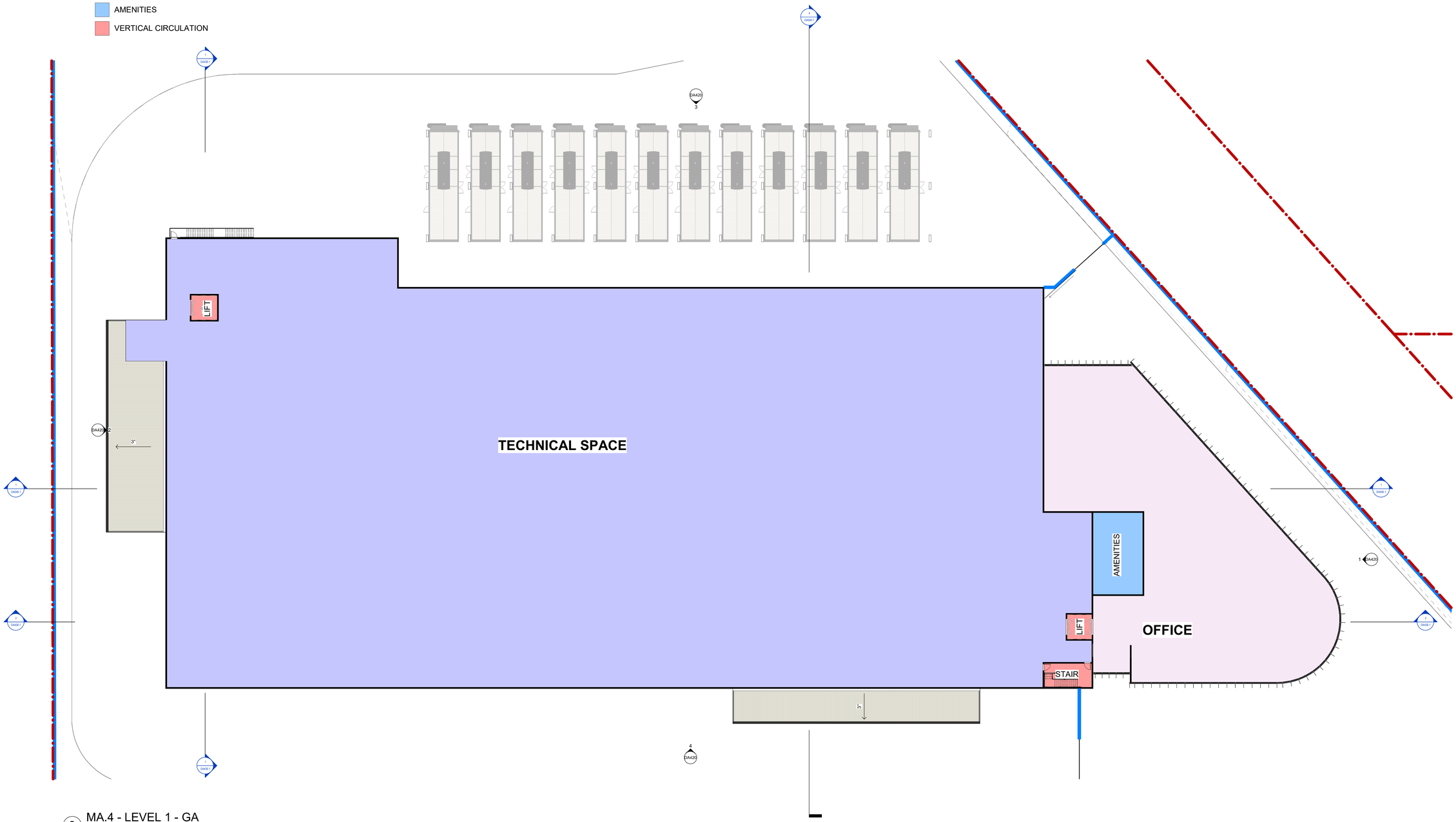
SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION

DA - GFA CALCULATION MA4

NAME	AREA	GFA
MA4		
OFFICE	1966 m²	1966 m²
TECHNICAL SPACE	16327 m²	16327 m²
VERTICAL CIRCULATION	94 m²	0 m²
AMENITIES	178 m²	178 m²
GRAND TOTAL	18565 m²	18471 m²



2 MA.4 - LEVEL 1 - GA
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 840
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE AND MUST NOT BE USED OR DISCLOSED TO ANY OTHER PERSON OR CORPORATION OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

GRAPHIC SCALE: 1:200

0 105mm 200mm 200mm ON ORIGINAL A0

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JCSS
JT/SK	JCSS
JT/SK	JCSS
JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.4 - LEVEL 1 PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA4-AR-DG-DA411.1**
REV : **D**

Document Set ID: 8849497
Version: 4, Version Date: 28/08/2025
18/07/2025 12:11:42 PM Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

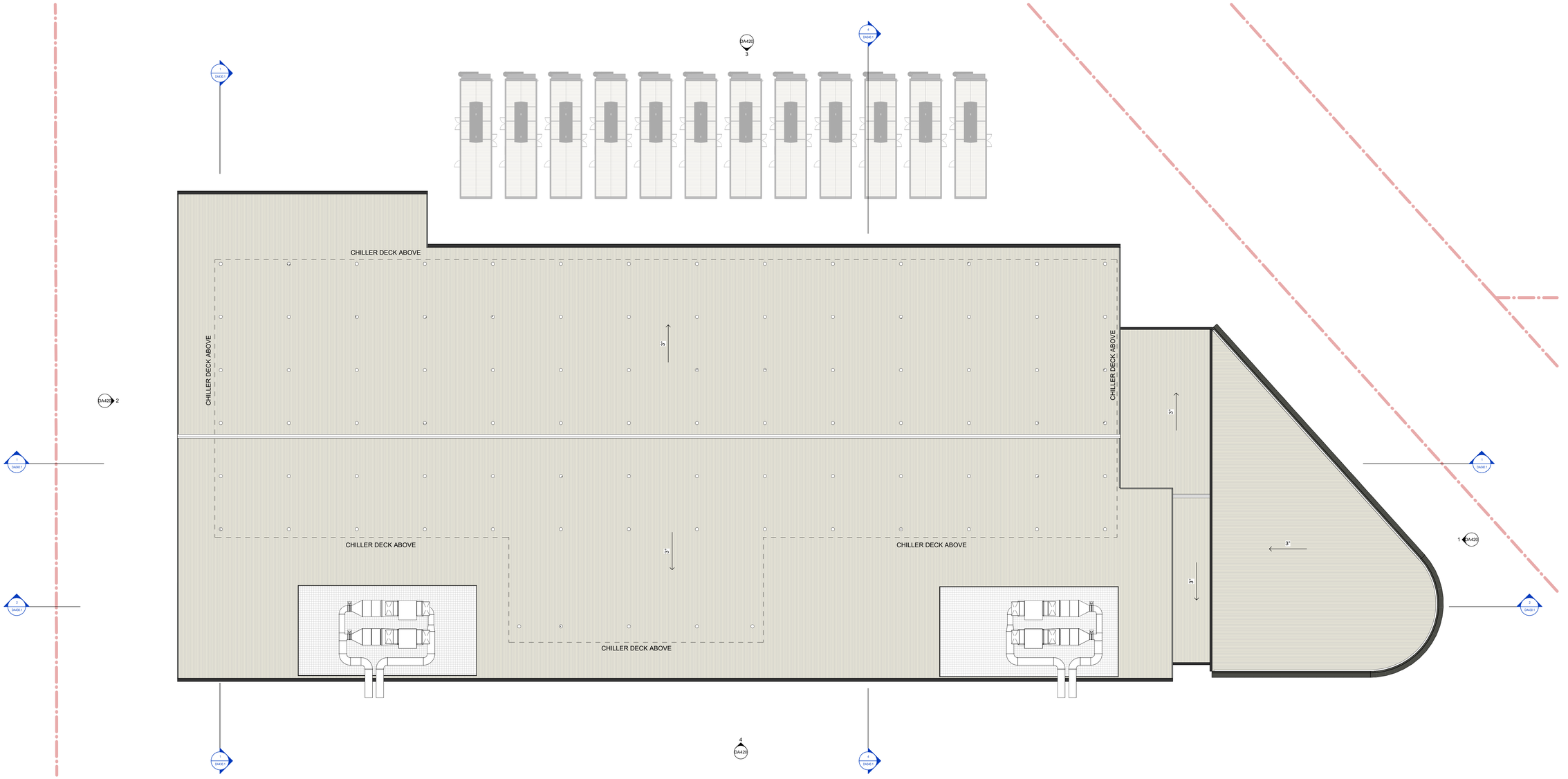
- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATION MA4		
NAME	AREA	GFA
MA4		
OFFICE	1966 m²	1966 m²
TECHNICAL SPACE	16327 m²	16327 m²
VERTICAL CIRCULATION	94 m²	0 m²
AMENITIES	178 m²	178 m²
GRAND TOTAL	18565 m²	18471 m²

- FACILITY MANAGEMENT
- SERVICES
- AMENITIES
- VERTICAL CIRCULATION



ROOFING
PROFILE: LYSAGHT KLIPLOK OR SIMILAR
COLOUR: COLORBOND SURFMIST OR SIMILAR
SOLAR REFLECTANCE INDEX: 81
(IF CHANGE TO SIMILAR COLOUR MUST HAVE RFI > 75)



1 MA.4 - ROOF PLAN
1 : 200

EJE ARCHITECTURE
ACN 000 912 843 ABN 82 644 649 848
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4430
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC000012
P +61 2 4929 2353 I F +61 2 4926 3069 I E mail@eje.com.au I W www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 1 2 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 125mm 200mm 200mm ON ORIGINAL A0

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt
12/08/2025 12:03:09 PM

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JCSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JCSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JCSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.4 - ROOF PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0
PROJECT No : 14327
PHASE : DA
DRAWING No : PER-MA4-AR-DG-DA412.1
REV : D

Document Set ID: 9898797
Version: 4, Version Date: 25/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

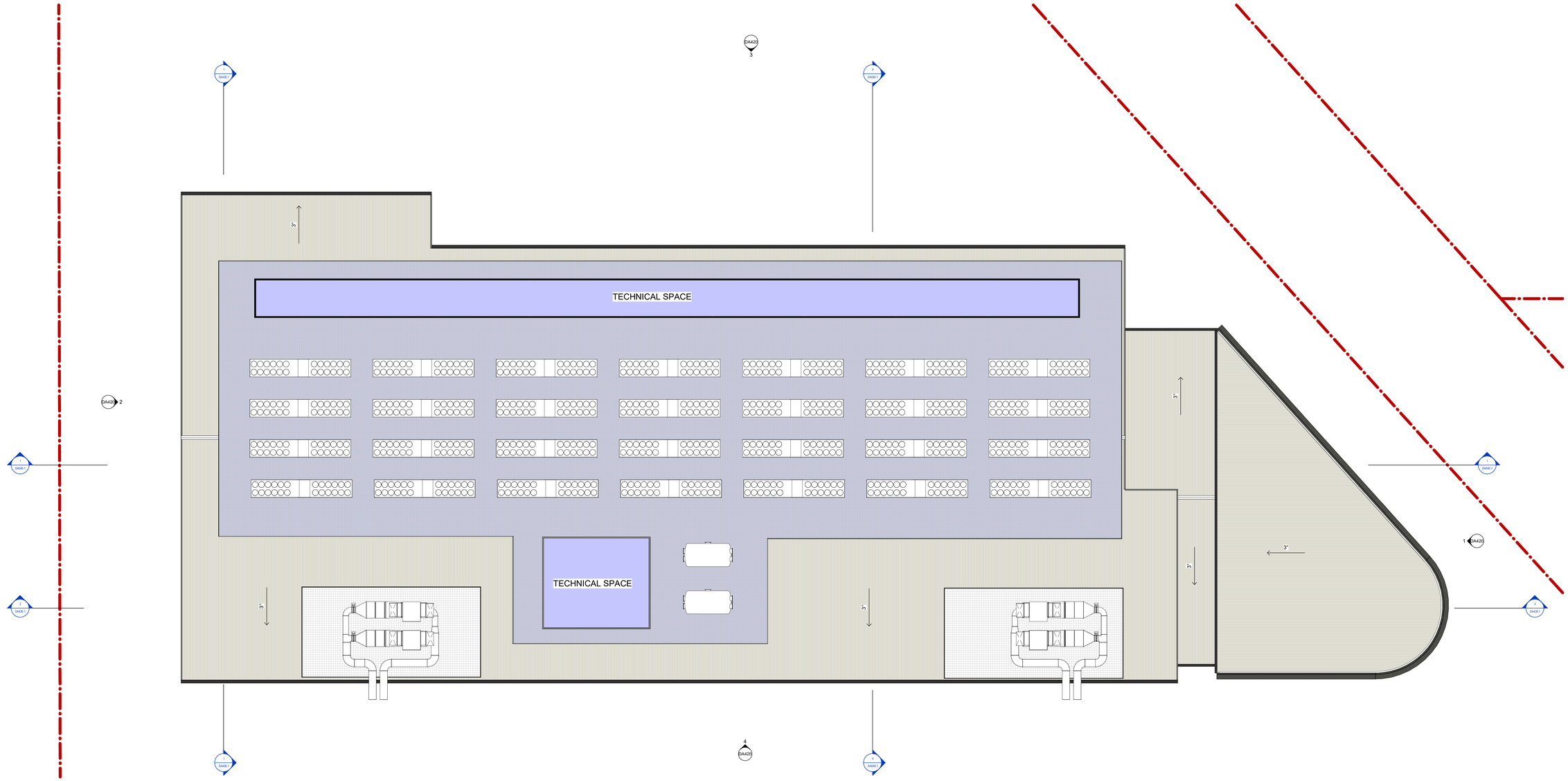
SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUDNARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION

DA - GFA CALCULATION MA4

NAME	AREA	GFA
MA4		
OFFICE	1966 m²	1966 m²
TECHNICAL SPACE	16327 m²	16327 m²
VERTICAL CIRCULATION	94 m²	0 m²
AMENITIES	178 m²	178 m²
GRAND TOTAL	18565 m²	18471 m²



1 MA.4 - CHILLER DECK
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No. 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No. VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3089 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 25mm 100mm 200mm ON ORIGINAL A0

ISSUED FOR INFORMATION
Document Set ID: 9599967
Version: 8, Version Date: 28/08/2025
Autodesk Docs://SX Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JC/SS
JT/SK	JC/SS
JT/SK	JC/SS
JT/JM	JC/SS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.4 - CHILLER DECK PLAN**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN : JT/JM
DATE : 2025-07-18
SCALES : 1:200 @A0

PROJECT No : **14327**
PHASE : **DA**
DRAWING No : **PER-MA4-AR-DG-DA413.1**
REV : **D**

EXTERNAL COLOURS & FINISHES SCHEDULE

ROOF		PREFINISHED METAL PROFILE: LYSAGHT KLIPLOK OR SIMILAR COLOUR: COLORBOND SURFMIST OR SIMILAR SOLAR REFLECTANCE INDEX: 81
EXPOSED STEEL FRAMING		H.D. GAL
GUTTERS AND TRIMS		PREFINISHED METAL/ PAINTED PVC
WALLS 1 LOWER WALLS		LOW SHEEN ACRYLIC
WALLS 2 UPPER WALLS		LOW SHEEN ACRYLIC
WALLS 3 CHILLER DECK		LOW SHEEN ACRYLIC
WATER TANKS ABOVE GROUND		LOW SHEEN ACRYLIC

EXTERNAL COLOURS & FINISHES SCHEDULE

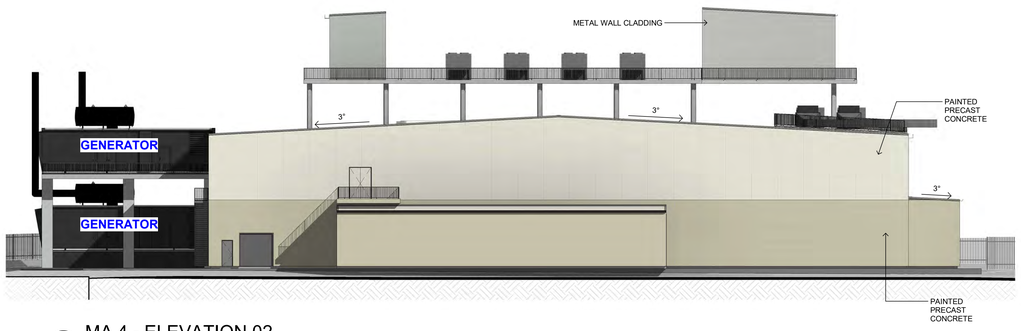
SLAB EDGES & EXPOSED CONCRETE		LOW SHEEN ACRYLIC
FC CLADDING		PREFINISHED FC
GLAZING FRAMING		POWDER COATED ALUMINIUM
GLAZING		TINTED GLAZING VISUAL LIGHT TRANSFER TO BE EQUAL TO OR GREATER THAN 30% (VLT > 30%)
GLAZING BLADES		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM
		POWDER COATED ALUMINIUM

MATERIAL TAG CODES

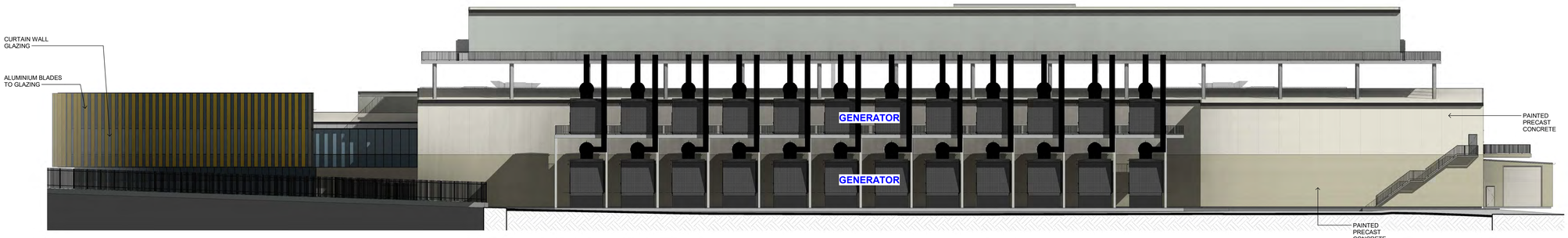
VG	VISUAL GLASS
SP	SPANDREL PANEL



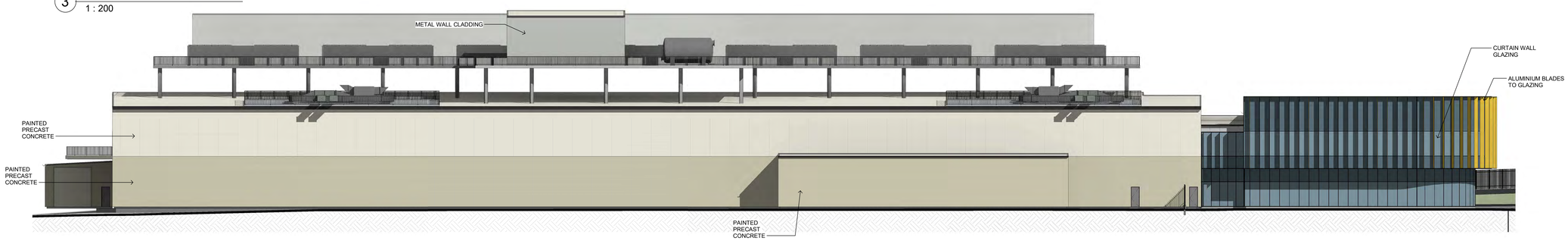
1 MA.4 - ELEVATION 01
1 : 200



2 MA.4 - ELEVATION 02
1 : 200



3 MA.4 - ELEVATION 03
1 : 200



4 MA.4 - ELEVATION 04
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Semrod Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No: VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3060 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT HAS BEEN PREPARED IN ACCORDANCE WITH EJE QUALITY SYSTEMS. IF QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

GRAPHIC SCALE: 1:200

0 25mm 100mm 200mm ON ORIGINAL A0

Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

Document ID: 504997
Version: 4, Version Date: 28/08/2025

PROJECT NORTH

REV	DATE	COMMENTS
A	2025-05-19	ISSUE FOR D.A.
B	2025-05-28	ISSUE FOR D.A.
C	2025-06-24	ISSUE FOR D.A.
D	2025-07-18	ISSUE FOR REVISED D.A.

DRN	CHKD
JT	JOSS
JT/SK	JOSS
JT/SK	JOSS
JT/JM	JOSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING : **MA.4 - ELEVATIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

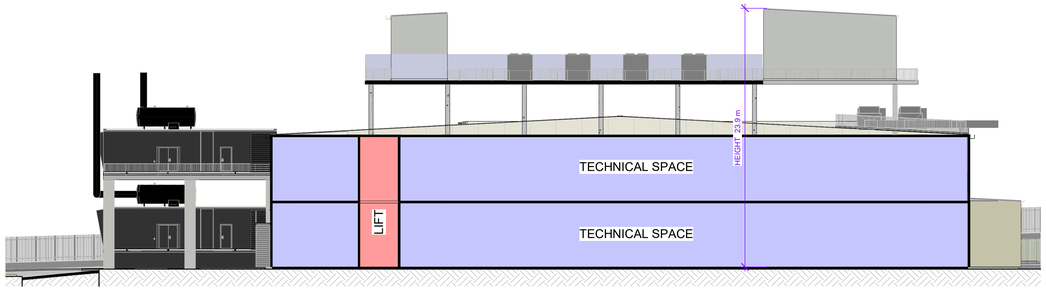
DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA4-AR-DG-DA420	D

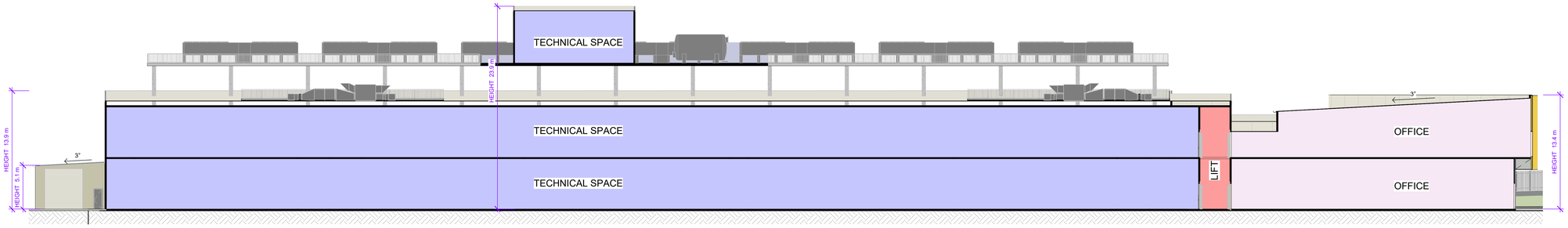
NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES, REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

FACILITY MANAGEMENT
SERVICES
AMENITIES
VERTICAL CIRCULATION



1 MA.4 - SECTION 01
1 : 200



2 MA.4 - SECTION 02
1 : 200

EJE ARCHITECTURE
ACN 002 912 843| **ABN** 82 644 649 849
Nominated Architect - Bernard Collins | NSW Architects Registration No: 4438
Nominated Architect - Shane Smede | VIC Architects Registration ADR No. VIC00012
P +61 2 4929 2353 | **F** +61 2 4926 3069 | **E** mail@eje.com.au | **W** www.eje.com.au
A 412 KING STREET, NEWCASTLE, NSW 2300

COMPLETION OF THE QUALITY ASSURANCE CHECKS IS VERIFICATION THAT THE DOCUMENT CONFORMS WITH THE REQUIREMENTS OF THE QUALITY PROJECT PLAN. WHERE QUALITY ASSURANCE IS INCOMPLETE THIS DOCUMENT IS PRELIMINARY FOR INFORMATION PURPOSES ONLY, OR SUCH PURPOSES AS STATED IN THE REVISION COLUMN.

THE IDEAS, INFORMATION AND CONCEPTS CONTAINED IN THIS DOCUMENT ARE THE PROPERTY OF EJE ARCHITECTURE. PHOTOCOPYING OR REPRODUCING THIS DOCUMENT AND PASSING IT ONTO OTHERS WITHOUT THE EXPRESS PERMISSION OF EJE ARCHITECTURE IS AN INFRINGEMENT OF COPYRIGHT ©.

DRAWING TO BE PRINTED/VIEWED IN COLOUR

0 4 8 12 16 20
GRAPHIC SCALE: 1:200

0 100mm 200mm 1000mm
200mm ON ORIGINAL A0

Document Set ID: 9599497
Version: 8, Version Date: 28/08/2025
Autodesk Docs://SK Cloud Projects/PER-MA.0-AR-RVT.rvt

PROJECT NORTH

REV	DATE	COMMENTS	DRN	CHKD
A	2025-05-19	ISSUE FOR D.A.	JT	JCSS
B	2025-05-28	ISSUE FOR D.A.	JT/SK	JCSS
C	2025-06-24	ISSUE FOR D.A.	JT/SK	JCSS
D	2025-07-18	ISSUE FOR REVISED D.A.	JT/JM	JCSS

CLIENT : **CDC**

PROJECT : **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

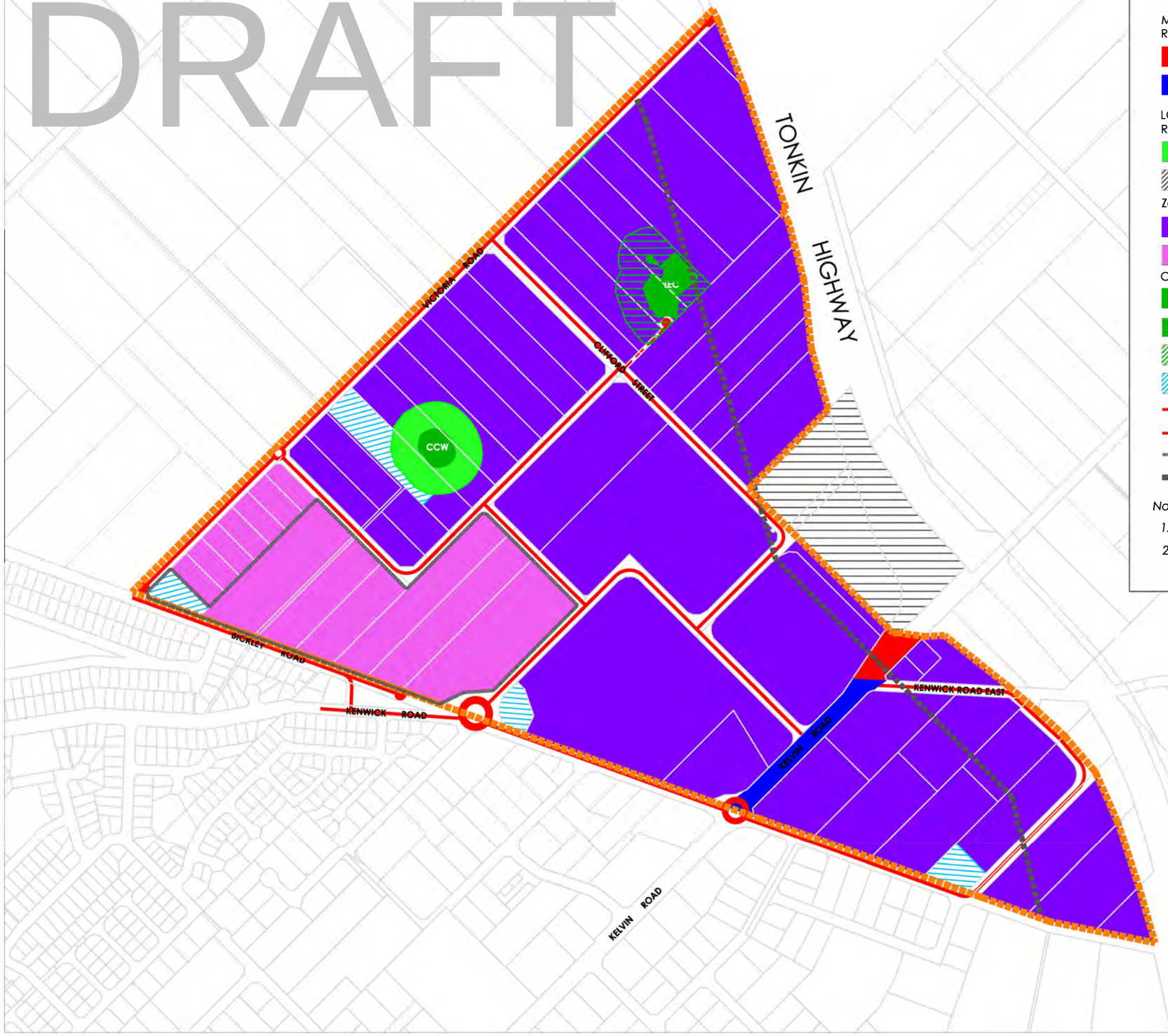
DRAWING : **MA.4 - SECTIONS**

WORK IN FIGURED DIMENSIONS IN PREFERENCE TO SCALE. CHECK DIMENSIONS AND LEVELS ON SITE PRIOR TO THE ORDERING OF MATERIALS OR THE COMPLETION OF WORKSHOP DRAWINGS. IF IN DOUBT ASK. REPORT ALL ERRORS AND OMISSIONS.

DRAWN :	DATE :	SCALES :
JT/JM	2025-07-18	1:200 @A0

PROJECT No :	PHASE :	DRAWING No :	REV :
14327	DA	PER-MA4-AR-DG-DA430.1	D

DRAFT



LEGEND

- Structure Plan Extent

METROPOLITAN REGION SCHEME
Reserves
- Primary Regional Road
- Other Regional Road

LOCAL PLANNING SCHEME
Reserves
- Conservation Public Open Space
- Bush Forever

Zones
- General Industry
- Light Industry

Other
- CCW — Conservation Category Wetland
- TEC — Threatened Ecological Community
- Nominal 50m Threatened Ecological Community Buffer
- Nominal Drainage Basin
- Road Reserve
- Emergency Service Vehicle Access
- Local Development Plan Boundary
- Setback Area for Dampier-Bunbury Gas Pipeline

Notes:

1. *Precinct 1 Structure Plan endorsed by Council on 21 December 2021.*
2. *Precinct 1 Structure Plan approved (subject to modifications) by the WAPC's Statutory Planning Committee on 6 December 2022.*

MADDINGTON KENWICK STRATEGIC EMPLOYMENT AREA
Precinct One Structure Plan
City of Gosnells

PROJECT MKSEA
CLIENT COG
DRAWING NUMBER UD 001
REFERENCE NUMBER
REV AA
AA ISSUE | Structure Plan DESCRIPTION | 230926 YYMMDD | AD DRAWN | CW APPVD
SCALE 1:7500 SHEET A1

CITY OF GOSNELLS

Document Set ID: 8851917
Version: 1, Version Date: 28/08/2025

Developed

PLANNING | SPATIAL | DELIVERY

DAP APPLICATION

Proposed Data Centre (Warehouse)

307 Kenwick Road, Maddington

Submission Letter

May 2025



Document Set ID: 8738962
Version: 2, Version Date: 28/08/2025

Project Team

Landowner / Developer

Canberra Data Centres Pty Ltd

Architect

EJE

Town Planning

Developed

Traffic Consultant

Urbii

Landscape Consultant

Terras

Sustainability Consultant

Cundall

Bushfire Consultant

Envision

Acoustic Consultant

Stantec

Engineering Consultant

Sellick Consultants

Issue	Date	Status	Prepared By	Approved By	Circulated
V1	26 Feb 2025	Draft	MC		N
V2	29 May 2025	Draft	MS	DP	Y
Final	30 May 2025	Lodge	MS	DP	Y

Developed acknowledges Aboriginal and Torres Strait Islander people as the traditional custodians of the land on which we deliver our services. We pay our respects to elders and leaders past, present and emerging.

Copyright Statement 2025© Developed Property Pty Ltd
All rights reserved. Other than for the purposes of and subject to the conditions prescribed under the Copyright Act 1968 (Cth), no part of this report may be reproduced, stored in a retrieval system or transmitted in any form or by any means, electronic or otherwise, without the prior written permission of Developed Property Pty Ltd.

No express or implied warranties are made by Developed Property Pty Ltd regarding the information and analysis contained in this report. In particular, but without limiting the preceding exclusion, Developed Property Pty Ltd will not verify, and will not assume responsibility for, the accuracy and completeness of information provided to us. This report has been prepared with particular attention to our Client's instructions and the relevant features of the subject site. Developed Property Pty Ltd accepts no liability whatsoever for:

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

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

Contents

1	Introduction	4
2	Development Background	5
3	Planning Framework & Assessment	10
4	Technical Considerations	17
5	Design Performance	18
6	Conclusion	24

Attachments

1	Architectural Plans	EJE Architecture	1 May 2025
2	Architectural Report	EJE Architecture	30 May 2025
3	Landscape Strategy	Terras	1 Feb 2025
4	Traffic Impact Assessment	Urbii	1 May 2025
5	Sustainability Report	Cundall	1 May 2025
6	Bushfire Report	Envision	1 Apr 2025
7	Acoustic Report	Stantec	1 Apr 2025
8	Local Context Map	Developed	1 May 2025

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

1.0 Introduction

Developed on behalf of the landowners and for No. 307, 323, 329 Kenwick Road, Maddington and 582 Bickley Road, Maddington for a proposed industrial development across four separate lots, comprising of four (4), two-storey Data Centres (Warehouse) inclusive of multiple associated power generators and front of house offices, each with an independent staff and guest car park.

The development site is located within a Business Development Zone of the City of Gosnells Local Planning Scheme No. 6 area, within an industrial development area of the suburb of Maddington, abutting Tonkin Highway. The development proposal is consistent with the planning objectives for the locality as it is conducive with the current nature of established land uses. Despite being in a zone that requires a Local Structure Plan, the absence of one does not preclude support of the intended planning outcome.

Preliminary design review has been sought through a City of Gosnells Pre-Lodgement meeting on the 12th of March 2024, with the initial feedback and correspondence between the City, the landowners (Canberra Data Centres Pty Ltd) and the proponent (Developed) forming the basis of the development proposal. It is the strong preference of Canberra Data Centres to engage the determining authority prior to the submission of a Development Assessment Panel (DAP) application to gauge and understand the planning complexities development area and locally driven priorities of the City of Gosnells.

During the initial stages of the design review process, the City advised that there was not requirement to attend the Design Review Panel (DRP), as the industrial natural of the proposal did not trigger a detailed design review.

In the absence of requiring a design review, the Architect EJE has prepared a high-level review of State Planning Policy 7.0's assessment of the 10 design principles to further bolster the development as a positive design outcome for the Maddington locality. In addition, the design team comprises of expert technicians which have been engaged to provide planning, design, landscape and operational advice for transport, waste and sustainability measures.

This report intends to provide a comprehensive planning assessment against the State and Local government planning framework, and details performance against the applicable objectives and requirements. This in part will demonstrate that the proposal is of an appropriate built form, a quality design, resulting in an overall development proposal that is appropriate for development approval.

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

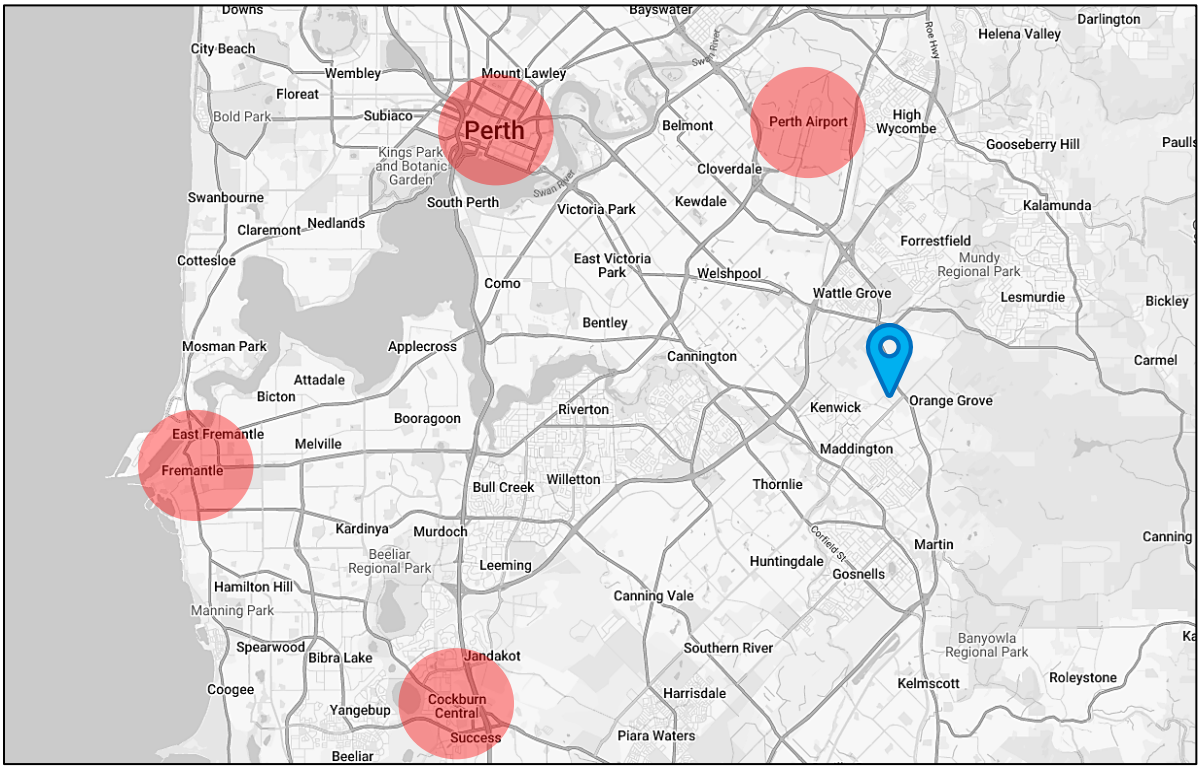
2.0 Development Background

2.1 Site Context

The subject development site is allocated amongst four large lots located at No. 307, 323, 329 Kenwick Road and 582 Bickley Road. Each lot has multiple frontages due to the size of the lots spanding an average frontage of 100 metres to each respective lot boundary. The four Lots equal 76,037m2. The lots are located within the suburb of Maddington and situated within an Industrial area. As indicated by the Regional and Local Context Map, the site is framed by Tonkin Highway to the east, Kelvin Road to the northwest, Kenwick Road which could be considered as a minor road located to the north and Bickley Road located to the south.

Development within the immediate locality has historically been large-scale industrial/commercial development. It is unlikely that the locality will transition into any land use other than industrial and commercial. The subject site is located approximately 15km to Perth Central Business District, 10km from Perth International Airport and 25km to Fremantle. Although situated in the east of Perth, the site is well positioned to most notable infrastructure and transport nodes.

The most notable landmark is the Boral Quarries located approximately 1.7km southeast. The Quarries have consistently provided business to the Maddington industrial area. Other notable landmarks are Orange Grove Primary School approximately 350m past Tonkin Highway to the east and a series of High Frequency Bus routes 229/279 (<50m walkable catchment zone).



Regional Context Map (MNG 2025)

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

Notable features of the development site are listed below – please refer to the architectural plans prepare by EJE Architects for a full account the proposal.

There are no site burdens or easements located at the development site, which enables the lawful access into each of the sites. The road verges of all four lots is considered to be sparce and does not include any notable features. There are limited verge trees of varying condition and canopy, minimal street signs and utilities.

307 Kenwick Road – Site Description

- Boarders Kelvin Road to the north (115m frontage) and Kenwick Road to the east (152m frontage).
- Currently leased to a large-scale transportation company known as MGM Bulk.
- The site is heavily industrialised and only has notable vegetation within the verge.
- There is a consistent crossfall northwest to southeast of approximately 3 metres.

323 Kenwick Road – Site Description

- Boarders Kenwick Road to the east (100m frontage).
- Existing access and to be retained as part of the proposal.
- Currently vacant land with limited to no vegetation.
- Not currently occupied by a business.
- There is a consistent crossfall northwest to southeast of approximately 2.5 metres.

329 Kenwick Road – Site Description

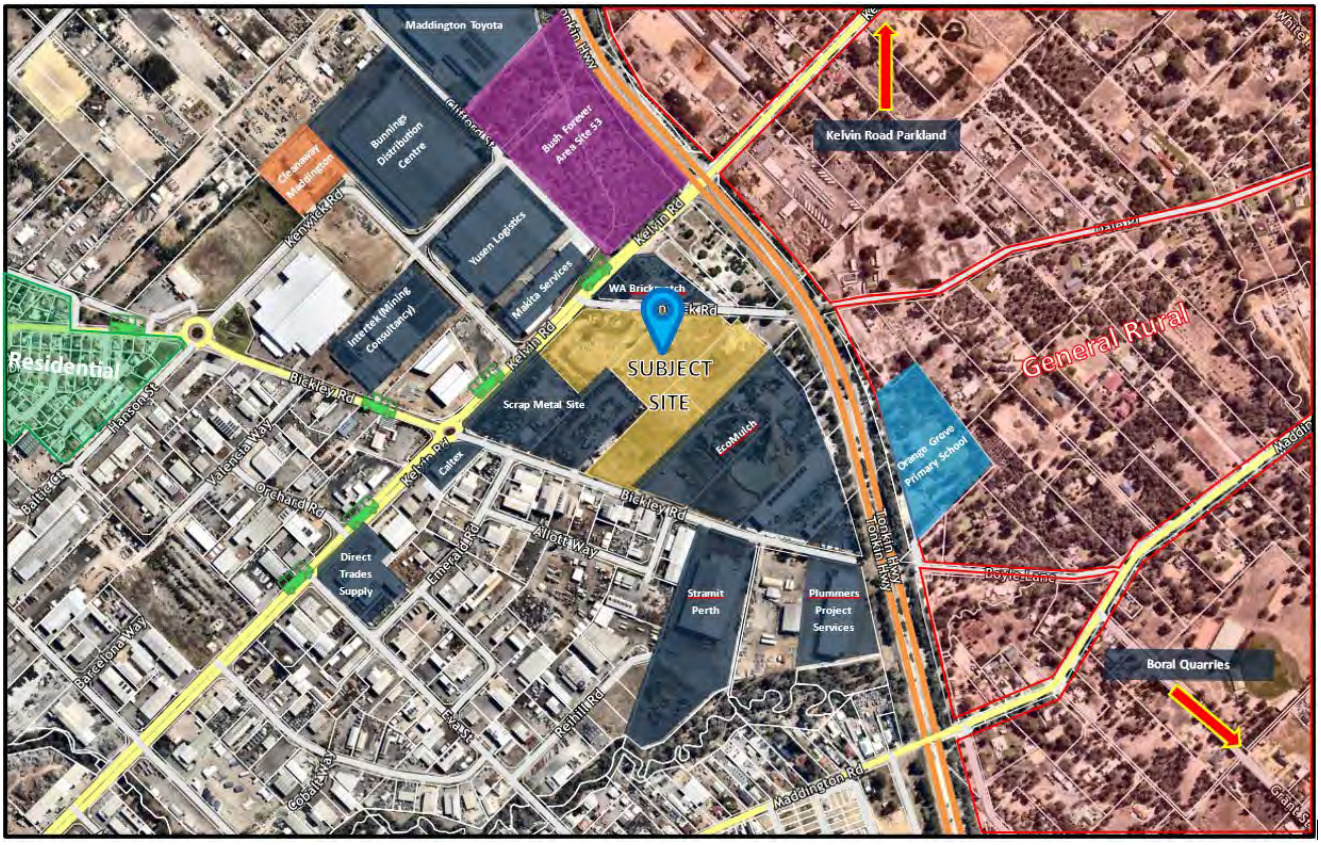
- Partially boarders Kenwick Road to the east (66m frontage).
- Currently vacant land with limited to no vegetation, except for a small water body, likely due to flooding inundation.
- Not currently occupied by a business.
- There is a consistent crossfall northwest to southeast of approximately 3 metres.

582 Bickley Road – Site Description

- Boarders Kenwick Road to the east (102m frontage).
- Currently vacant land with limited to no vegetation.
- Not currently occupied by a business.
- There is a consistent crossfall northwest to southeast of approximately 1 metre.

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

GENERAL SITE DETAILS
Owners: Canberra Data Centres Pty Ltd **Lot Size:** 76,037m^2
Certificate of Title: Volume 1729 Folio 596 – Lot 1 on Plan 13222 Volume 1986 Folio 946 – Lot 10 on Plan 59893 Volume 1868 Folio 50 – Lot 1 on Plan 77278 Volume 1623 Folio 7 – Lot 500 on Plan 63090
Business Development Zone – subject to the Maddington Kenwick Employment Area and does not have an allocated planning controls. Therefore, the subject site is considered to be of an appropriate built form outcome and is to be assessed on its merits.



Local Context Map (MNG 2025)

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025



Corner of Kelvin & Kenwick Road Streetscape (Google 2024)



Kenwick Road Streetscape of No. 323 & 329 (Google 2024)



No. 582 Bickley Road – View of majority of the subject site (Google 2024)

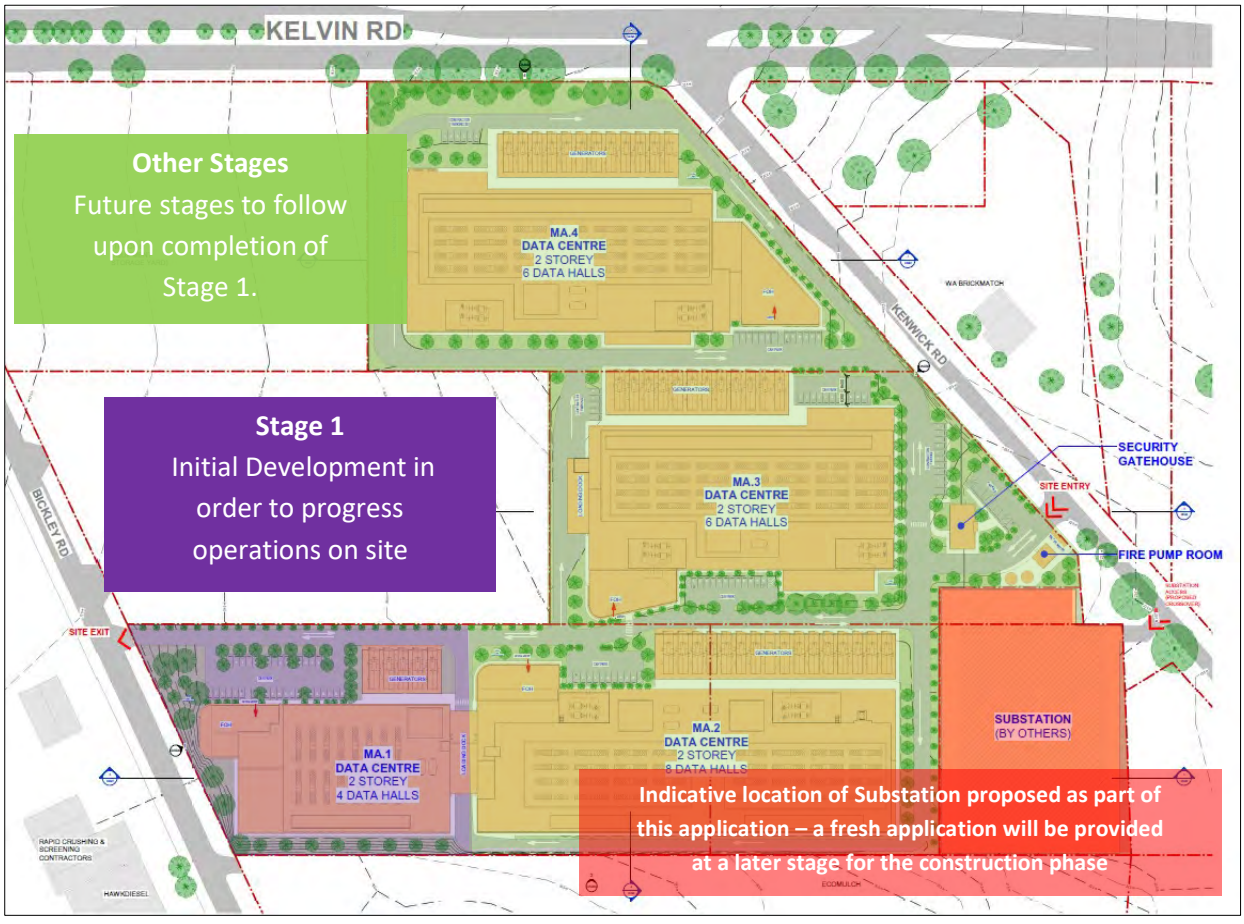
Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

2.2 Development Proposal

The proposed development comprises of four (4) warehouse buildings each building paired with multiple generators for each respective warehouse and outdoor vehicle parking. Each Warehouse, known as a data centre for the purposes of the application, are large structures, inclusive of predominantly self-sufficient machinery and minimal service personnel operators, with the exception of a handful of transient personnel, the data centre's function and operate independently.

Access into the site is self-contained due to the limited traffic movement necessary for the data centres. Primary access is proposed via Kenwick Road (north-east). Once entered the site via the entry gatehouse, traffic is directed to exit via Brickley Road. The consolidated traffic movement enables smooth ingress and egress to and from the site.

Due to the self-contained, independent nature of the Data Centres, there is no expectation for a significant number of patrons to occupy the facility. Therefore, parking has been reduced to a total of 110 bays, inclusive of disability parking and EV charging bays.



Proposed Site Plan – Stage 1 to commence within the first 2 years of determination.

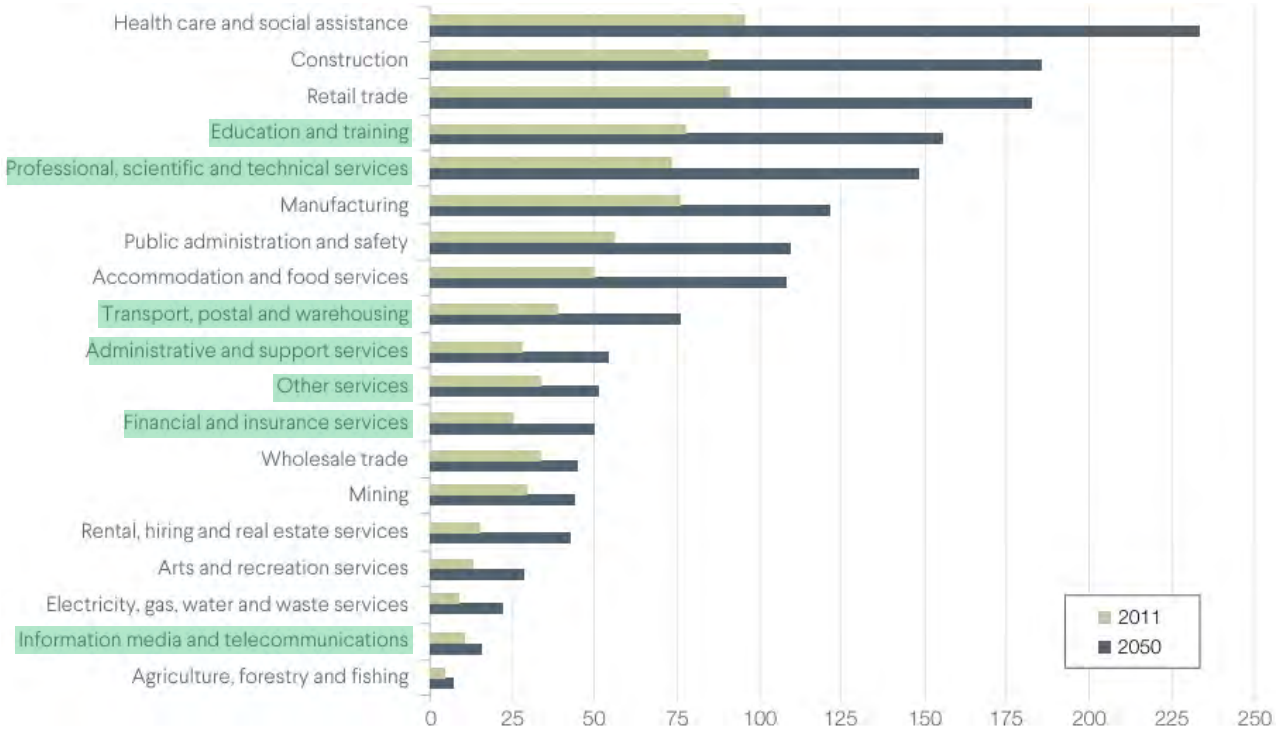
Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

3.0 Planning Framework & Assessment

3.1 Strategic Planning Framework - Perth and Peel @ 3.5million

Perth and Peel@3.5million is the overarching strategic planning framework for the Perth and Peel metropolitan regions. Perth and Peel@3.5million proposes five strategic themes for a liveable, prosperous, connected, sustainable and collaborative city. The framework aspires to a city that provides a network of connected activity centres which deliver employment, entertainment and high-density lifestyle choices.

South Metropolitan Peel sub-region will experience strong growth, with the population expected to more than double from 523,400 people in 2011 to 1.26 million by 2050. The south-east sector had an estimated population of 10.7% of the total regional population. More than half of all residents lived within the City of Gosnells. Therefore, industrial centres within the City are needed as they are generally associated with employment infrastructure, assisting the economic growth within the sector. The proposed Data Centre (warehouse) will help the City meet its strategic targets set by the State government.



Extract of Perth&Peel@3.5Mil – Employment by industry 2011 and 2050

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

3.2 City of Gosnells Local Planning Strategy

The Local Planning Strategy is the key strategic planning document for the City of Gosnells. While much of the City is developed for single residential housing, significant areas of infill development have occurred in the older suburbs of Beckenham, Kenwick, Maddington and Gosnells. The City also encompasses large areas of rural zoned land in the Darling Range and foothills, district open space and industrial areas.

The major employment area in the City is the Maddington Industrial area which is the largest industrial area in the City was established in the 1970s. This industrial area is now fully developed with only a few vacant lots remaining. The City has a strong proclivity towards employment opportunities within these industrial areas due to the expansive nature of labour orientated development. The Maddington Industrial area is the ideal location for the proposed data centres as it will seamlessly integrate into the existing built form and provide the targeted employment.

In support of the City's Local Planning Strategy, the following opportunities of employment, business and industry which are applicable to the proposed data centres have been addressed.

EMPLOYMENT, BUSINESS & INDUSTRY OPPORTUNITIES	RESPONSE	
Facilitate the planning of industrial estates in Maddington, Kenwick and Southern River that will create employment and business opportunities.	**Satisfied** – the proposed data centres are a substantial development, seeking warehouse structures across 4 lots. The development is able to support employment despite its minimum service personnel operations, there will be some operators onsite. There will be an abundance of working externally business opportunities due to the *online* nature of the centres.	☑
The expansion and redevelopment of activity centres, particularly Centro Maddington Shopping Centre which is a Secondary Centre under the activity centre hierarchy.	**Satisfied –** although the development is not located within the Maddington Shopping Centre area, the development is within the Maddington Kenwick Employment Area (MSKEA) which is an identified business and employment area. The data centres in its own right could be considered a local centre, contributing to the prevailing workforce and providing new amenity in an industrial area.	☑
Existing industrial and mixed business areas perform well and are expected to do so in the future.	**Satisfied** – due to the minimum service personnel and autonomous nature of the data centres, the development is unlikely to impact existing business with respect to noise, waste or loss of business. The centres will integrate into the industrial precinct and appear as standard warehouse infrastructure.	☑

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

The City is attractive place for business and industry investment due to its accessibility to the regional freight road network of Tonkin and Roe Highways.	**Satisfied** – due to the data centres proximity to Tonkin Highway, the development has been designed to integrate and compliment the locality. It has been architecturally designed by EJE Architects. The landowners produce exceptional warehouse developments. This will contribute to the City's attraction and may begin the revitalisation of the industrial area.	☑
The existing hard rock quarries will continue to supply resources for the long term.	**Not Applicable** – notwithstanding, existing rock quarries (Boral) won't be impacted.	☑







Operational Renders as seen from Kenwick and Bickely streetscapes

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

3.3 Planning & Development Act 2005 – Metropolitan Region Scheme

The subject site is zoned 'Industrial' under the Metropolitan Region Scheme (MRS). The Industrial zone is defined as – *to provide for manufacturing industry, the storage and distribution of goods and associated uses.* The aims of MRS industrial zone are met through the proposed development, delivering a land use of strategic importance and where possible preventing use conflicts and environmental impacts.

3.4 City of Gosnells Local Planning Scheme No. 6

In accordance with the City of Gosnells Local Planning Scheme No. 6 (LPS 6), the subject site is zoned 'Business Development'. The zone enables the creation of a local structure plan.

In the context of the Scheme, there is no applicable local structure plan that directly relates to the development, despite what is contained in a Local Planning Policy 5.6 – Maddington Kenwick Employment Area (LPP5.6 MKSEA) which is understood to be the prevailing framework in lieu of a structure plan. Therefore, in the absence of a structure plan, the Scheme's planning controls shall prevail.

The Maddington Kenwick Strategic Employment Area Precinct 3A does not apply as the development site sits outside of the redevelopment area.



Extract of Local Planning Scheme No. 6 – Maddington Locality North

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

An assessment has been undertaken in accordance with the 'Business Development Zone' objectives and the 'Warehouse' land use definition as the proposed Data Centre is understood to be a Warehouse.

ZONE OBJECTIVE	RESPONSE	
To provide for the progressive and planned development of areas for commercial and industrial uses generally in accordance with a Structure Plan.	**Satisfied** – the proposed Warehouse (Data Centre) will provide a commercial business to provide progressive development within an identified structure plan area.	☑

WAREHOUSE DEFINITION	RESPONSE	
means premises used to store or display goods and may include sale by wholesale.	**Satisfied** – as indicated by the City of Gosnells during pre-lodgement, the closest land use that relates to the Data Centres is Warehouse.	☑

3.5 City of Gosnells Draft Local Planning Scheme No. 24

The City of Gosnells is undergoing a review of their Local Planning Framework, with their Draft Local Planning Scheme No. 24 (LPS 24) currently being considered for endorsement. As of May 2025, it is understood that the LPS 24 has not been endorsed by the WAPC.

Notwithstanding, in anticipation for the ultimate adoption and change in desired planning framework, a brief review is provided below.

It is understood that the development site changes from its Business Development Zone to Industrial Development Zone, which is still subject to a Local Structure Plan. In addition, the City of Gosnells mapping indicates that the site is subject to a Special Control Area 2 (SCA2) and a Development Contributions Area 10 (DCA10).

It is the preference to have this application determined in accordance with the current planning framework. Notwithstanding, if the application was assessed following the adoption of the Scheme, the proposal could be amended to accommodate the change in policy.

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

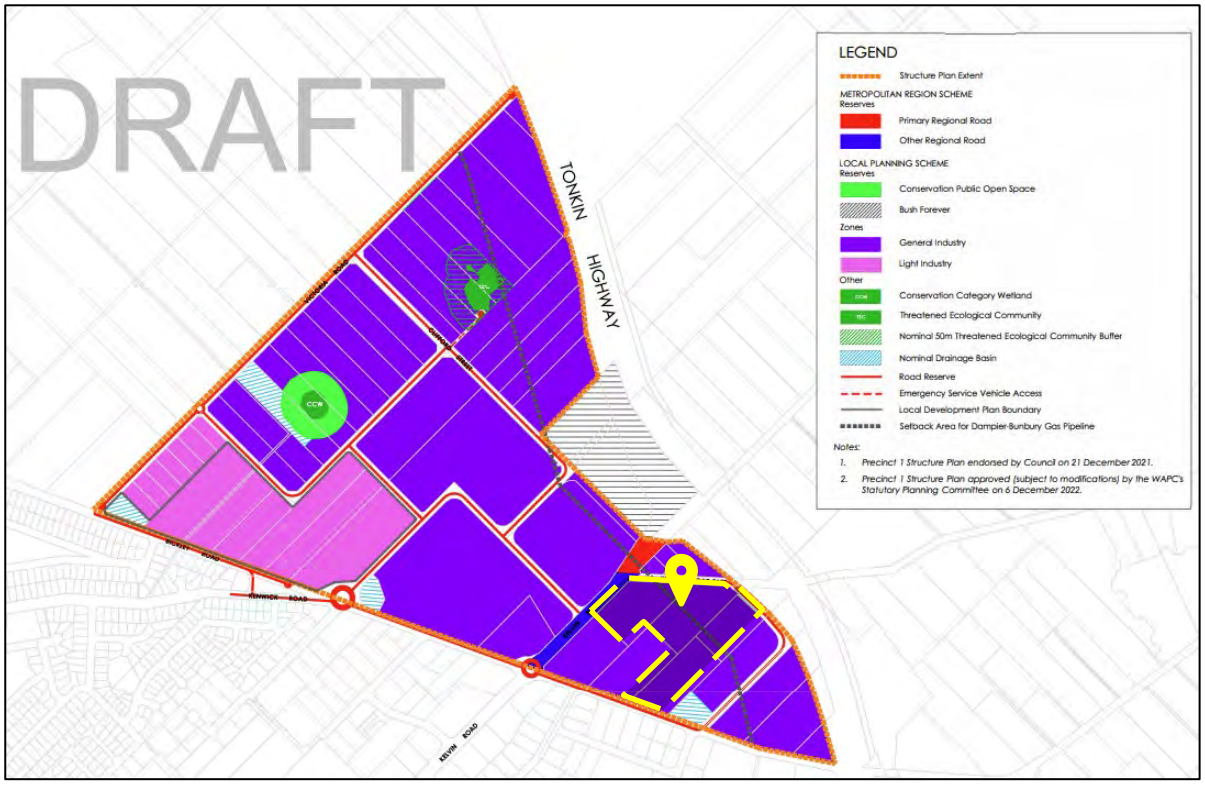
3.6 Local Planning Policy 5.6 - Maddington Kenwick Strategic Employment Area (MKSEA)

The City of Gosnells Local Planning Policy 5.6 was prepared to provide guidance for subdivision and development within the identified Maddington Kenwick Strategic Employment Area, known as MKSEA. This area was historically reserved for rural developments, however, recent changes to the City's local framework, have identified there is an economic preference for industrial areas.

The WAPC has formally advised the City of Gosnells that Structure Plans are required for all land within the MKSEA, so as to guide subdivision and development in that area.

With regards to the proposed development and the absence of a Structure Plan, the City is able to consider development proposals in the absence of a required Structure Plan and there may be situations where it is appropriate to support such proposals, so long as they do not prejudice the delivery of long-term plans for the area.

The development is understood to be in the MKSEA Precinct 1 and is bound by Bickley Road, Victoria Road and Tonkin Highway. Planning is underway to develop the land into a major industrial area. As of December 2022, it is understood that the Structure Plan for Precinct 1 is still being modified to update supporting technical documents and seek endorsement from servicing authorities and state government agencies.



Extract of Draft MKSEA Structure Plan (December 2022) – General Industry Zone

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

3.7 State Planning Polices

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

The development proposal has been designed by EJE Architects. In anticipation of lodgement an assessment of the 10 design principles has been prepared. Please refer to Section 5.0 – Design Performance of this report.

State Planning Policy 3.7 – Bushfire (SPP 3.7)

The development proposal has been assessed by an experienced Western Australian bushfire consultant, Envision Bushfire Protection. An assessment in accordance with bushfire guidelines are included in Attachment 6.

State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4)

The development proposal has been assessed by an experienced Western Australian acoustic engineer, Stantec. An assessment in accordance with the road and noise triggers are included in Attachment 4.

State Planning Policy 2.10 – Swan-Canning River System (SPP 2.10)

The development proposal has due regard for the provisions of the policy. The subject site falls within a Swan Coastal Plain classification of Upper Canning and Southern rivers. Parts of the upper Canning and Southern rivers are in a relatively natural state.

3.8 Additional Assessment Criteria

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

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

4.0 Technical Considerations

4.1 Transport and Access

A transport assessment has been undertaken by a suitably qualified consultant Urbii Consulting, to assess the traffic impact of the proposed development, as well as site access considerations, and alternative transport options. The assessment found that the proposed development would not have a significant impact on local traffic and that there is sufficient proposed car parking within the development, as well as a very good level of alternative transport options. Please refer to **Attachment 4 – Transport Impact Statement**.

4.2 Sustainability (ESD)

A ESD report has been prepared by a suitably qualified consultant Cundall. In accordance with the aims of the City of Gosnell's Local Planning Scheme No. 6, the design principles of State Planning Policy 7.0, sustainable design, construction, and operation are fundamental aspects of the development proposal. Please refer to **Attachment 5 – ESD Design Performance.**

4.3 Bushfire Management

A bushfire management plan has been prepared by a suitably qualified consultant Envision Bushfire Protection. In accordance with State Planning Policy 3.7 Bushfire. The site is partially within a declared bushfire prone area and located within the administrative area of the City of Gosnells (Map of Bushfire Prone Area Plate 2). There are no plans to change the extent of the classified vegetation/extent of the Bushfire Prone Area, that may be associated with plans for revegetation of areas within 100m of the site. Please refer to **Attachment 6 – Bushfire Management Plan.**

4.4 Acoustic and Civil

An acoustic report has been prepared by a suitably qualified consultant Stantec for Civil/ Stormwater, Sustainability and Transport services. The report considers State Planning Policy 5.4 Road and Rail Noise. Please refer to **Attachment 7 – Acoustic Report.**

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

5.0 Design Performance

5.1 SPP 7.0 – Design Principles Assessment

The development application plans and supporting documentation have been designed and prepared in accordance with the ten principles of good design as set out in State Planning Policy 7.0 Design of the Built Environment. A summary of the development application against the ten principles has been prepared by EJE Architects as provided below.

Principle 1 **Context and Character**	The proposed development takes contextual cues from nearby industrial development of similar scale buildings. This relevant context includes industrial development to the west of the site along Bickley Road, and larger scale industrial development in Kenwick Road. The design response starts from these contextual inputs but is elevated to reflect the capital investment of the development. The contextual industrial typology involving large format warehouse or workshop spaces with attached more refined articulated administrative/office workspace positioned at the public interface of the site, is maintained and reinforced with the proposed design of the development.
Principle 2 **Landscape Quality**	The landscape design by Terras Landscape Architects incorporates ornamental planting in prominent locations, particularly around the main site entrance and building frontages, to enhance visual appeal and create a welcoming environment. An irrigation system is proposed to support the successful establishment and long-term health of the planting scheme. Due to significant underground services, there are notable constraints on where canopy trees can be planted. In response, canopy tree planting has been strategically optimised within available areas, utilising a combination of native species and ornamental feature trees at key entry points to provide structure and seasonal interest. The understorey planting has been carefully selected to ensure low maintenance requirements while maintaining strong visual amenity and ecological resilience. These selections aim to deliver a robust, enduring landscape that complements the site's functional needs.
Principle 3 **Built form & scale**	The proposed development includes multiple buildings of predominantly two-storey form, capped by low pitch roofs to minimise the building volume beyond the minimum heights operationally required to accommodate functional equipment and internal building services. The enclosed building volumes are capped by roof level plant decks, located to provide efficient building services routes and reticulation.

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

	Contrasting articulation is provided within the character of the built form of the proposed buildings, between the technical spaces accommodating elements like switchrooms, data halls, and other plant and service area, which have an honest functional aesthetic to their forms, and the attached operations office areas of the buildings, which are expressed with a more active built form, reflecting their function as the dedicated workspace of the skilled workforce who will be operating the facility.
Principle 4 Functionality & Build quality	Occupant workspace areas within the building have bene designed with predominantly glazed external envelope walls, incorporating high performance double glazing, which provide office workspace and breakout area which have elevated outlooks to the site and surrounds, and provide workspaces with ample controlled daylight. Finishes, both internally within the office workspace areas, and at external building interfaces and site pedestrian zones, are high quality selections, reinforcing the quality technology industry campus aesthetic that is intended for the development. The glazed curtain wall façade includes structural silicon glazed panes, providing a clean 'frameless' aesthetic to the office are facades, with articulation and design character provided through the use of slim sunshade blades, which provide rhythm and contrast to the external envelope design.
Principle 5 Sustainability	The development incorporates an innovative data hall cooling approach which is a closed-loop chilled water-cooling system, which results in negligible operational water consumption, compared to water-intensive cooling systems using cooling towers, for instance. For building elements and services systems which provide an occupant interface, such as plumbing fixtures, light fittings and controls, and air-conditioning, energy and water efficient fittings are will be integrated, to ensure that operational energy and utility usage costs are minimised, reflecting the reality that the proponent will be the long-term owner and operator of this facility, and not just a developer intending to develop and on-sell, who may not be as focused on the lifecycle cost of both the development delivery and long-term operation. The selection of materials, particularly in regularly occupied areas such as office workspaces, will incorporate environmentally responsible selections like low formaldehyde joinery materials, and low VOC content finishes.
Principle 6 Amenity	Leveraging the campus style arrangement of the active occupant workspaces of the four data centre buildings on the site, the external spaces which interconnect these building areas are designed as pedestrian friendly and attractive outdoor campus spaces, providing both functional pedestrian connection between all the buildings, but

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

	also importantly opportunities for occupant break out to attractive and well-designed outdoor spaces within the campus. The building quality and character of the proposed development is intended to foster a pride in the site users, who it is hoped will enjoy the amenity of it being a desirable workplace to be at.
Principle 7 **Legibility**	The development, as a result of the necessary secure nature of its operations, will have highly controlled site and building access arrangements, which essentially preclude, for instance, unaccompanied visitors who may be unfamiliar with the site or building layouts from moving within the site. This helps to mitigate some of the risks of poorly legible design to provide cues to site and building movement paths and key access points, as all site visitors undertake a formalised induction process which outlines these arrangements and would be accompanied by operational staff while on site. Despite this context, the contrasting design articulation of the technical building areas (which are largely unoccupied in normal operation, and with even more tightly controlled access requirements) compared to the workspace office areas of the building which are located in conjunction with the main building entry of each of the buildings. Provides legible visual cues to site users about where the access points of each building are within the site. Other subtle visual cues, such as the feature yellow entry awning over the main site entry to the Security Gatehouse addressing Kenwick Road, assist also to provide legible movement cues in the design.
Principle 8 **Safety**	The entire development, by necessity because of its functional requirements, incorporates highly secure site and building access layering, and is actively managed and monitored by 24-hour on-site security surveillance within the site boundaries. The on-site security surveillance is achieved by a combination of direct passive observation by security personnel (for instance of main site entry points from security personnel in the Security Gatehouse) and CCTV camera monitoring of all sites and building areas.
Principle 9 **Community**	At the Kenwick Road main site entry, where the Security Gatehouse is located, the secure perimeter boundary fence line steps into the site, creating an on-site public interface zone outside this initial security fence layer. This public interface zone includes visitor parking spaces, landscaped areas, pedestrian movement areas, and a direct interface to the Security Gatehouse, providing security personnel with the opportunity to greet first time or casual site visitors or broader community members, in the base of general community enquiries or similar situations.

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

Principle 10 Aesthetics	The site development reinforces a cohesive modern technology industry campus aesthetic, through building forms which include visually clean, highly performing glazed facades on active building parts, with visual rhythm and more fine-grained articulation through feature colour façade blade elements. The overall colour palette is restrained but focused, with predominantly neutral tones contrasted by landscape vegetation and highlight colour building elements around main building entry zones.

5.2 Local Planning Scheme 'Deemed Provisions' Clause 67

In considering an application for development approval the decision maker is to have due regard to the matters outlined in clause 67(2) of the deemed provisions to the extent that, in the opinion of the decision maker, those matters are relevant to the development the subject of the application. These matters are outlined below alongside comments on whether the matter is relevant, and if so, how it has been addressed by the development.

Matters of Due Regard	Comment	
(a) the aims and provisions of this Scheme and any other local planning scheme operating within the Scheme area;	Meets the Scheme Aims, as noted in section 3.0	√
(b) the requirements of orderly and proper planning;	The development proposal, including the land uses, built form, design detail, landscape, and technical considerations are consistent with the principles of orderly and proper planning.	√
(c) any approved State planning policy;	The proposal is generally consistent with relevant SPPs - refer to section 3.7	√
(d) any environmental protection policy approved under the Environmental Protection Act 1986 section 31(d);	N/A	**N/A**
(e) any policy of the Commission;	The proposal is generally consistent with relevant SPPs - refer to section 3.7	√
(f) any policy of the State;	N/A	**N/A**
(fa) any local planning strategy for this Scheme endorsed by the Commission;	The proposal is generally consistent with the City's Local Planning Strategy.	√
(g) any local planning policy for the Scheme area;	The proposal is generally consistent with relevant LPPs - refer to section 3.6	√
(j) in the case of land reserved under this Scheme, the objectives for the reserve and the additional and permitted uses identified in this Scheme for the reserve;	N/A	**N/A**
(k) the built heritage conservation of any place that is of cultural significance;	N/A	**N/A**

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

(l) the effect of the proposal on the cultural heritage significance of the area in which the development is located;	N/A	**N/A**
(m) the compatibility of the development with its setting, including — *(i) the compatibility of the development with the desired future character of its setting; and* *(ii) the relationship of the development to development on adjoining land or on other land in the locality including, but not limited to, the likely effect of the height, bulk, scale, orientation and appearance of the development;*	The proposal is compatible with its contextual setting, including the proposed vision for the area under the scheme and its Business Development zoning.	√
(n) the amenity of the locality including the following — *(i) environmental impacts of the development;* *(ii) the character of the locality;* *(iii) social impacts of the development;*	The proposal is compatible with the current and intended amenity of the locality.	√
(o) the likely effect of the development on the natural environment or water resources and any means that are proposed to protect or to mitigate impacts on the natural environment or the water resource;	N/A	**N/A**
(p) whether adequate provision has been made for the landscaping of the land to which the application relates and whether any trees or other vegetation on the land should be preserved;	The proposal includes appropriate hard and soft landscaping – refer to the attached Landscape Plan.	√
(q) the suitability of the land for the development taking into account the possible risk of flooding, tidal inundation, subsidence, landslip, bush fire, soil erosion, land degradation or any other risk;	N/A	**N/A**
(r) the suitability of the land for the development taking into account the possible risk to human health or safety;	N/A	**N/A**
(s) the adequacy of — *(i) the proposed means of access to and egress from the site; and* *(ii) arrangements for the loading, unloading, manoeuvring and parking of vehicles;*	The proposed development proposes appropriate access from Kenwick and Brighton Road – refer to the attached TIA.	√
(t) the amount of traffic likely to be generated by the development, particularly in relation to the capacity of the road system in the locality and the probable effect on traffic flow and safety;	The proposed development generates an acceptable level of traffic - refer to the attached Transport Impact Assessment.	√
(u) the availability and adequacy for the development of the following — *(i) public transport services;* *(ii) public utility services;* *(iii) storage, management and collection of waste;* *(iv) access for pedestrians and cyclists (including end of trip storage, toilet and shower facilities);* *(v) access by older people and people with disability;*	The proposed development has appropriate transport choices, access and servicing for the nature of the development - refer to the attached Transport Impact Statement.	√
(v) the potential loss of any community service or benefit resulting from the development other than potential loss that may result from economic competition between new and existing businesses;	N/A	**N/A**

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

(w) the history of the site where the development is to be located;	N/A	**N/A**
(x) the impact of the development on the community as a whole notwithstanding the impact of the development on particular individuals;	The proposed development will provide much needed economic development and occupation opportunities.	**√**
(y) any submissions received on the application;	To be advised after local government assessment.	**TBC**
(za) the comments or submissions received from any authority consulted under clause 66;	To be advised after local government assessment.	**TBC**
(zb) any other planning consideration the local government considers appropriate.	To be advised after local government assessment.	**TBC**

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

6.0 Conclusion

This development application seeks approval for a proposed industrial development, for a Data Centre (Warehouses) at No. 307, 323, 329 Kenwick Road, Maddington and 582 Bickley Road, Maddington.

The development application is highly consistent with the objectives and planning intent of the state and local government statutory planning framework that applies to the subject site and the proposed land use.

The proposed development has been planned and designed with close consideration for the requirements and intended outcomes of the objectives of the Business Development Zone and the City of Gosnells Local Planning Scheme No. 6, and in anticipation for the Draft Local Planning Scheme No. 24. The development is consistent with the sustainable industrial development and aims for the Scheme. The proposed development will provide increased workplaces and land use diversity within the area.

In anticipation of a packaged DAP report, we humbly request the City of Gosnells consider the application for acceptance so that the full application package can be supplied for the City's ultimate assessment and recommendation for endorsement.

Document Set ID: 8758962
Version: 2, Version Date: 28/08/2025

Developed

PLANNING | SPATIAL | DELIVERY

Developed Property Pty Ltd
ABN: 62 624 180 310 **Phone:** 08 6119 9175
Office: 1/294-296 Rokeby Road Subiaco WA 6008
Postal: PO Box 662 Subiaco WA 6008
Website: www.developedproperty.com.au



Document Set ID: 8738962
Version: 2, Version Date: 28/08/2025

urbii

Sustainable Transport. Safe Solutions

307-329 Kenwick Rd, Maddington

Proposed Data Centre

TRANSPORT IMPACT ASSESSMENT



Prepared for:

CDC Data Centres Pty Ltd

August 2025

Document Set ID: 8876015
Version: 2, Version Date: 28/08/2025

307-329 Kenwick Rd, Maddington

Prepared for: CDC Data Centres Pty Ltd
Prepared by: Paul Ghantous
Date: 6 August 2025
Project number: U24.054

Version control

Version No.	Date	Prepared by	Revision description	Issued to
U24.054.r01	07/03/25	Paul Ghantous	DRAFT	Developed Property
U24.054.r01a	02/06/25	Paul Ghantous	FINAL	Developed Property
U24.054.r01b	05/08/25	Paul Ghantous	REVISED FINAL	Developed Property

Scan me

Urbii Consulting Pty Ltd
ABN 34 630 529 476
PO BOX 4315
BALDIVIS WA 6171
T: + 61 433 858 164
E: customer@urbii.com.au
W: www.urbii.com.au

© Urbii 2025. Copyright in the whole and every part of this document belongs to Urbii and may not be used, sold, transferred, copied or reproduced in whole or in part in any manner or form or in or on any media to any person other than by agreement with Urbii. This document is produced by Urbii solely for the benefit and use by the client in accordance with the terms of the engagement. Urbii does not and shall not assume any responsibility or liability whatsoever to any third party arising out of any use or reliance by any third party on the content of this document.

Document Set ID: 8876605
Version: 2, Version Date: 28/08/2025

Contents

1 EXECUTIVE SUMMARY 6

2 INTRODUCTION 7

3 EXISTING SITUATION 8

3.1 Existing site use, access and parking 8

3.2 Surrounding road network and traffic management on roads 10

3.3 Existing traffic volumes on roads and major intersections 14

3.4 Existing operation of surrounding intersections 14

3.5 Heavy vehicles 15

3.6 Public transport access 16

3.7 Pedestrian access 18

3.8 Bicycle access 19

3.9 Crash data and safety 22

4 DEVELOPMENT PROPOSAL 24

5 VEHICLE ACCESS 25

6 CHANGES TO SURROUNDING TRANSPORT NETWORKS 28

6.1 Tonkin Highway Corridor (MRWA) 28

6.2 Intersection of Kelvin Rd / Kenwick Rd 30

7 INTEGRATION WITH SURROUNDING AREA 31

8 TRAFFIC ASSESSMENT 32

8.1 Assessment period 32

8.2 Existing traffic flows 32

8.3 Traffic generation 33

8.4 Trip distribution and assignment 33

8.5 10-year post development forecasting 34

8.6 Analysis of intersections and development access 35

8.7 Impact on neighbouring areas 38

8.8 Traffic noise and vibration 38

9 PARKING DEMAND AND SUPPLY 39

9.1 Parking supply 39

9.2 Parking requirements 39

9.3 Parking demand modelling 39

10 PROVISION FOR SERVICE VEHICLES 41

11 PUBLIC TRANSPORT ASSESSMENT 42

12 WALKING ASSESSMENT 43

13 CYCLING ASSESSMENT 44

14 CONCLUSION 45

APPENDICES 46

Document Set ID: 8876805
Version: 2, Version Date: 28/08/2025

Figures

Figure 1: Subject site 7
Figure 2: Previous site use 8
Figure 3: Location context plan 9
Figure 4: Main Roads WA road hierarchy plan 11
Figure 5: Main Roads WA road speed zoning plan 11
Figure 6: Road types and criteria for Western Australia 12
Figure 7: Key local intersections 13
Figure 8: Hourly traffic profile – Kelvin Road (west of Tonkin Highway) 14
Figure 9: MRWA RAV Network status for Carrington Street 15
Figure 10: Walking route to bus stops 16
Figure 11: Transperth bus map (route 229) 17
Figure 12: Transperth bus map (route 279) 18
Figure 13: Western Australian Cycling Network Hierarchy 19
Figure 14: Perth and Peel Long Term Cycle Network plan (LTCN) 20
Figure 15: Strava cycling heatmap 21
Figure 16: 5-year crash map in the locality (2020-2024) 22
Figure 17: Existing vehicle access 25
Figure 18: Proposed vehicle access 26
Figure 19: Tonkin Highway Corridor project information sheet 29
Figure 20: Austroads guidance on the assessment of intersections 35
Figure 21: SIDRA model – Kelvin Road / Kenwick Road (existing geometry) 36
Figure 22: SIDRA model – Kelvin Road / Kenwick Road (proposed LI-LO geometry) 36
Figure 23: SIDRA model – Kelvin Road / Bickley Road (existing geometry) 37
Figure 24: City of Gosnells – Method of travel to work data (2016-21) 40
Figure 25: Existing traffic volumes 48
Figure 26: 2027 base traffic volumes 49
Figure 27: 2037 base traffic volumes 50
Figure 28: Total development traffic volumes 51
Figure 29: 2027 post development traffic volumes 52
Figure 30: 2037 post development traffic volumes 53

Document Set ID: 8876005
Version: 2, Version Date: 28/08/2025

Tables

Table 1: Main Roads WA category 4 RAVs 15
Table 2: 5-year crash history in the locality (2020-2024) 23
Table 3: Stopping Sight Distance calculation 27
Table 4: Adopted trip rates for traffic generation 33
Table 5: Daily and peak hour traffic generation 33
Table 6: Summary of SIDRA analysis results 38
Table 7: Proposed car parking provision 39
Table 8: Estimated bicycle end of trip facility requirements for employees 44

Appendices

Appendix A: Proposed development plans 46
Appendix B: Traffic volume diagrams 48
Appendix C: SIDRA analysis outputs 54
Appendix D: Swept path diagrams 70
Appendix E: Sightline assessment sketches 72

Document Set ID: 8876015
Version: 2, Version Date: 28/08/2025

1 Executive summary

This Transport Impact Assessment (TIA) has been prepared by Urbii on behalf of CDC Data Centres Pty Ltd for the proposed development of a data centre at 307–329 Kenwick Road, Maddington. The subject site is located within the Maddington Kenwick Strategic Employment Area (MKSEA) and includes four data centre buildings with a total gross floor area of approximately 64,000 square metres. The development will accommodate up to 110 staff and will be supported by a substation, security gatehouse, internal circulation roads, and end-of-trip facilities including showers, change rooms and lockers. Vehicle access to the site will be via a full movement crossover on Kenwick Road, with secondary exit-only and emergency access provided on Bickley Road.

A total of 106 car parking bays will be provided, including six ACROD bays and ten bays with electric vehicle charging infrastructure. In addition, 28 bicycle parking spaces will be distributed across the site to support sustainable transport options. Based on staff projections and mode share assumptions, the peak parking demand is estimated at 88 bays, indicating that the proposed supply is sufficient to accommodate both staff and visitors.

The proposed development is expected to generate approximately 685 vehicle trips per day, including 104 trips in the morning peak hour and 90 trips in the afternoon peak hour. The traffic impact has been assessed using SIDRA modelling software for 2027 and 2037 planning horizons. All modelled intersections, including the key intersections of Kelvin Road with Kenwick Road and Bickley Road, are forecast to operate at Level of Service A, with minimal delays and acceptable queue lengths under both existing and future traffic scenarios.

As part of the development, the intersection of Kenwick Road and Kelvin Road will be reconfigured to a left-in / left-out only arrangement, with all right-turn movements prohibited. This change is required by Main Roads WA to accommodate future Restricted Access Vehicle (RAV 7) movements and to align with the broader objectives of the Tonkin Highway Corridor Upgrade. The modifications will be implemented through median extensions, physical islands, signage and line marking. In addition, the section of Kenwick Road leading to the development access will be widened to support two-way vehicle movement.

The traffic analysis confirms that the proposed development can be accommodated by the existing transport network, with minimal impact on surrounding intersections and road safety. Overall, the development integrates well with the existing and planned transport infrastructure and is considered appropriate from a traffic and transport perspective.

Document Set ID: 8346903
Version: 2, Version Date: 28/08/2025

2 Introduction

This Transport Impact Assessment has been prepared by Urbii on behalf of CDC Data Centres Pty Ltd with regards to the proposed data centre development, located at 307-329 Kenwick Rd, Maddington.

The subject site is situated on the southern side of Kenwick Road, as shown in Figure 1. A portion of the site extends to Bickley Road. It is proposed to develop the site into a data centre.

The aim of this Transport Impact Assessment (TIA) is to assess the impact of the proposal on the existing transport network. The TIA was prepared in accordance with the WAPC *Transport Assessment Guidelines* 2016.

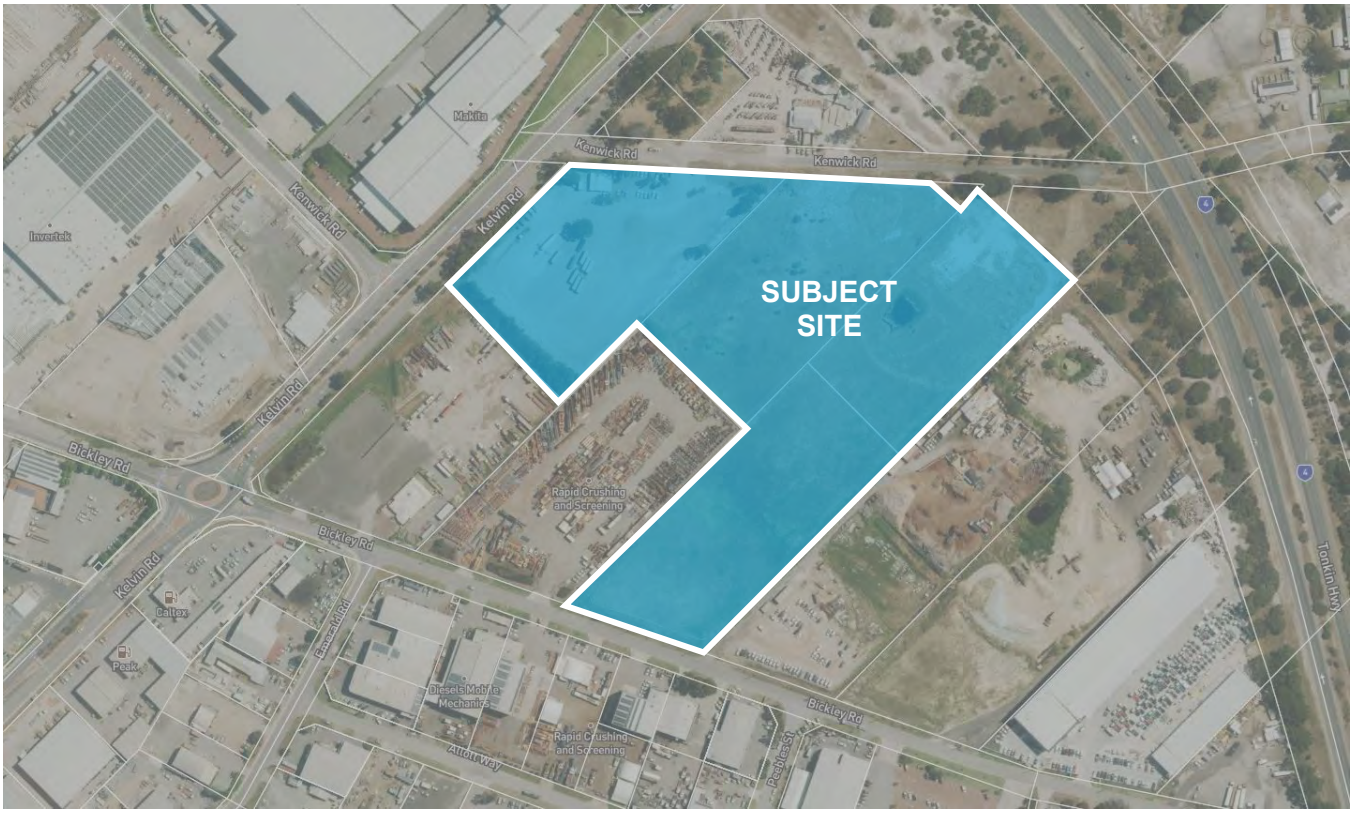


Figure 1: Subject site

Document Set ID: 8876605
Version: 2, Version Date: 28/08/2025

3 Existing situation

3.1 Existing site use, access and parking

The subject site is mostly vacant. The north-west portion of the site is used as a heavy vehicle and container yard (Figure 2). There is one formal crossover on Kenwick Road.

The site is surrounded mostly industrial land uses, refer to Figure 3 for a context plan showing surrounding land use.



Figure 2: Previous site use

Source: Google Street View 2021

Document Set ID: 8346902
Version: 2, Version Date: 28/08/2025

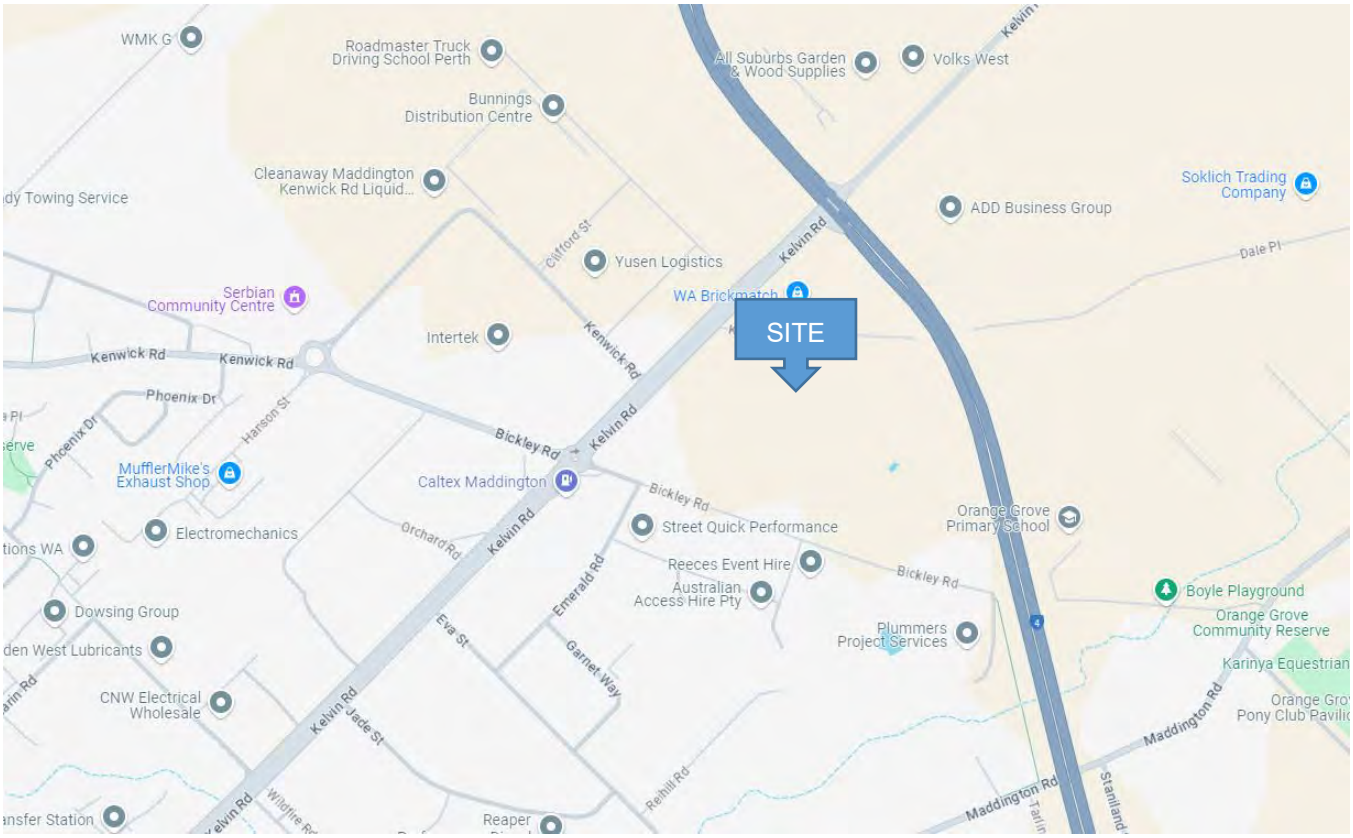


Figure 3: Location context plan

3.2 Surrounding road network and traffic management on roads

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the existing traffic management on frontage roads.

3.2.1 Kelvin Road

Kelvin Road near the subject site is an approximately 22m wide, four-lane dual carriageway road. It features a wide, kerbed and landscaped median with tree planting. A path for walking and cycling is provided on the northern side of the road. It is classified as a *Distributor A* road in the Main Roads WA road hierarchy (Figure 4) and operates under a posted speed limit of 70km/h (Figure 5).

Distributor A roads are the responsibility of Local Government and are typically for high capacity traffic movements between industrial, commercial and residential areas. (Figure 6).

3.2.2 Kenwick Road

Kenwick Road is approximately 360m in length, forming a T-intersection with Kelvin Road to the west and ending in a culdesac to the east. The width of the road seal varies from 9.5m width up to the existing site crossover, to 4.5m width at the eastern end of the road.

No footpath is provided.

Kenwick Road is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 4) and operates under the default speed limit of 50km/h (Figure 5). *Access* roads are normally the responsibility of Local Government. They are predominantly for the provision of vehicle access to abutting properties. (Figure 6).

It is recommended that the Kenwick Road pavement and seal be widened to support two-way traffic movements, up to the development access crossover.

3.2.3 Bickley Road

Bickley Road is approximately 780m in length, forming a 4-way roundabout intersection with Kelvin Road to the west and terminating at the Tonkin Highway road reservation to the east. The road has a 9.5m wide seal and no footpaths are provided.

Bickley Road is classified as an *Access* road in the Main Roads WA road hierarchy (Figure 4) and operates under the default speed limit of 50km/h (Figure 5). *Access* roads are normally the responsibility of Local Government. They are predominantly for the provision of vehicle access to abutting properties. (Figure 6).

Document Set ID: 8346602
Version: 2, Version Date: 28/08/2025

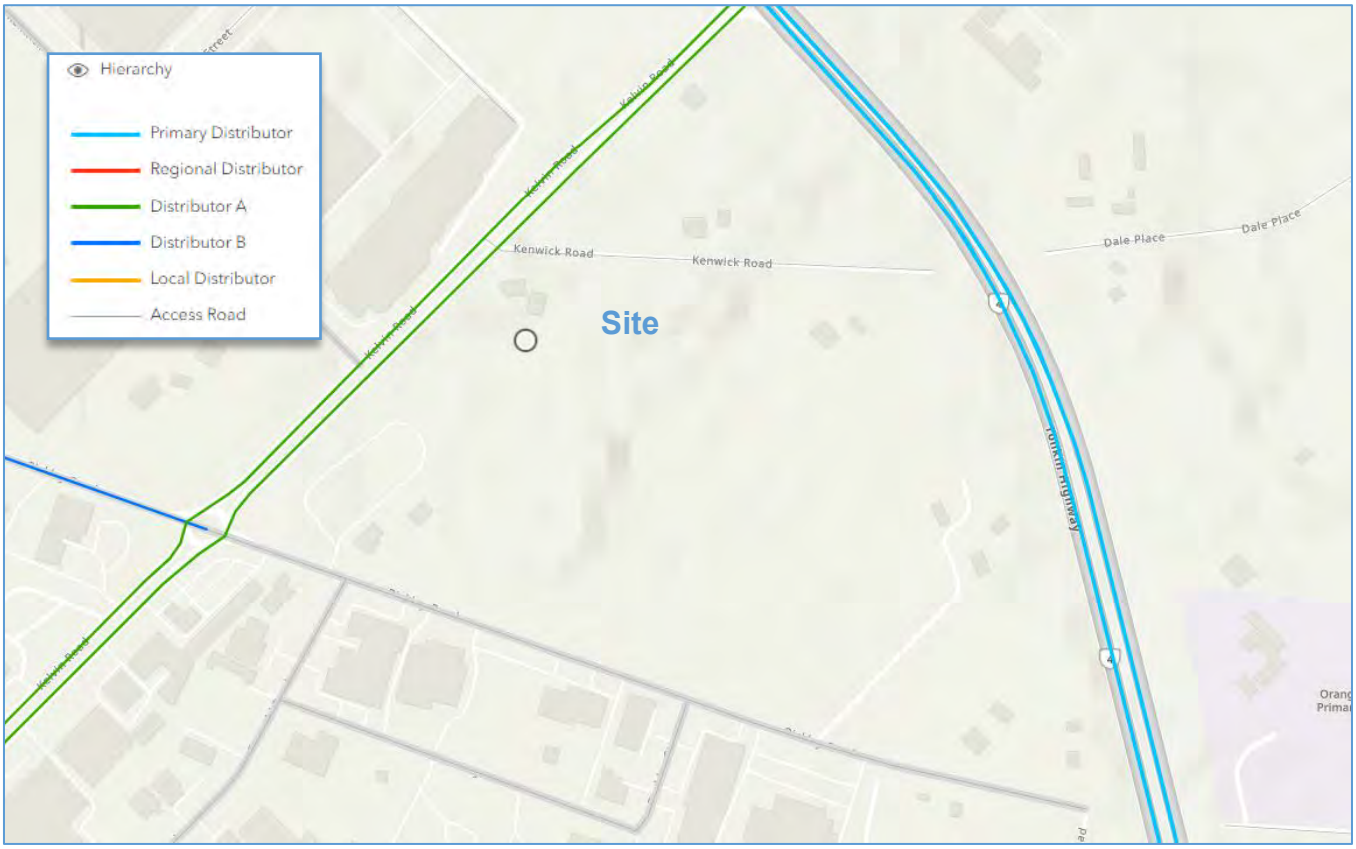


Figure 4: Main Roads WA road hierarchy plan

Source: Main Roads WA Road Information Mapping System (RIM)



Figure 5: Main Roads WA road speed zoning plan

Source: Main Roads WA Road Information Mapping System (RIM)

ROAD HIERARCHY FOR WESTERN AUSTRALIA
ROAD TYPES AND CRITERIA (see Note 1)

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
Primary Criteria						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
Secondary Criteria						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	Built Up Area - Maximum desirable volume 6 000 vpd. Non Built Up Area – up to 100 vpd.	Built Up Area - Maximum desirable volume 3 000 vpd. Non Built Up Area – up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	Built Up Area 50 - 60 km/h (desired speed) Non Built Up Area 60 – 110 km/h (depending on design characteristics).	Built Up Area 50 km/h (desired speed). Non Built Up Area 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siteing of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	Built Up Area – yes, where sufficient width and sight distance allow safe passing. Non Built Up Area – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' *Roadside Stopping Places Policy*.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 6: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

As detailed in Figure 7, the full movement T-intersection of Kelvin Road and Kenwick Road is located within proximity to the site. This will be the primary access intersection for the development.

The 4-way roundabout at the intersection of Kelvin Rd / Bickley Rd is in proximity to the site. The development crossover on Bickley Road is planned to be for secondary exits only, so less development traffic will be accessing the roundabout via Bickley Road.

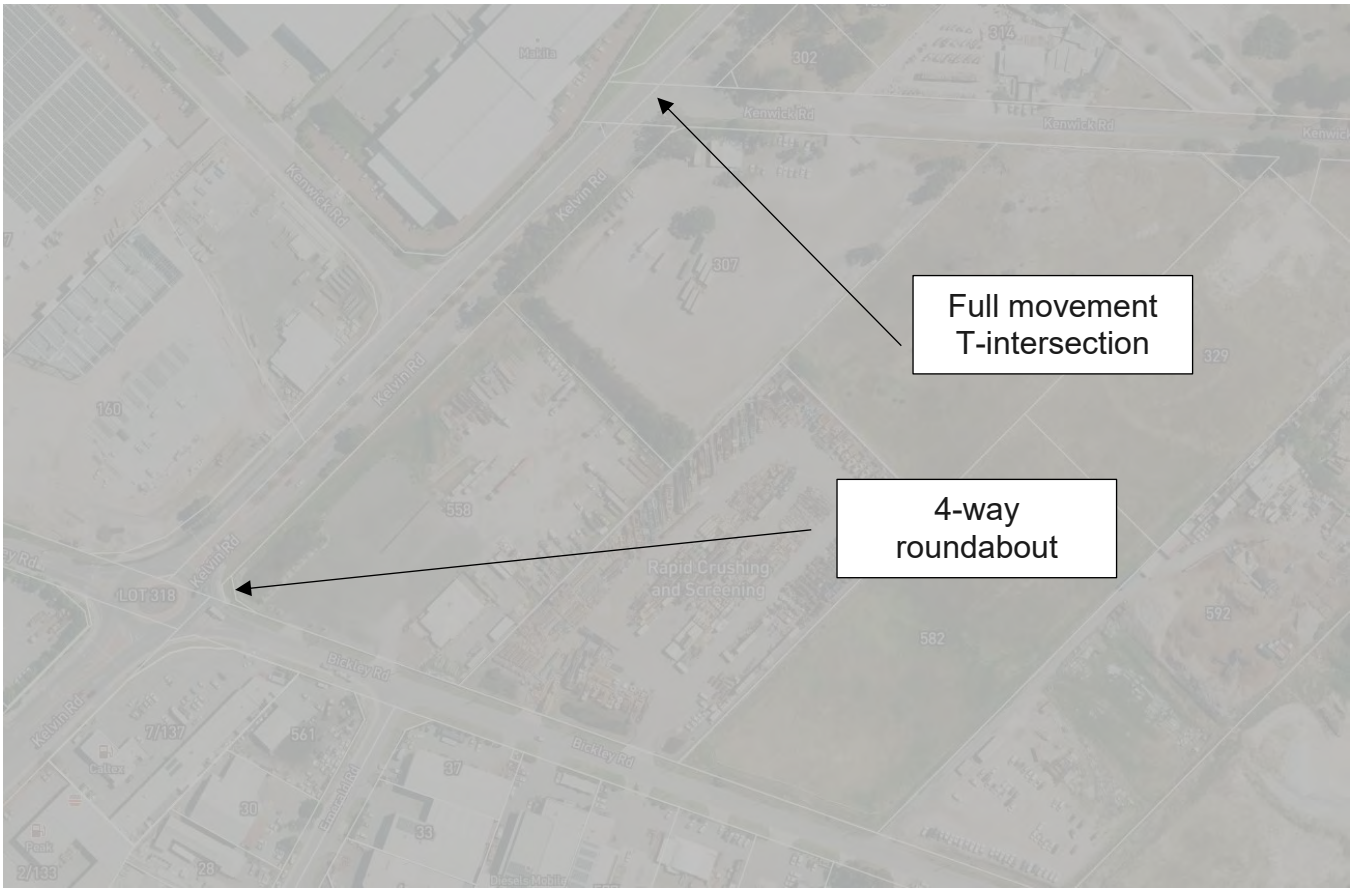


Figure 7: Key local intersections

3.3 Existing traffic volumes on roads and major intersections

Traffic data for Kelvin Road was obtained from Main Roads WA. Kelvin Road carries 18,600 vehicles per day (west of Tonkin Highway). As detailed in Figure 8, the peak hours are from 7:00am to 8:00am and 3:00pm to 4:00pm.

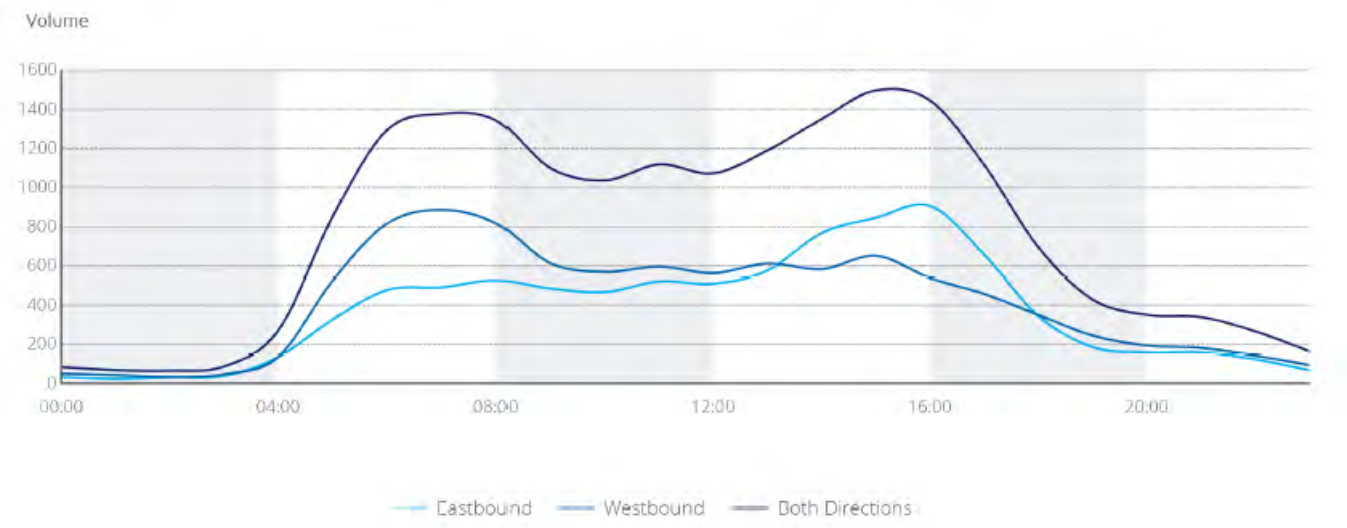


Figure 8: Hourly traffic profile – Kelvin Road (west of Tonkin Highway)

To establish existing base traffic flows on the surrounding road network and nearby intersections, Urbii undertook a survey of turning movements and queuing at the intersection of Kelvin Road and Kenwick Road.

The traffic count survey was undertaken on a standard weekday in February 2025 between 7:00am to 8:00am and 3:00pm to 4:00pm.

The base peak hour traffic flows derived for analysis are detailed in Appendix B.

3.4 Existing operation of surrounding intersections

The operation of existing intersections is documented in Section 8.6 of this report.

Document Set ID: 8346102
Version: 2, Version Date: 28/08/2025

3.5 Heavy vehicles

Kelvin Road is designated as Tandem Drive Network 4 in the Main Roads WA Restricted Access Vehicles (RAVs) network (Figure 9). As detailed in Table 1, the maximum heavy vehicle size currently permitted on this section of Kelvin Road is 27.5m B-Doubles.

A segment of Kenwick Road is also designated as RAV 4. This can be extended after the narrow segment of Kenwick Road is widened.

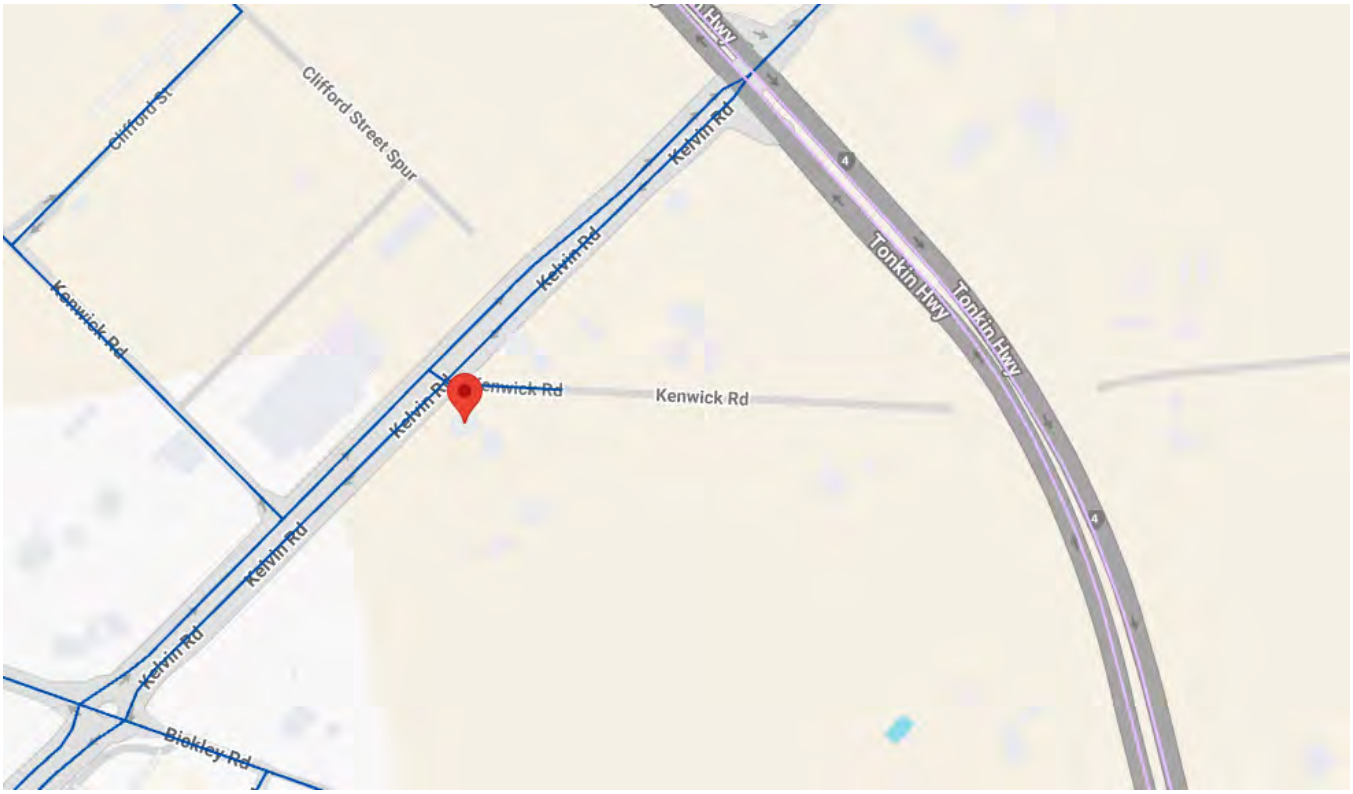


Figure 9: MRWA RAV Network status for Carrington Street

Table 1: Main Roads WA category 4 RAVs

Category 4 RAVs				
Category	**Vehicle Description**	**Length**	**Max. Mass**	**Approved Network**
4A	A-Double (Prime Mover, Semi Trailer & Dog Trailer) 	≤27.5 m	88.5 t	RAV Network 4

3.6 Public transport access

Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.

The subject site has access to the following bus services within walking distance:

- Route 229: Carousel Shopping Centre – Maddington via Kenwick.
- Route 279: Maddington - Kalamunda Bus Stn via Kelvin Rd & Lesmurdie Rd.

Bus services provide a viable alternative mode of transport for staff and visitors of the proposed development. Bus stops are accessible on Kelvin Road and Bickley Road within less than 500m walk of the site (Figure 10). Bus services provide good coverage and connectivity to the rail network.

The public transport network plans are shown in Figures 11 & 12.

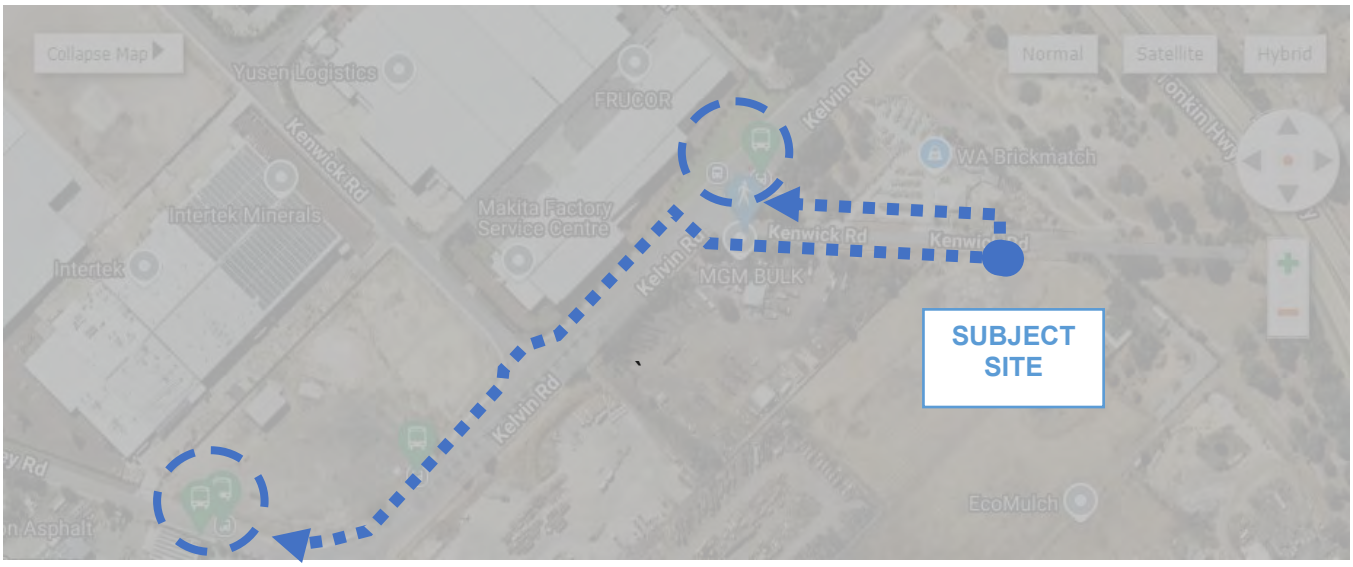


Figure 10: Walking route to bus stops

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

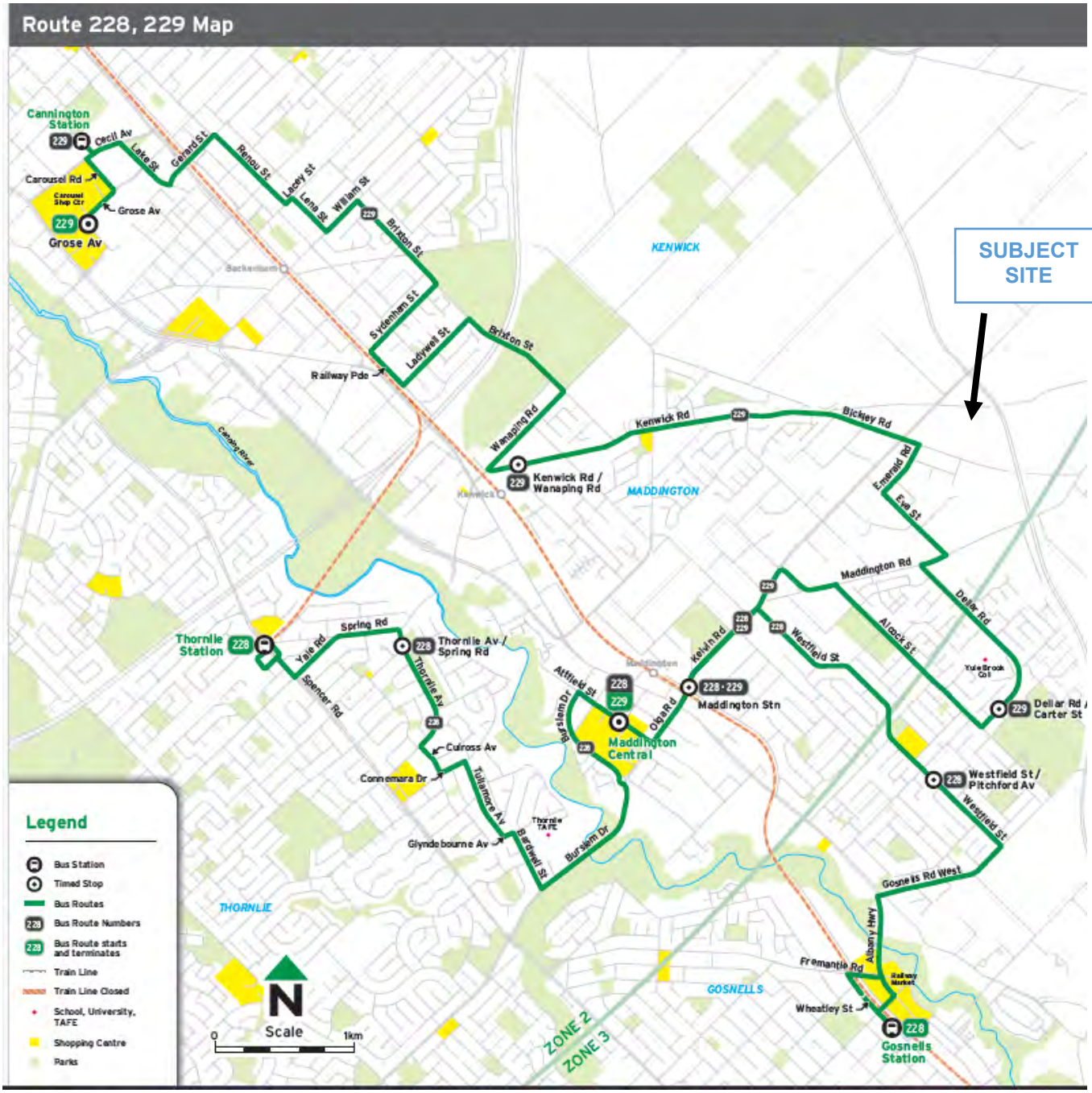


Figure 11: Transperth bus map (route 229)

Source: Transperth

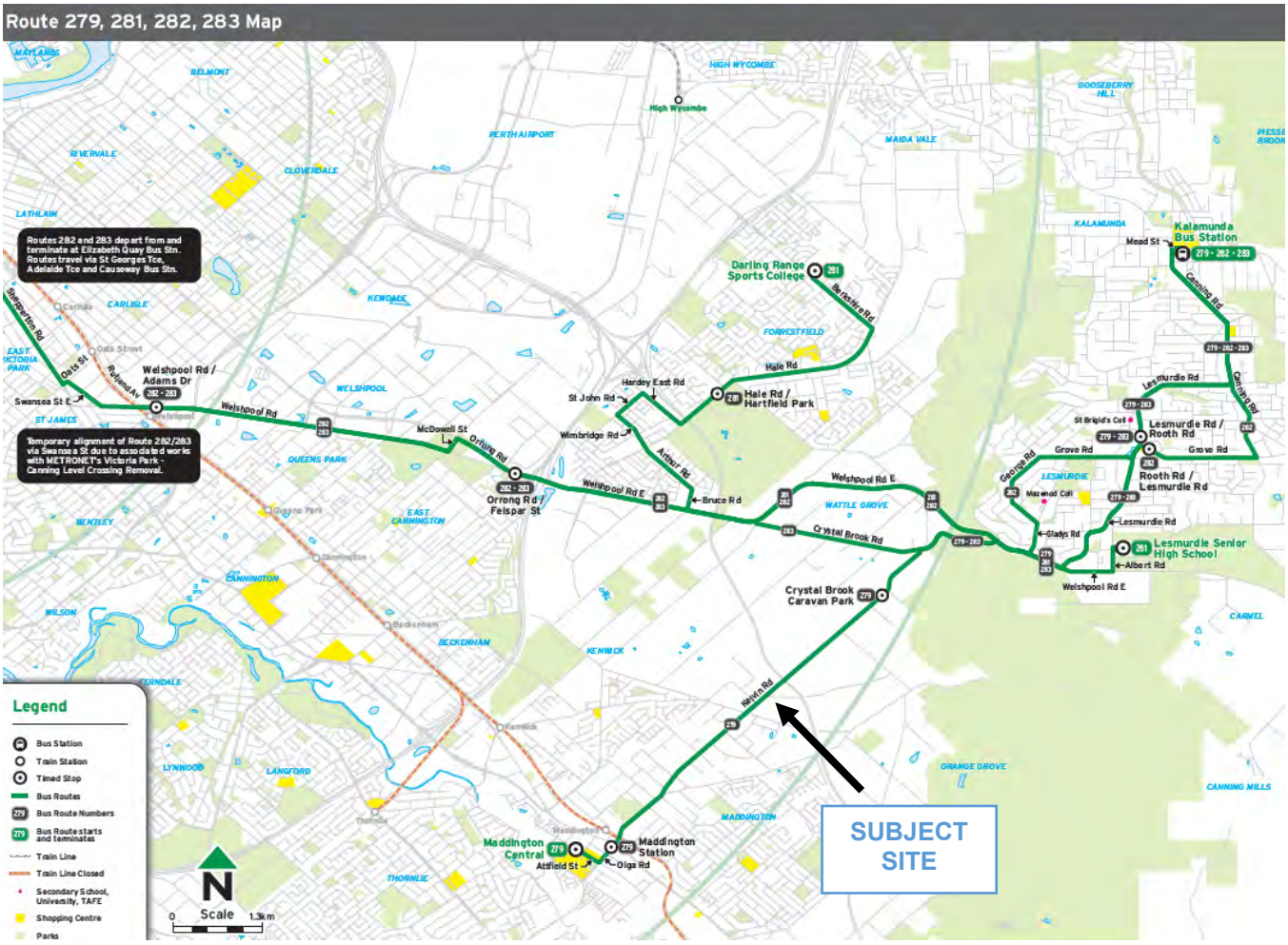


Figure 12: Transperth bus map (route 279)

Source: Transperth

3.7 Pedestrian access

Information from online mapping services, Main Roads WA, Local Government, and site visits was collected to assess the pedestrian access for the proposed development.

No footpaths are provided on Kenwick Road or Bickley Road near the subject site. The nature of the proposed development being in an industrial area means that most people will not travel to the site by walking.

Document Set ID: 8346601
Version: 2, Version Date: 28/08/2025

3.8 Bicycle access

The Perth and Peel Long Term Cycle Network (LTCN) designates routes by their function, rather than built form. Function considers the type of activities that take place along a route, and the level of demand (existing and potential). The built form of a route is based on the characteristics of the environment, including space availability, topography, traffic conditions (speed, volumes), and primary users. The cycling network hierarchy is described in Figure 13.

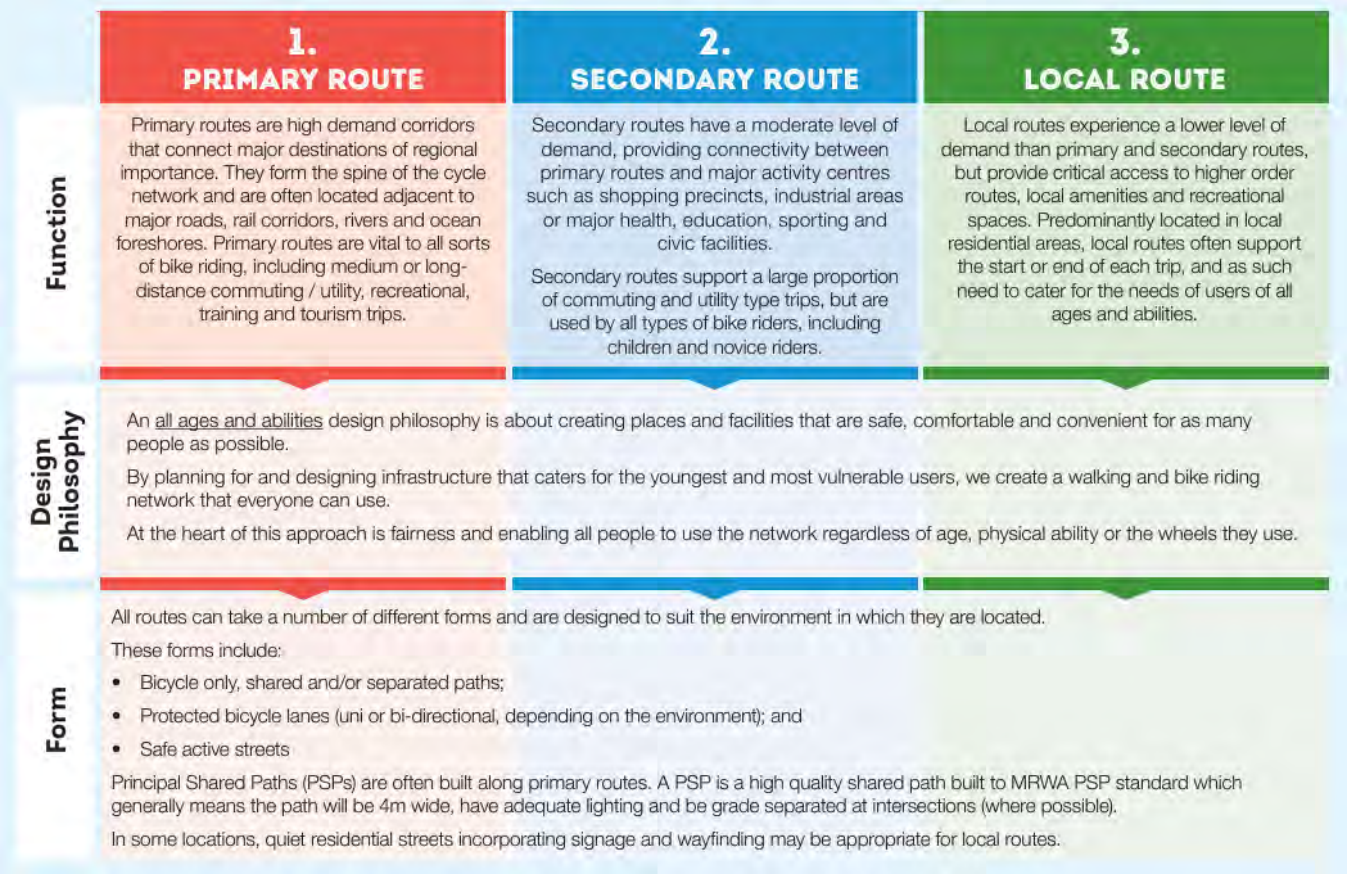


Figure 13: Western Australian Cycling Network Hierarchy

Document Set ID: 8846015
Version: 2, Version Date: 28/08/2025

As detailed in Figure 14, Kelvin Road is designated as a ‘Primary Route’ in the LTCN. There are existing off-street cycling facilities which need significant improvements.

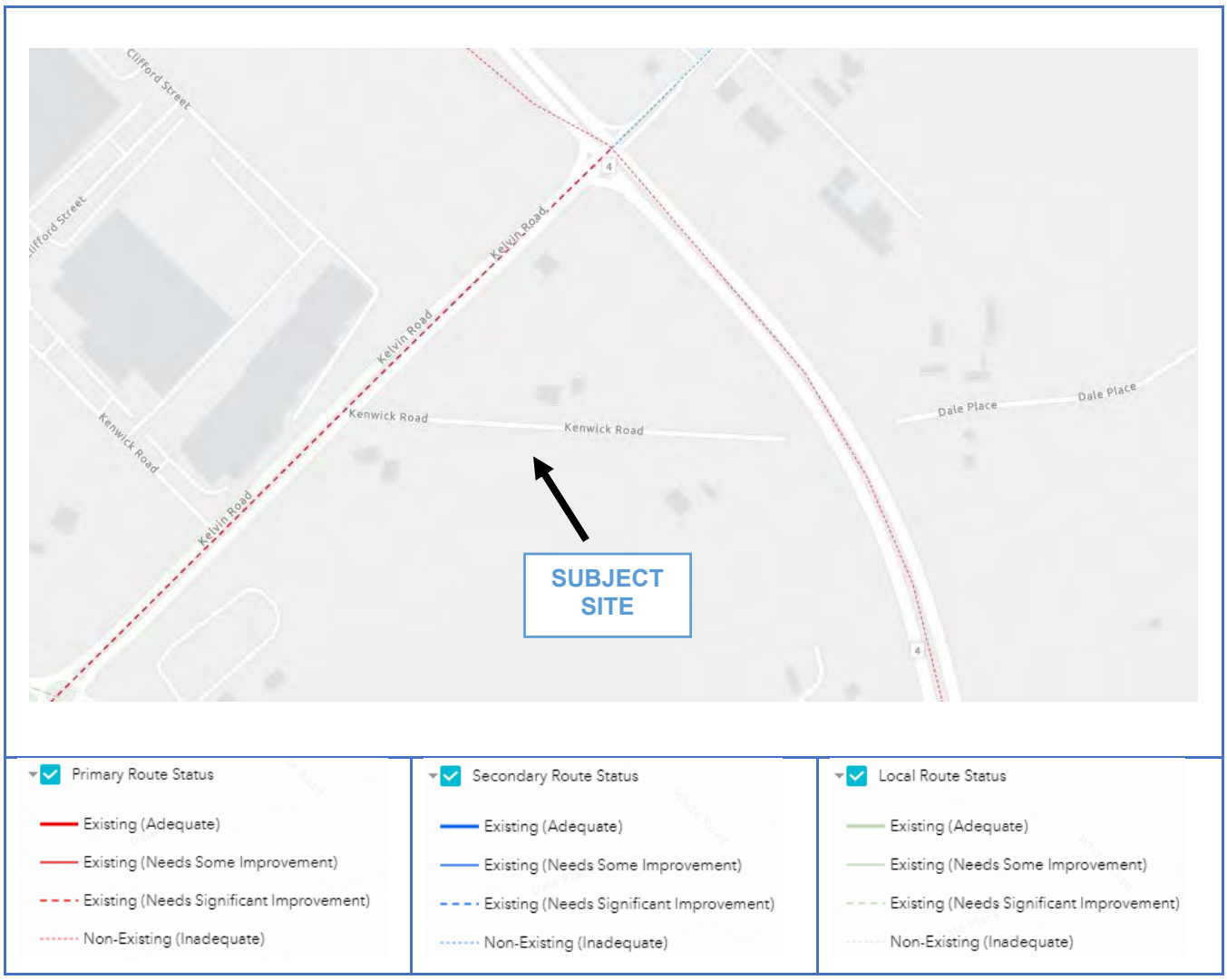


Figure 14: Perth and Peel Long Term Cycle Network plan (LTCN)

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

The Strava cycling heatmap tool shows that Kelvin Road is a relatively popular route for cycling in the locality (Figure 15).

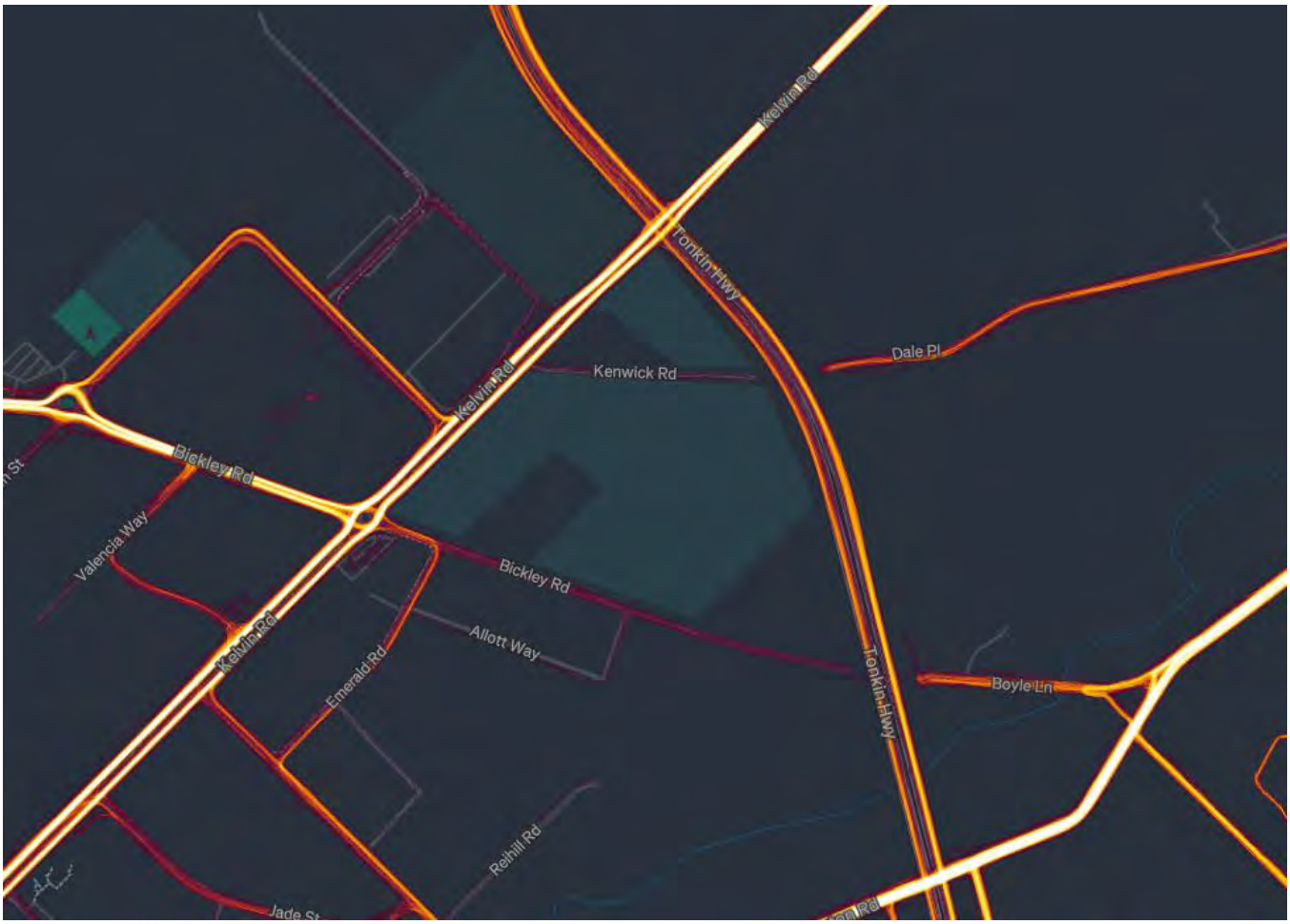


Figure 15: Strava cycling heatmap

3.9 Crash data and safety

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Table 2, 29 crashes were recorded in the locality. This includes 23 crashes recorded at the roundabout intersection of Kelvin Road and Bickley Road. The crash map is presented in Figure 16.

Most crashes were property damage only in severity, with four medical severity crashes. The crash data is summarised in Table 2.

The proposed development will result in a less than 3% increase in traffic at the roundabout intersection. This is within the typical variation of day-to-day traffic at the intersection, which will not be noticeable. The low proportion of traffic generated by the development is unlikely to impact road safety at the roundabout.



Figure 16: 5-year crash map in the locality (2020-2024)

Source: MRWA crash mapping tool.

Document Set ID: 8346605
Version: 2, Version Date: 28/08/2025

Table 2: 5-year crash history in the locality (2020-2024)

Severity	No.	%
Fatal	0	0
Hospital	0	0
Medical	4	13.79
PDO Major	10	34.48
PDO Minor	15	51.72

Year	No.	%
2020	6	20.69
2021	2	6.90
2022	4	13.79
2023	8	27.59
2024	9	31.03

Nature	No.	%
Head On	0	0
Hit Animal	0	0
Hit Object	0	0
Hit Pedestrian	0	0
Non Collision	0	0
Not Known	0	0
Other / Unknown	1	3.45
Rear End	12	41.38
Right Angle	7	24.14
Right Turn Thru	3	10.34
Sideswipe Opposite Dirn	0	0
Sideswipe Same Dirn	6	20.69

Light	No.	%
Dark - Street Lights Not Provided	0	0
Dark - Street Lights Off	0	0
Dark - Street Lights On	0	0
Dawn Or Dusk	1	3.45
Daylight	23	79.31
Not Known	0	0
Other / Unknown	5	17.24

Conditions	No.	%
Dry	21	72.41
Not Known	0	0
Other / Unknown	6	20.69
Wet	2	6.90

Alignment	No.	%
Curve	3	10.34
Not Known	0	0
Other / Unknown	21	72.41
Straight	5	17.24

Total	29

4 Development proposal

The proposal for the subject site is for a data centre development, comprising:

- Four data centre buildings, delivering a total of around 64,000m^2 GFA;
- A substation and generators to power the data centre;
- A security gatehouse at the main site entry;
- An internal circulation road network with integrated pedestrian crossings;
- 106 car parking bays distributed throughout the site;
- 3 x loading docks;
- 28 bicycle parking spaces; and,
- End of trip facilities including showers, change rooms and lockers.

The primary vehicle access to the site is proposed via a crossover on Kenwick Road. A secondary exit only crossover is also proposed on Bickley Road. An additional crossover on Bickley Road is proposed for emergency egress only.

Waste will be collected internally via private waste collection service. Waste and delivery vehicle servicing will be accommodated within the loading docks distributed throughout the site.

People walking and cycling will access the development from the external road network adjacent to the site. Bicycle parking is distributed throughout the site.

The proposed development plans are included for reference in Appendix A.

Document Set ID: 8346602
Version: 2, Version Date: 28/08/2025

5 Vehicle access

The proposed vehicular access arrangements have been reviewed for efficient and safe traffic circulation.

The existing vehicle access arrangements are shown in Figure 17. Vehicle access to the site is via one crossover on Kenwick Road.



Figure 17: Existing vehicle access

The proposed access arrangements are shown in Figure 18. The primary vehicle entry is via one crossover on Kenwick Road. A security gatehouse is provided internally, with the gate set back a sufficient distance for internal vehicle queuing.

A secondary site crossover is provided on Bickley Road, which will be for exits only. An additional crossover on Bickley Road is proposed for emergency egress only.

Document Set ID: 8876603
Version: 2, Version Date: 28/08/2025

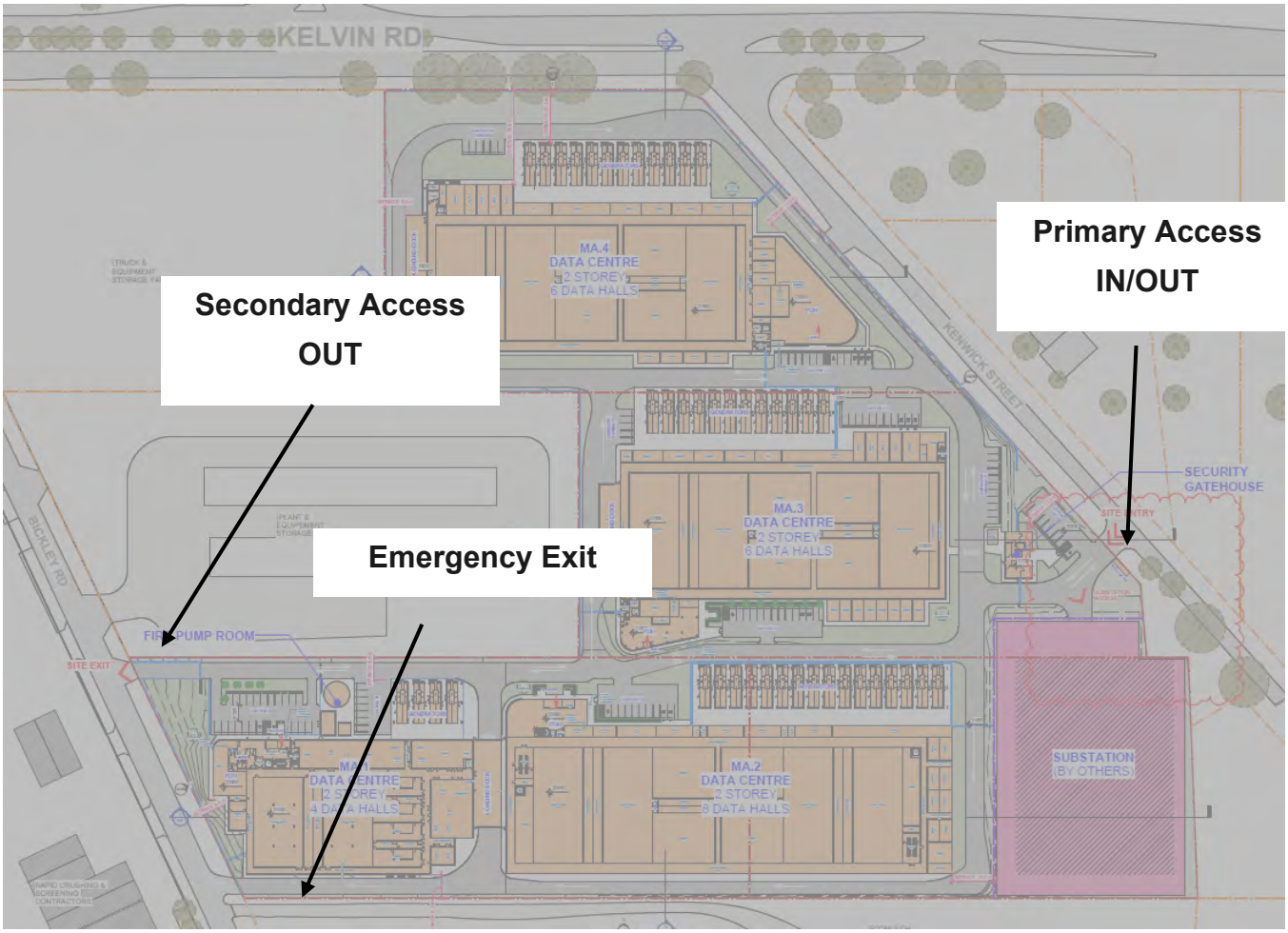


Figure 18: Proposed vehicle access

Document Set ID: 8346903
Version: 2, Version Date: 28/08/2025

Crossover sightline assessment

The crossover sight distance assessment was undertaken in accordance with the Austroads *Guide to Road Design Part 3 – Geometric Design* (AGRD03).

Stopping Sight Distance (SSD) is the distance to enable a normally alert driver, travelling at the design speed on wet pavement, to perceive, react and brake to a stop before reaching a hazard on the road ahead.

SSD is derived from two components:

1. The distance travelled during the total reaction time

2. The distance travelled during the braking time from the design speed to a stop and their relationship is shown in Equation 1.

$$SSD = \frac{R_T V}{3.6} + \frac{V^2}{254(d + 0.01a)} \quad 1$$

where

R_T = reaction time (sec)

V = operating speed (km/h)

d = coefficient of deceleration (longitudinal friction factor)

a = longitudinal grade (%, + for upgrades and – for downgrades)

A reaction time of 2.5 seconds was adopted for the analysis, which is conservative as it assumes the driver is not alert. An operating speed of 50km/h was adopted. The coefficient of deceleration is 0.36. The calculated Stopping Sight Distance (SSD) is detailed in Table 3.

The required Stopping Sight Distance is 62m. The sight distance sketch in Appendix E confirms sufficient sightlines are available for the development crossovers.

Table 3: Stopping Sight Distance calculation

Parameter	Value	Units
Rt	2.5	sec
V	50	km/h
d	0.36	
a	0%	
SSD required	**62**	**m**

6 Changes to surrounding transport networks

Information from relevant planning documents, Main Roads WA, Department of Transport and / or information provided by the Local Government Authority, has been reviewed for planned changes to the surrounding transport network.

6.1 Tonkin Highway Corridor (MRWA)

Main Roads WA is undertaking the Tonkin Highway Corridor project, from Roe Highway to Kelvin Road (Figure 19).

The project will upgrade Tonkin Highway from Roe Highway to Kelvin Road, to improve safety and reduce delays along the heavily congested route.

The scope of works include:

- Widening Tonkin Highway from four to six lanes from south of Roe Highway to Kelvin Road
- Grade separations (Tonkin Highway travelling over intersections at):
  - Tonkin Highway / Welshpool Road – Connections to and from Tonkin Highway north and south
  - Tonkin Highway / Hale Road – Partial connection with north-facing ramps (to and from the airport and Perth)
  - Tonkin Highway / Kelvin Road – Connections to and from Tonkin Highway north and south
- Median and verge barriers
- Principal Shared Path connecting to existing paths north on Tonkin Highway, including underpasses at ramps at the new intersections
- Lighting and noise walls
- Local urban design and landscaping opportunities.

Document Set ID: 8346605
Version: 2, Version Date: 28/08/2025

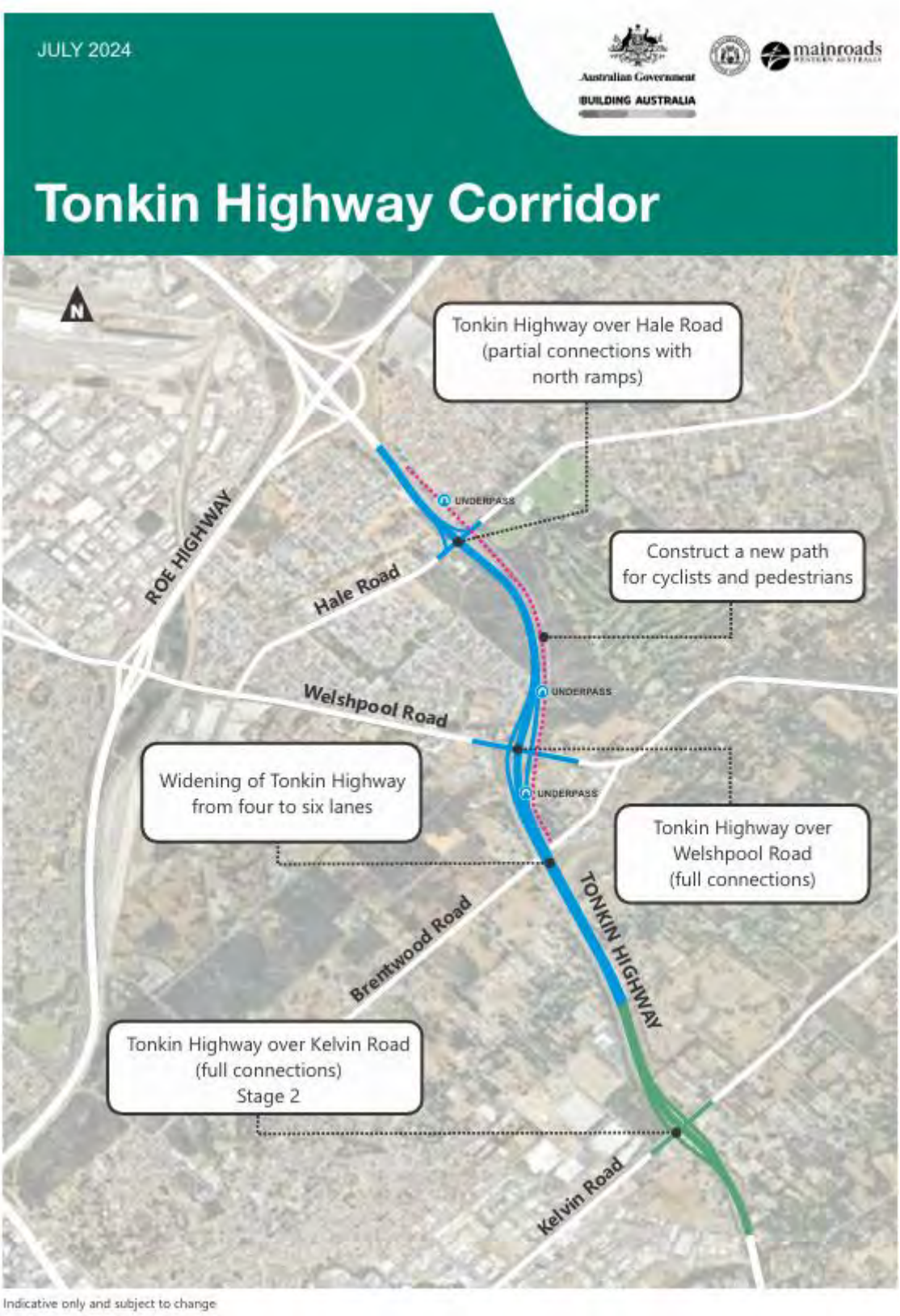


Figure 19: Tonkin Highway Corridor project information sheet

Source: MRWA

6.2 Intersection of Kelvin Rd / Kenwick Rd

As part of a proposed data centre and warehouse development in Maddington, the intersection of Kelvin Road and Kenwick Road is subject to reconfiguration to support evolving traffic demands and regional planning objectives.

The Transport Impact Assessment (TIA) submitted for the development initially proposed a left-in/right-in/left-out configuration for this intersection, with right-turn-out movements prohibited.

However, Main Roads WA (MRWA) has advised that this arrangement is not consistent with their future design for the area.

MRWA requires the intersection to be reconfigured to left-in/left-out only, thereby eliminating all right-turn movements. This revision has been reflected in the amended TIA, along with updated traffic distribution and associated impact assessments.

The rationale behind this restriction is primarily to support RAV 7 vehicle movements and broader freight efficiency objectives identified in the MKSEA (Maddington Kenwick Strategic Employment Area) Master Plan.

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

7 Integration with surrounding area

The proposed land uses and access arrangements are consistent with local planning and integrate well with the existing transport network.

Document Set ID: 8876603
Version: 2, Version Date: 28/08/2025

8 Traffic assessment

8.1 Assessment period

Two time periods are considered in the traffic assessment:

- Weekday AM peak hour: 7:00am to 8:00am.
- Weekday PM peak hour: 3:00pm to 4:00pm.

The analysis was undertaken for the following scenarios:

- Existing situation (without proposed development traffic).
- 2027 (without development traffic).
- 2027 (with development traffic included).
- 2037 (without development traffic).
- 2037 (with development traffic included).

When the existing situation was modelled, the SIDRA intersection performance results indicated there is currently limited capacity for right turn movements from Kenwick Road to Kelvin Road.

Therefore, the intersection of Kenwick Road / Kelvin Road will need to be reconfigured as left-in/left-out to support the proposed development.

Banning the right turn movements will need to be enforced through intersection modifications including filling of the right turn pocket, extension of the Kelvin Road median across the intersection, signage and line marking, which are recommended to be completed as part of the proposed development.

8.2 Existing traffic flows

To establish existing base traffic flows on the surrounding road network and nearby intersections, Urbii undertook a survey of turning movements and queuing at the intersection of Kelvin Road and Kenwick Road. Main Roads WA data was obtained for the roundabout intersection of Kelvin Road / Bickley Road, which was factored up to match the existing assessment year.

The traffic count survey was undertaken on a standard weekday in February 2025 between 7:00am to 8:00am and 3:00pm to 4:00pm.

The base peak hour traffic flows derived for analysis are detailed in Appendix B.

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

8.3 Traffic generation

The traffic volume that will be generated by the proposed development has been estimated using trip generation rates derived with reference to the following sources:

- Institute of Transportation Engineers (ITE) Trip Generation Manual 10th Edition.

The trip generation rates adopted are detailed in Table 4.

Table 4: Adopted trip rates for traffic generation

Land use	Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
Data Centre	ITE (160)*	0.010656271	0.0016146	0.0013993	50%	50%	42%	58%

* A unit conversion has been applied to the rates (conversion from square feet to square metres).

The estimated traffic generation of the proposed development is detailed in Table 5. The proposed development is estimated to generate a total of 685 vehicles per day (vpd), 104 vehicles in the AM peak hour and 90 vehicles in the PM peak hour.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be small passenger cars and compact SUVs.

Table 5: Daily and peak hour traffic generation

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Data Centre	64000	685	104	90	52	52	38	52

8.4 Trip distribution and assignment

The assumed trip distribution and assignment of trips is detailed in the traffic volume diagrams in Appendix B.

8.5 10-year post development forecasting

Forecasting background traffic volumes for the 10 year post development scenario is a complex exercise. Transport demand forecasting is shifting from fixed forecasts to 'scenario modelling.' Scenario modelling recognises that there are multiple known and unknown disrupters to transport behaviour in the coming years, for example:

- Increased work from home activity;
- Increased popularity of micromobility devices such as e-scooters;
- Increased provision of public transport such as light rail and trackless trams;
- Electric Vehicles;
- Autonomous Vehicles; and,
- Government Net Zero emission targets.

This TIA adopts a conservative compounded annual growth rate of 2.02%, which is similar to traffic growth on Tonkin Highway near the site, from 2020 to 2025.

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

8.6 Analysis of intersections and development access

Reference was made to Austroads guidelines to help identify which modelled intersections should be further assessed in SIDRA. The traffic volume thresholds adopted for further analysis are set out in Figure 20. The development crossovers are expected to function at a satisfactory level of service A. No SIDRA analysis is required for the crossovers, as peak hour traffic volumes fall below the thresholds in Figure 20.

Major road type[1]	Major road flow (vph)[2]	Minor road flow (vph)[3]
Two-lane	400	250
	500	200
	650	100
Four-lane	1000	100
	1500	50
	2000	25

Notes:

1. Major road is through road (i.e. has priority).
2. Major road flow includes all major road traffic with priority over minor road traffic.
3. Minor road design volumes include through and turning volumes.

Figure 20: Austroads guidance on the assessment of intersections

Capacity analysis of the intersection of Kelvin Road / Kenwick Road and Kelvin Road / Bickley Road was undertaken using the SIDRA 9 computer software package. SIDRA 9 is an intersection modelling tool commonly used by traffic engineers for all types of intersections.

The SIDRA model for the existing Kelvin Road / Kenwick Road intersection is presented in Figure 21. When the existing situation was modelled, the SIDRA intersection performance results indicated there is currently limited capacity for right turn movements from Kenwick Road to Kelvin Road.

It should be noted that the right turn capacity constraint is an existing issue. However, the existing traffic volumes are low, so the intersection is currently functional. To support increased traffic from the proposed development, the right turn movements at the intersection should be banned.

The 2027 and 2037 network assumes that the intersection of Kenwick Road / Kelvin Road will be configured as left-in/left-out (Figure 22).

A summary of the analysis results is presented in Table 6.

Overall, the SIDRA results indicate that the proposed development will have a minimal impact on the road network.

The intersection and development crossovers operate at a good level of service with minimal queueing and delays.

Detailed SIDRA outputs for each intersection are provided in Appendix C.

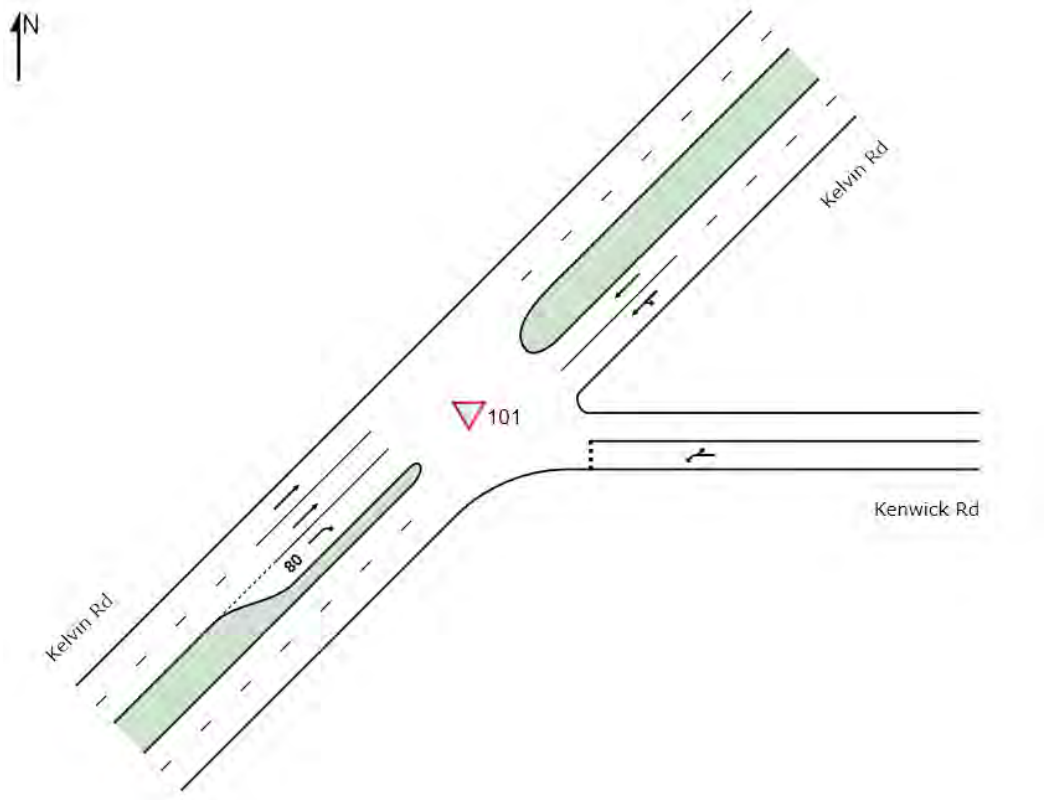


Figure 21: SIDRA model – Kelvin Road / Kenwick Road (existing geometry)

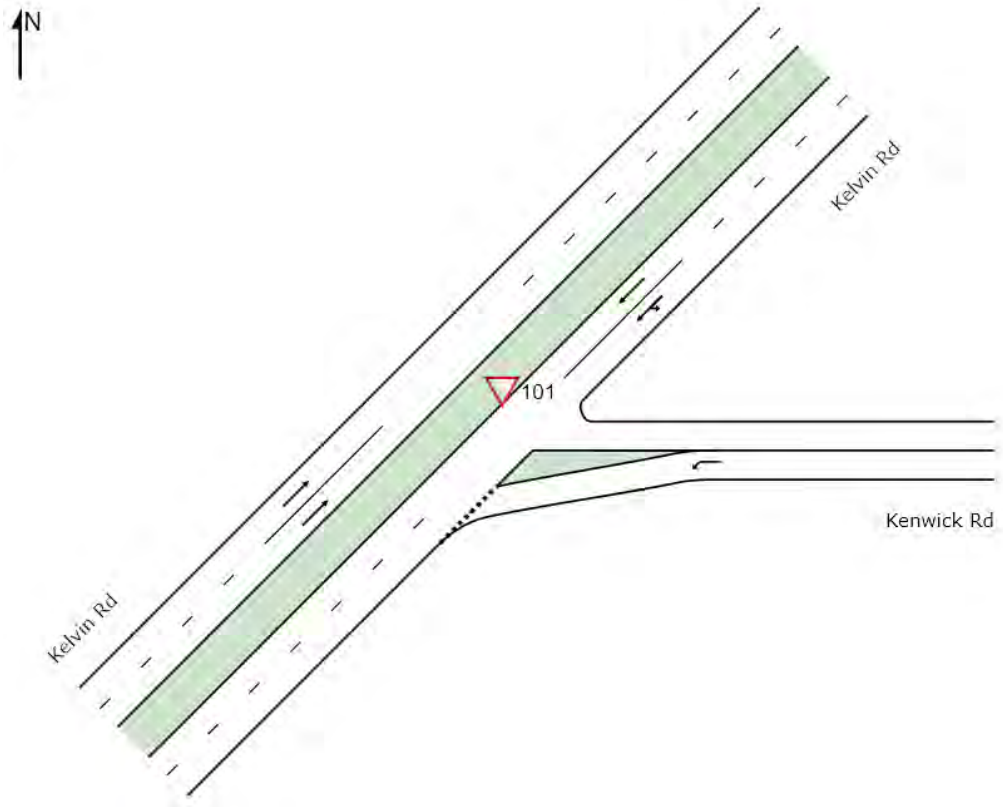


Figure 22: SIDRA model – Kelvin Road / Kenwick Road (proposed LI-LO geometry)

Document Set ID: 8346903
Version: 2, Version Date: 28/08/2025

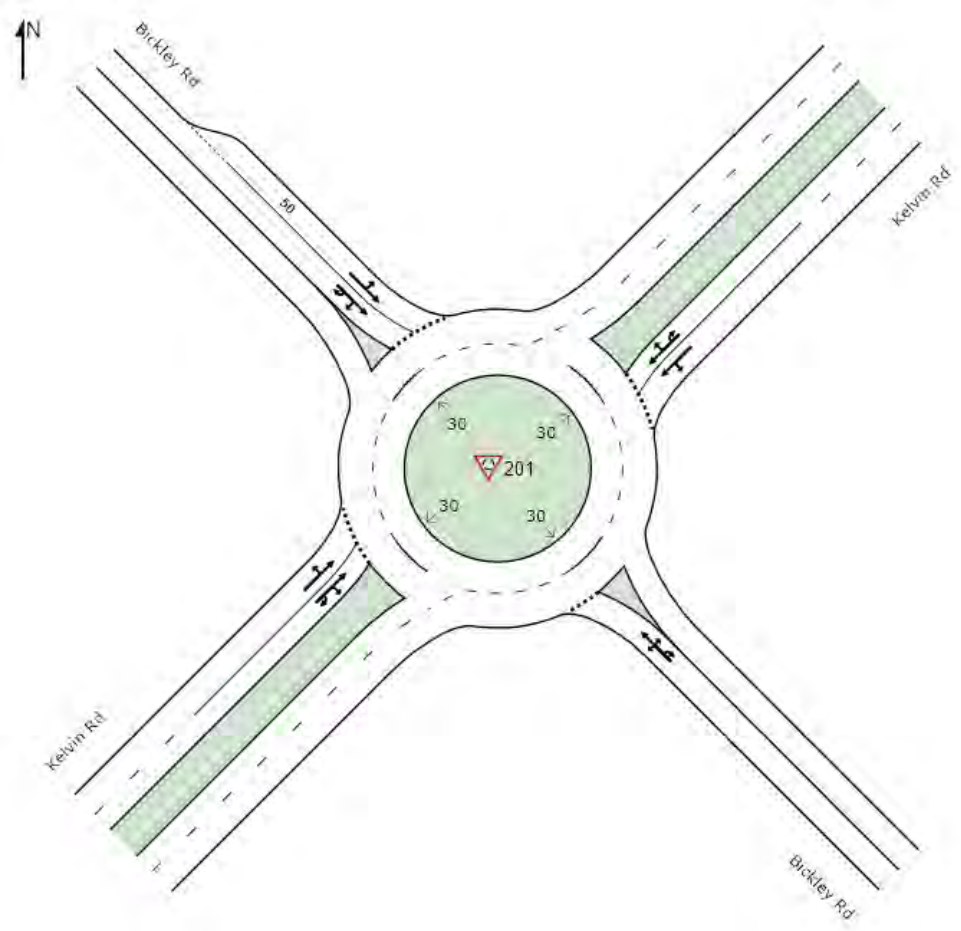


Figure 23: SIDRA model – Kelvin Road / Bickley Road (existing geometry)

Table 6: Summary of SIDRA analysis results

Kelvin Rd / Kenwick Rd				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.256	0.3	N/A	1.6
2027 AM without dev	0.272	0.1	N/A	0.3
2027 AM with dev	0.288	0.3	N/A	0.2
2037 AM without dev	0.332	0.1	N/A	0.4
2037 AM with dev	0.349	0.3	N/A	0.4
Existing PM	0.243	0.3	N/A	1.6
2027 PM without dev	0.259	0.1	N/A	0.3
2027 PM with dev	0.267	0.3	N/A	0.3
2037 PM without dev	0.317	0.2	N/A	0.4
2037 PM with dev	0.324	0.3	N/A	0.4

Kelvin Rd / Bickley Rd				
Scenario	**v/c**	**Ave Delay (sec)**	**LoS**	**95% Queue (m)**
Existing AM	0.387	7	A	17.6
2027 AM without dev	0.413	7.2	A	19.6
2027 AM with dev	0.414	7.4	A	20.2
2037 AM without dev	0.554	8.5	A	36.8
2037 AM with dev	0.567	8.9	A	38.8
Existing PM	0.327	6.5	A	14
2027 PM without dev	0.349	6.6	A	15.4
2027 PM with dev	0.358	6.8	A	16
2037 PM without dev	0.454	7.3	A	22.4
2037 PM with dev	0.465	7.5	A	23.4

8.7 Impact on neighbouring areas

The traffic generated by the proposed development is not expected to significantly affect surrounding areas and the proposed land uses are in line with planning for the local area. Therefore, there is not expected to be any impact on neighbouring areas that would require any further consideration.

8.8 Traffic noise and vibration

It requires a doubling of traffic volumes on a road to produce a perceptible 3dB (A) increase in road noise. The proposed development will not increase traffic volumes or noise on surrounding roads anywhere near this level to result in any perceptible increase in noise.

9 Parking demand and supply

9.1 Parking supply

It is proposed to provide a total of 106 car parking bays distributed across multiple car parks within the site (Table 7). An internal circulation road is proposed to provide access to the different parking areas. 8 car parking bays (including 1 x ACROD bay) are allocated for visitors. The visitor bays are freely accessible outside of the secure line and gatehouse.

6 x ACROD parking bays and 10 x EV charging bays are provided.

Table 7: Proposed car parking provision

CAR PARKING	
Description	**Count**
ACCESSIBLE CAR PARK	6
CAR PARK	90
EV CAR PARK	10
Grand total	106

9.2 Parking requirements

Advice provided by the project Town Planner indicates that the applicable planning scheme will result in a significant 'on-paper' parking shortfall.

9.3 Parking demand modelling

Urbii has undertaken an independent parking demand modelling exercise, to estimate the parking demand for the site, based on the number of staff anticipated to work at the data centre.

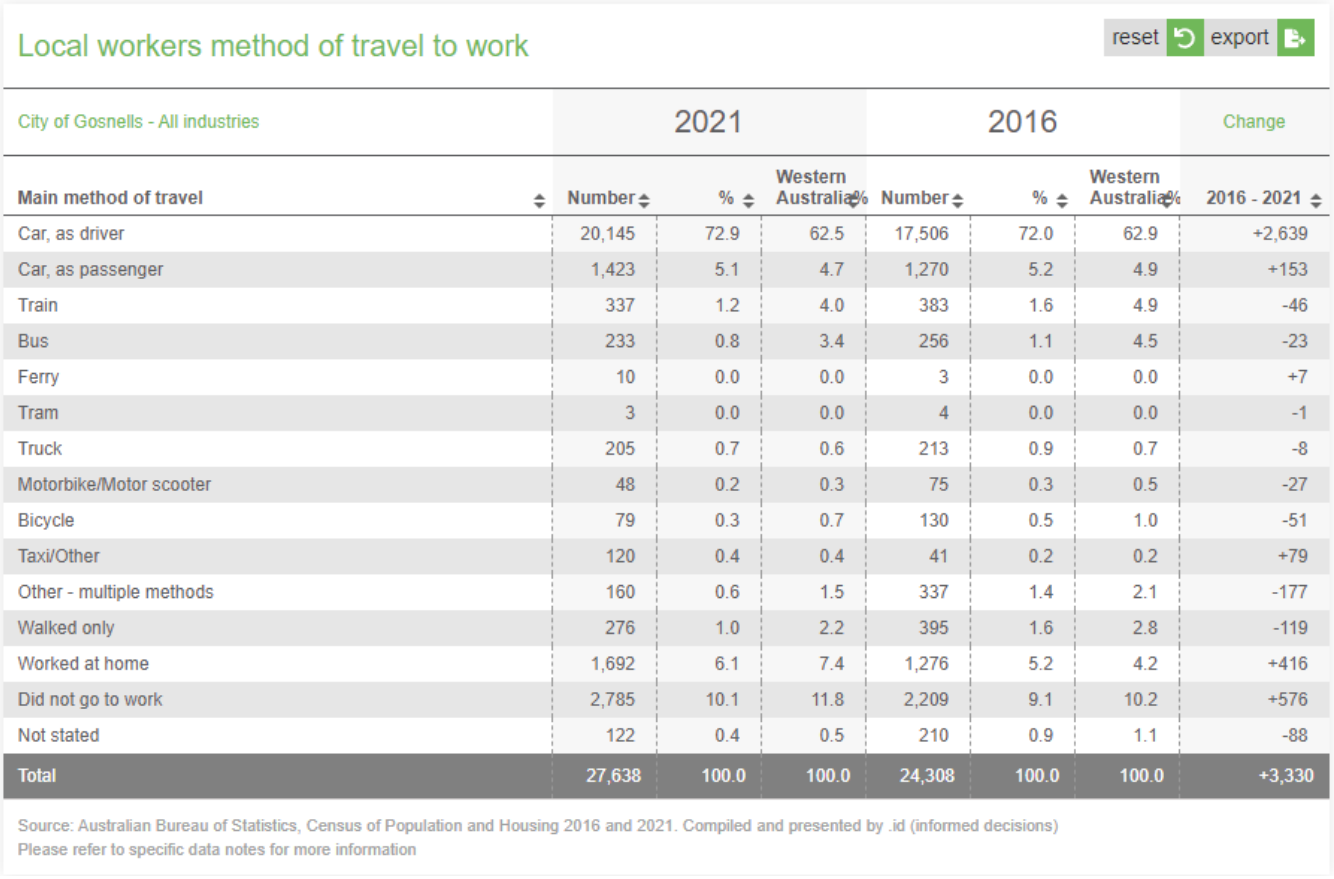
As detailed in Figure 24, census data indicates that around 73% of workers in the City of Gosnells travelled to work by driving a car.

An **80%** car driver mode share is considered a reasonable target for staff working at the data centre, which is located within short walking distance of bus stops.

The proposed development provides end of trip facilities including a shower, changing room and lockers plus bicycle parking for staff, to further encourage sustainable transport to the site.

This results in an anticipated peak parking demand of 88 bays for 110 staff.

The proposed development car parking provision is expected to be satisfactory for the needs of the data centre. There is sufficient car parking for staff and visitors.



Local workers method of travel to work

reset export

City of Gosnells - All industries	2021			2016			Change
Main method of travel	Number	%	Western Australia %	Number	%	Western Australia %	2016 - 2021
Car, as driver	20,145	72.9	62.5	17,506	72.0	62.9	+2,639
Car, as passenger	1,423	5.1	4.7	1,270	5.2	4.9	+153
Train	337	1.2	4.0	383	1.6	4.9	-46
Bus	233	0.8	3.4	256	1.1	4.5	-23
Ferry	10	0.0	0.0	3	0.0	0.0	+7
Tram	3	0.0	0.0	4	0.0	0.0	-1
Truck	205	0.7	0.6	213	0.9	0.7	-8
Motorbike/Motor scooter	48	0.2	0.3	75	0.3	0.5	-27
Bicycle	79	0.3	0.7	130	0.5	1.0	-51
Taxi/Other	120	0.4	0.4	41	0.2	0.2	+79
Other - multiple methods	160	0.6	1.5	337	1.4	2.1	-177
Walked only	276	1.0	2.2	395	1.6	2.8	-119
Worked at home	1,692	6.1	7.4	1,276	5.2	4.2	+416
Did not go to work	2,785	10.1	11.8	2,209	9.1	10.2	+576
Not stated	122	0.4	0.5	210	0.9	1.1	-88
Total	27,638	100.0	100.0	24,308	100.0	100.0	+3,330

Source: Australian Bureau of Statistics, Census of Population and Housing 2016 and 2021. Compiled and presented by .id (informed decisions)
Please refer to specific data notes for more information

Figure 24: City of Gosnells – Method of travel to work data (2016-21)
Source: Australian Bureau of Statistics, Census of Population and Housing, 2016 and 2021.

10 Provision for service vehicles

Waste will be collected internally via private waste collection service. Waste and delivery vehicle servicing will be accommodated within three loading docks distributed throughout the site.

The maximum size truck may be a 19m Articulated Vehicle (AV). Swept path analysis was undertaken for the AV in accordance with AS2890.2.

Once the site is operational, it is expected that a 19m AV may access the site once or twice per year. The most frequent service vehicles to access the site will be smaller waste trucks.

The swept path analysis confirms that service vehicles can enter and exit the site in forward gear, with satisfactory space for internal manoeuvring. A selection of swept path sketches is included in Appendix D.

Document Set ID: 8876005
Version: 2, Version Date: 28/08/2025

11 Public transport assessment

Public transport is accessible via the nearby bus stops on Kelvin Road and Bickley Road.

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

12 Walking assessment

No footpaths are provided on Kenwick Road or Bickley Road near the subject site. The nature of the proposed development being in an industrial area means that most people will not travel to the site by walking.

13 Cycling assessment

Based on Greenstar criteria for sustainable transport, it is estimated that 4 showers and 14 lockers should be sufficient for 110 staff (Table 8).

Table 8: Estimated bicycle end of trip facility requirements for employees

Attribute	Quantity	Units
Regular building occupancy	110	people
Shower requirements	4	showers
Locker requirements	14	lockers

An end of trip facility for staff is provided in each data centre building, which includes 1 x male and 1 x female showers, change rooms and 5 lockers per building. A total of 8 showers and 20 lockers are provided for the development.

A total of 28 bicycle parking spaces are provided for the development. This includes a secure bicycle parking facility providing 12 spaces near the gatehouse. Additionally, 4 bicycle spaces are provided near each building.

Document Set ID: 8346602
Version: 2, Version Date: 28/08/2025

14 Conclusion

This Transport Impact Assessment has been prepared by Urbii on behalf of CDC Data Centres Pty Ltd with regards to the proposed data centre development, located at 307-329 Kenwick Rd, Maddington.

The subject site is situated on the southern side of Kenwick Road. A portion of the site extends to Bickley Road. It is proposed to develop the site into a data centre with up to 110 staff.

The site promotes good connectivity with the existing road, public transport, and cycling network.

The traffic analysis undertaken in this report shows that the traffic generation of the proposed development can be accommodated by the surrounding roads and intersections.

The car parking supply is satisfactory and can accommodate the car parking demand of the proposed development.

The following recommendations are made for subsequent stages of the proposed development:

- The Kenwick Road pavement and seal be widened to support two-way traffic movements up to the substation access crossover.
- The intersection of Kenwick Road / Kelvin Road should be configured as left-in/left-out (right turn movements to be banned). Banning the right turn out movements will need to be enforced through intersection modifications including islands, signage and line marking, **which are recommended to be completed as part of the proposed development.**

It is concluded that the findings of this Transport Impact Assessment are supportive of the proposed development.

Document Set ID: 8876005
Version: 2, Version Date: 28/08/2025

Appendices

Appendix A: Proposed development plans

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

Document Set ID: 8816005
Version: 2, Version Date: 26/08/2025

NOTES:

- LOCATION OF NEIGHBOURING PROPERTY BOUNDARIES, RELATIVE LEVELS, TRAFFIC AND EXISTING VEGETATION ARE INDICATIVE ONLY
- ALL VEHICLE CROSSOVERS, DRIVEWAYS, ACCESS LANDS AND CAR SPACES ARE TO BE TREATED WITH AN ALL-WEATHER SEAL OR OTHER DURABLE SURFACE
- AREAS OF MASS PLANTING CONSISTING OF PREDOMINANTLY LOW MAINTENANCE NATIVE SPECIES. REFER TO LANDSCAPE PLAN FOR FURTHER DETAILS

SITE PLAN LEGEND

- SITE BOUNDARY
- SUBSTATION BOUNDARY
- ADJOINING BOUNDARY
- SECURITY FENCE
- SUBSTATION FENCE
- PROPOSED DEVELOPMENT
- PROPOSED SUBSTATION

DA - GFA CALCULATIONS

Name	Area	GFA
MA.0 SGH		
Area	0 m²	0 m²
CIRCULATION	35 m²	35 m²
FACILITY MANAGEMENT	144 m²	144 m²
	180 m²	180 m²
MA.1		
CIRCULATION CORRIDOR	1485 m²	1485 m²
FACILITY MANAGEMENT	956 m²	956 m²
LOADING	429 m²	0 m²
PLANT	202 m²	0 m²
RISER	131 m²	19 m²
SERVICES	2706 m²	2706 m²
SERVICES CORRIDOR	527 m²	527 m²
STORAGE	1072 m²	1072 m²
TECHNICAL STORAGE	2966 m²	2966 m²
VERTICAL CIRCULATION	177 m²	0 m²
	10352 m²	9426 m²
MA.2		
CIRCULATION CORRIDOR	3411 m²	3411 m²
FACILITY MANAGEMENT	0 m²	0 m²
LOADING	454 m²	454 m²
PLANT	457 m²	0 m²
RISER	299 m²	0 m²
SERVICES	8197 m²	8197 m²
SERVICES CORRIDOR	1360 m²	1360 m²
STORAGE	1403 m²	1403 m²
TECHNICAL STORAGE	6870 m²	6870 m²
VERTICAL CIRCULATION	152 m²	0 m²
	23582 m²	19654 m²
MA.3		
CIRCULATION CORRIDOR	2725 m²	2725 m²
FACILITY MANAGEMENT	357 m²	357 m²
LOADING	286 m²	286 m²
PLANT	293 m²	0 m²
RISER	173 m²	0 m²
SERVICE CORRIDOR	1019 m²	1019 m²
SERVICES	6285 m²	6285 m²
STORAGE	399 m²	399 m²
TECHNICAL STORAGE	5149 m²	5149 m²
VERTICAL CIRCULATION	122 m²	0 m²
	16777 m²	16220 m²
MA.4		
CIRCULATION CORRIDOR	2827 m²	2827 m²
FACILITY MANAGEMENT	2044 m²	2044 m²
LOADING	252 m²	252 m²
PLANT	306 m²	0 m²
RISER	180 m²	0 m²
SERVICE CORRIDOR	1019 m²	1019 m²
SERVICES	6289 m²	6289 m²
STORAGE	275 m²	275 m²
TECHNICAL STORAGE	5149 m²	5149 m²
VERTICAL CIRCULATION	105 m²	0 m²
	18447 m²	17960 m²
Grand total	69348 m²	63389 m²

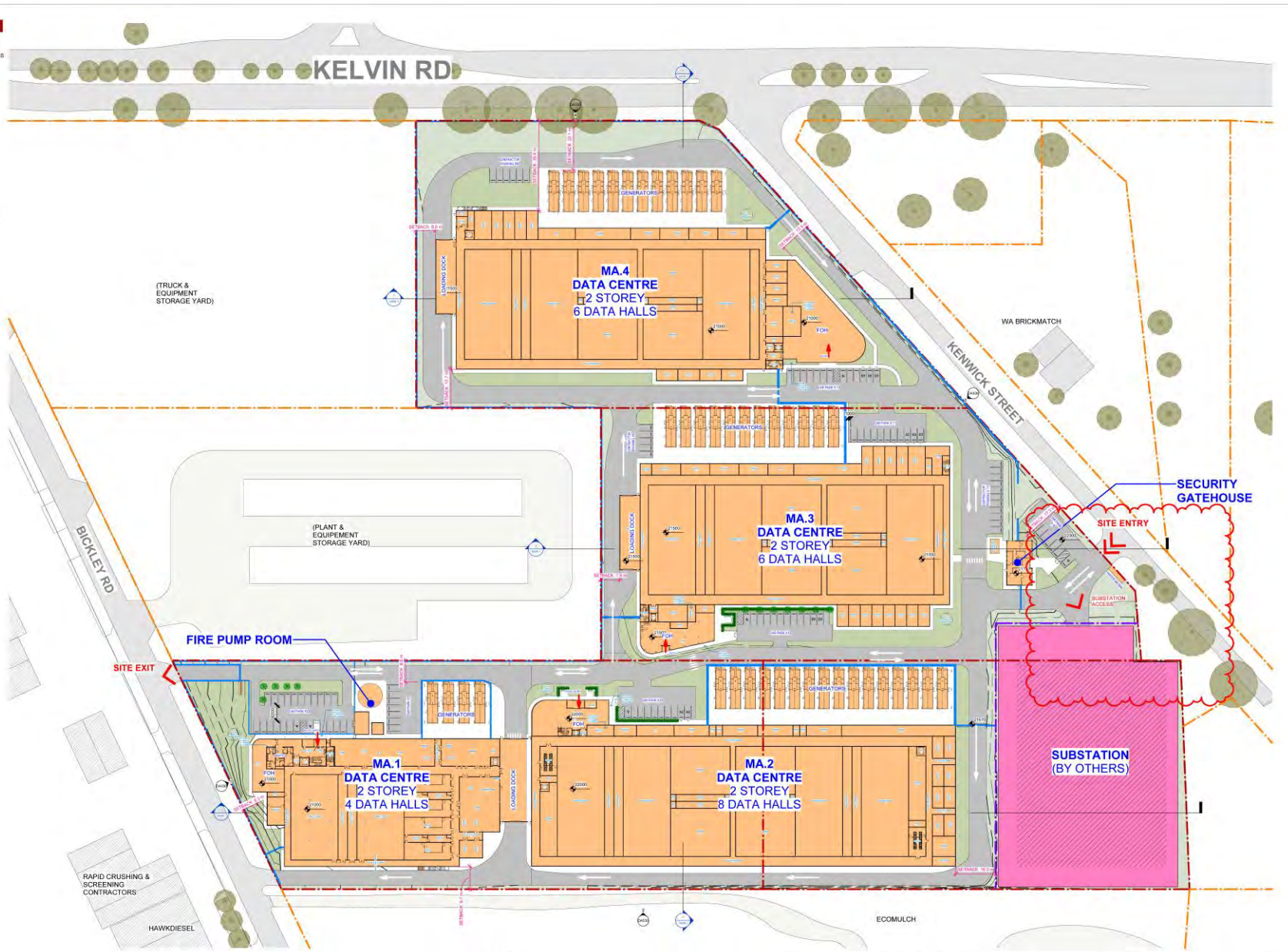
DA - SITE COVERAGE

Total Site Area 76,037m2

Name	Area	% of Site
SUBSTATION	8015 m²	10.5%
	8015 m²	10.5%
MA.0 SGH		
SECURITY GATE HOUSE	189 m²	0.2%
	189 m²	0.2%
MA.1		
DATA CENTRE	5240 m²	6.9%
GENERATORS	557 m²	0.7%
	5797 m²	7.6%
MA.2		
DATA CENTRE	10662 m²	13.9%
GENERATORS	1986 m²	2.6%
	12648 m²	16.5%
MA.3		
DATA CENTRE	8607 m²	11.3%
GENERATORS	1636 m²	2.0%
	10213 m²	13.3%
MA.4		
DATA CENTRE	9189 m²	12.1%
GENERATORS	1488 m²	2.0%
	10862 m²	14.0%
MA.5		
DATA CENTRE	4797 m²	6.3%
GENERATORS	657 m²	0.9%
	5415 m²	7.1%
Grand total	52749 m²	69.4%

CAR PARKING

Description	Count
ACCESSIBLE CAR PARK	16
CAR PARK	90
EV CAR PARK	16
Grand total	106



EJE ARCHITECTURE

DRAWING TO BE PRINTED/VIEWED IN COLOUR

TRUE NORTH

CLIENT: CDC

PROJECT: **MADDINGTON DATA CENTRE CAMPUS**
582 Bickley Rd, Maddington WA 6109

DRAWING: **MA.0 - SITE FLOOR PLAN**

DRAWN: SK | DATE: 2025-08-01 | SCALES: 1:500 @A0

PROJECT No: **14327** | PHASE: **DA** | DRAWING No: **PER-MA0-AR-DG-DA013** | REV: **J**

EJE

Appendix B: Traffic volume diagrams

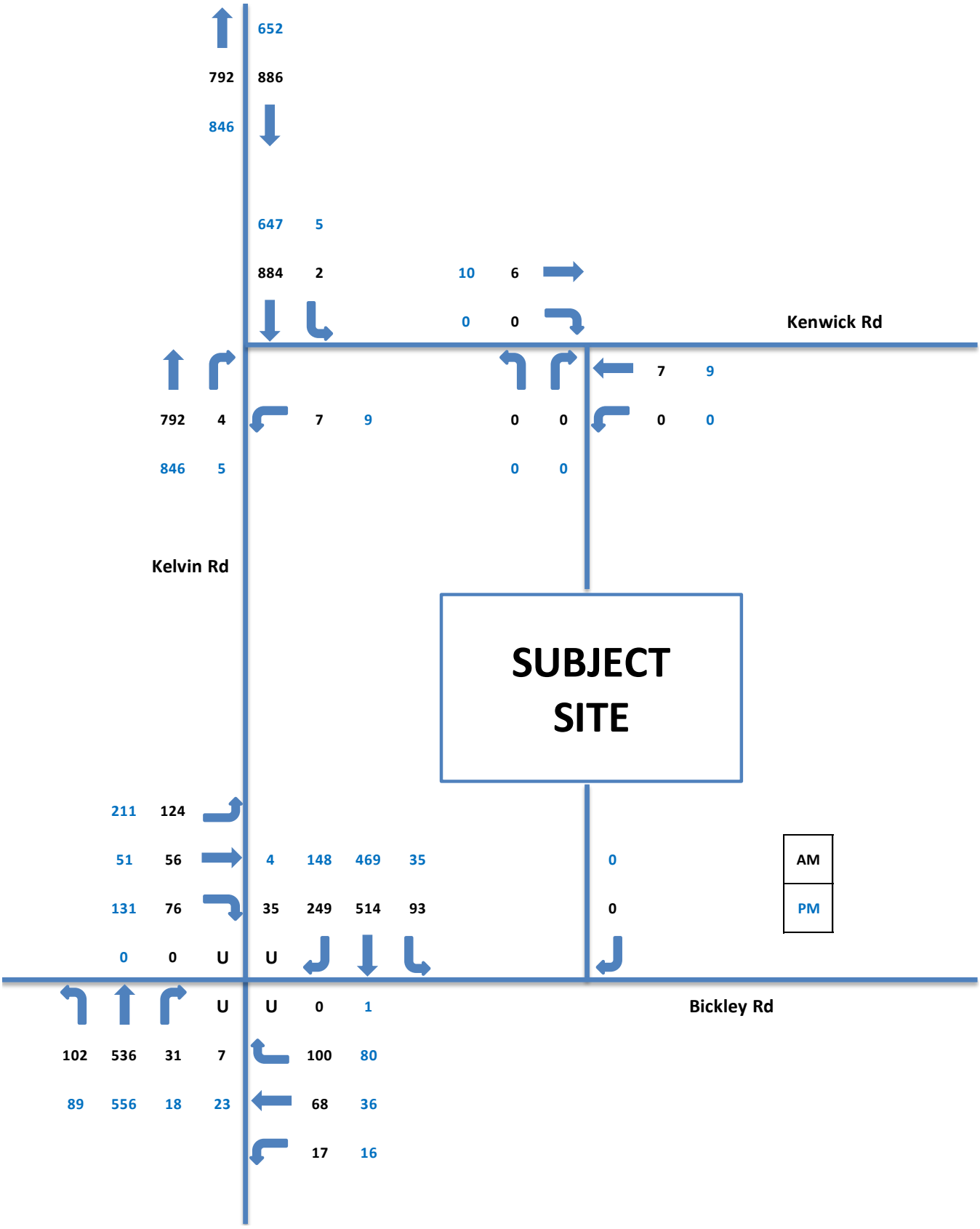


Figure 25: Existing traffic volumes

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

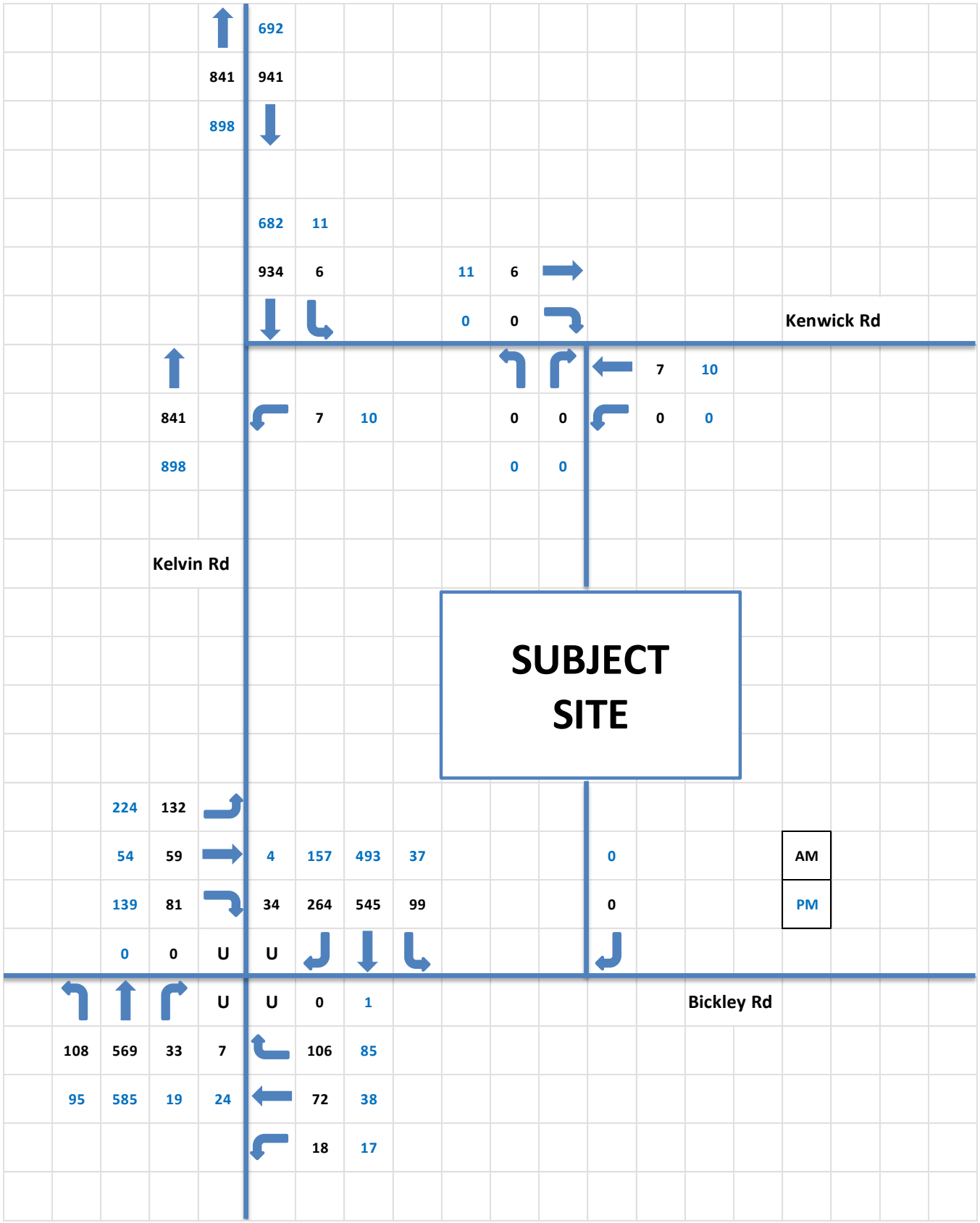


Figure 26: 2027 base traffic volumes

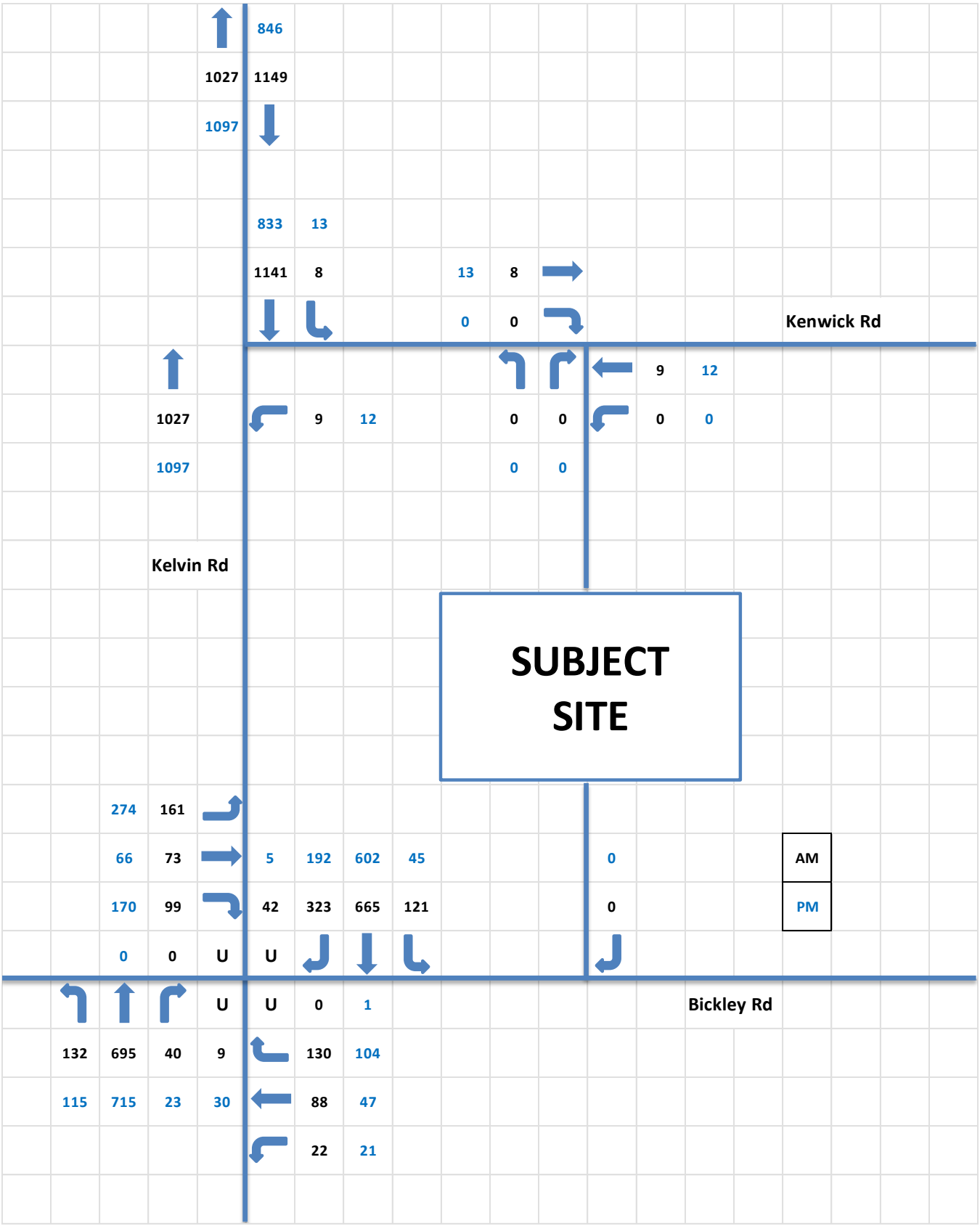


Figure 27: 2037 base traffic volumes

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

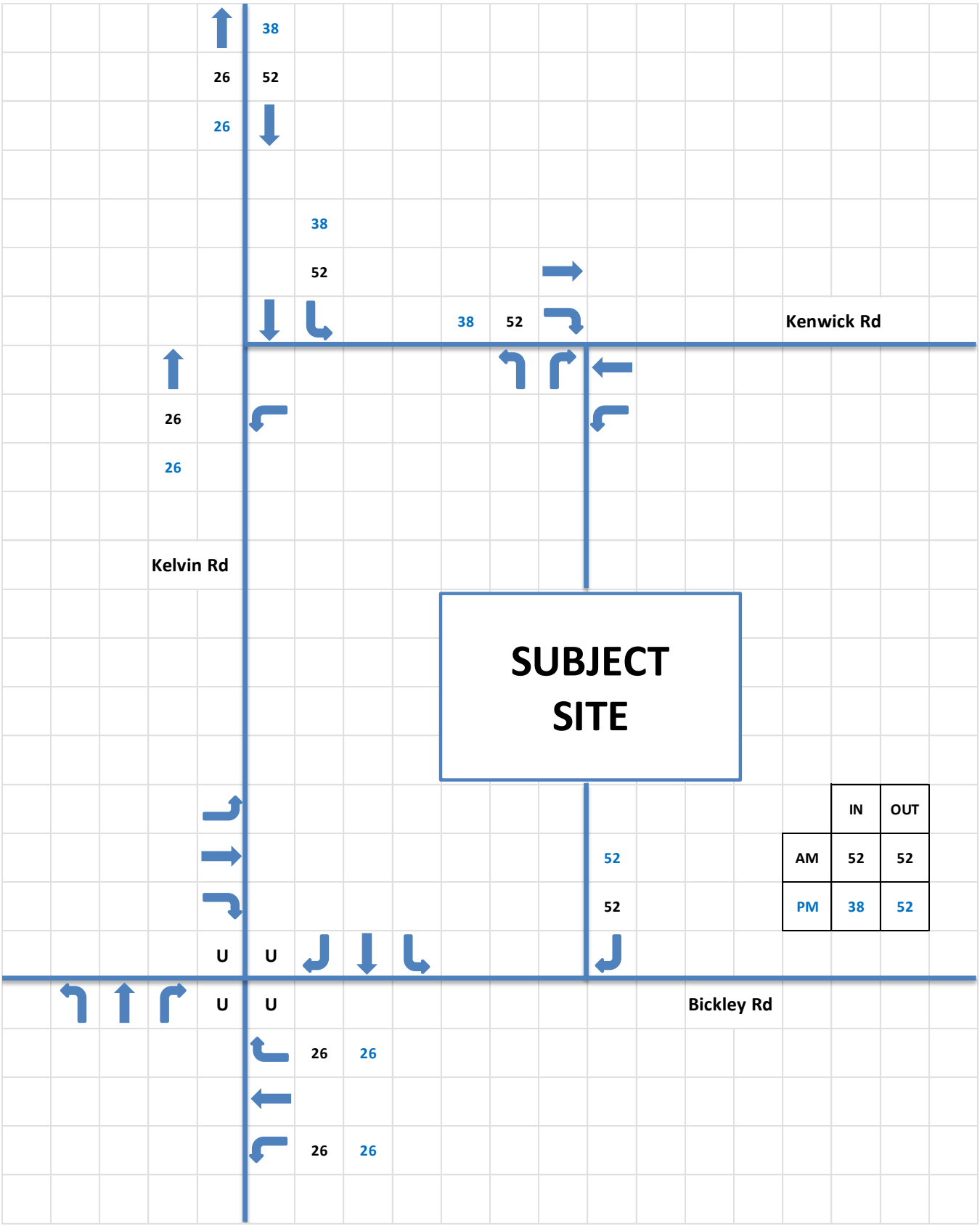


Figure 28: Total development traffic volumes

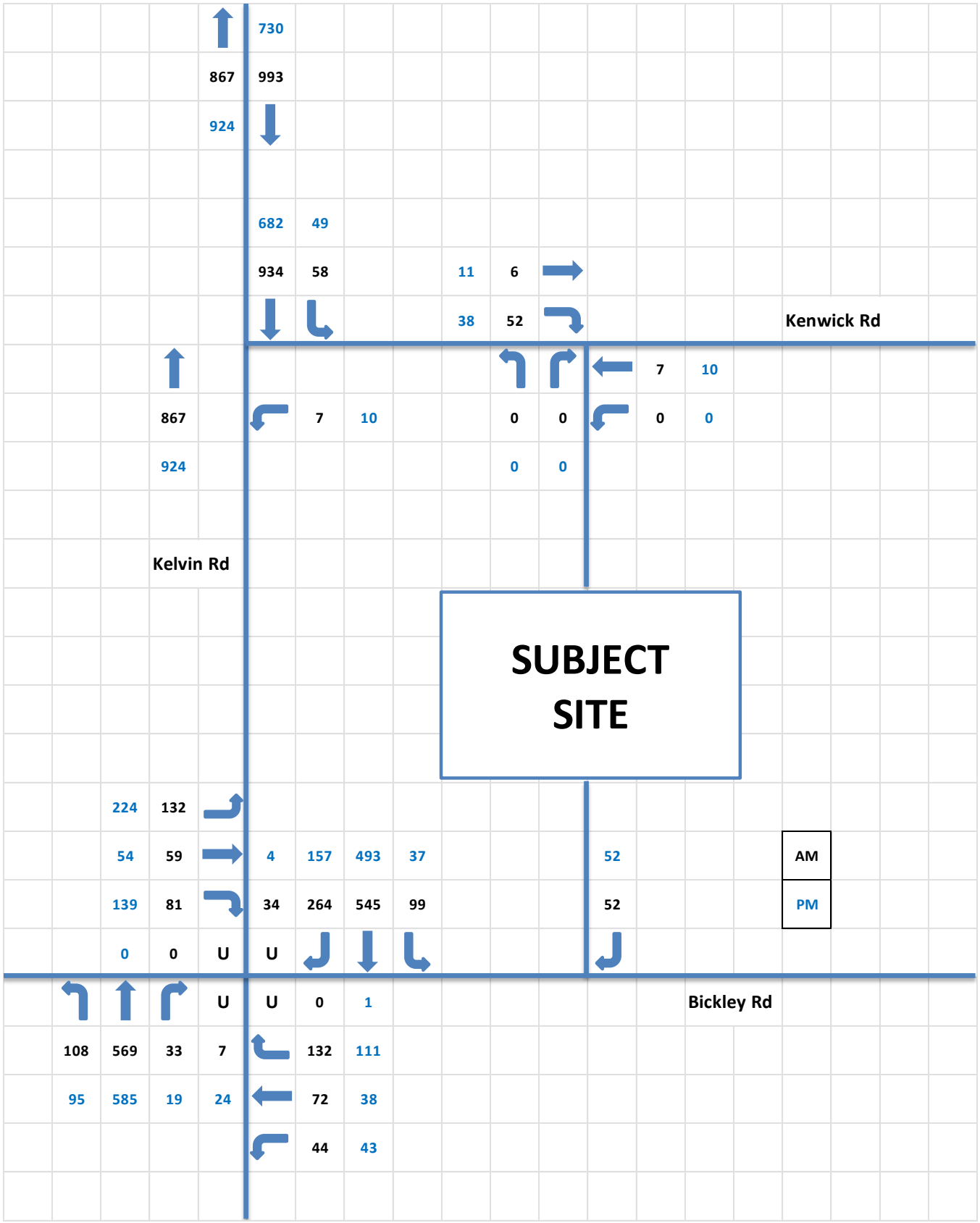


Figure 29: 2027 post development traffic volumes

Document Set ID: 8346903
Version: 2, Version Date: 28/08/2025

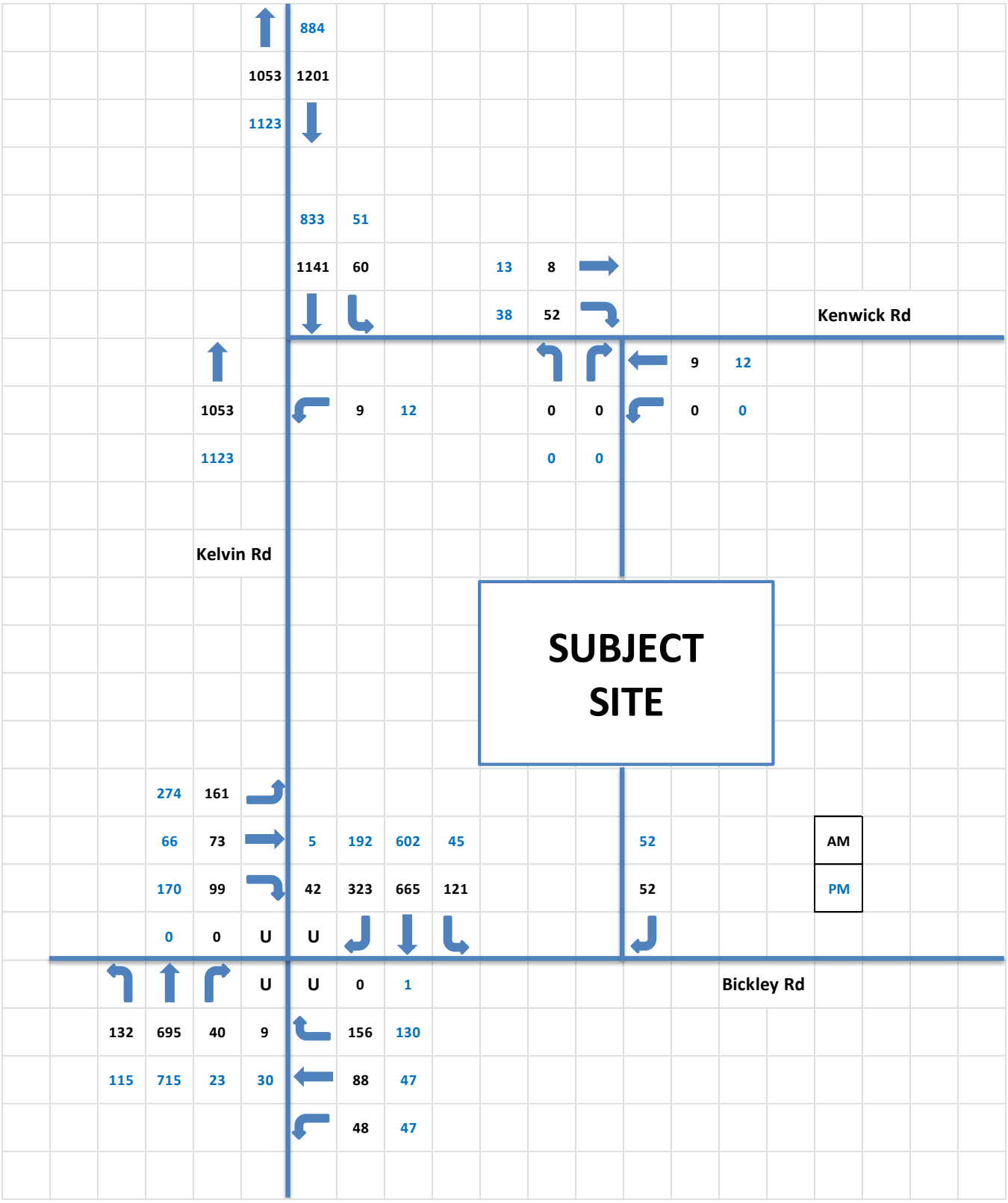


Figure 30: 2037 post development traffic volumes

Appendix C: SIDRA analysis outputs

SIDRA outputs are presented in the form of Degree of Saturation, Level of Service, Average Delay and 95% Queue. These characteristics are defined as follows:

- **Degree of Saturation (DoS):** is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.
- **Level of Service (LoS):** is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).
- **Average Delay:** is the average of all travel time delays for vehicles through the intersection.
- **95% Queue:** is the queue length below which 95% of all observed queue lengths fall.

Document Set ID: 8346103
Version: 2, Version Date: 28/08/2025

Existing

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - Existing AM (Site Folder: General)]

Existing AM Peak Hour
Base Case (No Development)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	5	5.0	5	5.0	0.085	6.0	LOS A	0.2	1.6	0.86	0.85	0.86	34.1
6b	R3	2	5.0	2	5.0	0.085	127.6	LOS F	0.2	1.6	0.86	0.85	0.86	33.9
Approach		7	5.0	7	5.0	0.085	40.8	LOS E	0.2	1.6	0.86	0.85	0.86	34.0
NorthEast: Kelvin Rd														
24b	L3	2	5.0	2	5.0	0.256	7.5	LOS A	0.0	0.0	0.00	0.00	0.00	65.1
8	T1	884	14.5	931	14.5	0.256	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		886	14.5	933	14.5	0.256	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
SouthWest: Kelvin Rd														
2	T1	790	14.5	832	14.5	0.228	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.9
32a	R1	4	5.0	4	5.0	0.010	12.5	LOS B	0.0	0.3	0.70	0.77	0.70	48.6
Approach		794	14.5	836	14.5	0.228	0.1	NA	0.0	0.3	0.00	0.00	0.00	69.7
All Vehicles		1687	14.4	1776	14.4	0.256	0.3	NA	0.2	1.6	0.01	0.01	0.01	69.4

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - Existing PM (Site Folder: General)]

Existing PM Peak Hour
Base Case (No Development)
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	6	5.0	6	5.0	0.080	5.1	LOS A	0.2	1.6	0.79	0.77	0.79	37.4
6b	R3	3	5.0	3	5.0	0.080	83.4	LOS F	0.2	1.6	0.79	0.77	0.79	37.2
Approach		9	5.0	9	5.0	0.080	31.2	LOS D	0.2	1.6	0.79	0.77	0.79	37.4
NorthEast: Kelvin Rd														
24b	L3	5	5.0	5	5.0	0.188	7.5	LOS A	0.0	0.0	0.00	0.01	0.00	65.0
8	T1	647	14.5	681	14.5	0.188	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.8
Approach		652	14.4	686	14.4	0.188	0.1	NA	0.0	0.0	0.00	0.01	0.00	69.8
SouthWest: Kelvin Rd														
2	T1	843	14.5	887	14.5	0.243	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
32a	R1	5	5.0	5	5.0	0.009	9.5	LOS A	0.0	0.2	0.57	0.67	0.57	50.7
Approach		848	14.4	893	14.4	0.243	0.1	NA	0.0	0.2	0.00	0.00	0.00	69.7
All Vehicles		1509	14.4	1588	14.4	0.243	0.3	NA	0.2	1.6	0.01	0.01	0.01	69.4

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - Existing AM (Site Folder: General)]

Existing AM Peak Hour
Base Case (No Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	17	14.5	18	14.5	0.263	6.5	LOS A	1.1	8.3	0.61	0.78	0.61	51.5
5	T1	68	14.5	72	14.5	0.263	6.5	LOS A	1.1	8.3	0.61	0.78	0.61	53.1
6	R2	100	14.5	105	14.5	0.263	12.2	LOS B	1.1	8.3	0.61	0.78	0.61	53.2
6u	U	1	14.5	1	14.5	0.263	14.6	LOS B	1.1	8.3	0.61	0.78	0.61	54.6
Approach		186	14.5	196	14.5	0.263	9.6	LOS A	1.1	8.3	0.61	0.78	0.61	53.0
NorthEast: Kelvin Rd														
7	L2	93	14.5	98	14.5	0.387	4.6	LOS A	2.2	17.6	0.40	0.45	0.40	54.2
8	T1	514	14.5	541	14.5	0.387	4.5	LOS A	2.2	17.6	0.40	0.49	0.40	55.4
9	R2	249	14.5	262	14.5	0.387	10.3	LOS B	2.2	17.3	0.42	0.61	0.42	53.6
9u	U	35	14.5	37	14.5	0.387	12.7	LOS B	2.2	17.3	0.42	0.61	0.42	54.9
Approach		891	14.5	938	14.5	0.387	6.4	LOS A	2.2	17.6	0.41	0.52	0.41	54.7
NorthWest: Bickley Rd														
10	L2	124	14.5	131	14.5	0.172	6.5	LOS A	0.8	6.0	0.61	0.75	0.61	53.7
11	T1	56	14.5	59	14.5	0.154	5.6	LOS A	0.7	5.6	0.59	0.71	0.59	53.3
12	R2	76	14.5	80	14.5	0.154	11.5	LOS B	0.7	5.6	0.59	0.71	0.59	53.4
12u	U	1	14.5	1	14.5	0.154	13.9	LOS B	0.7	5.6	0.59	0.71	0.59	54.7
Approach		257	14.5	271	14.5	0.172	7.8	LOS A	0.8	6.0	0.60	0.73	0.60	53.5
SouthWest: Kelvin Rd														
1	L2	102	14.5	107	14.5	0.374	6.3	LOS A	2.2	17.5	0.62	0.63	0.62	53.2
2	T1	536	14.5	564	14.5	0.374	6.4	LOS A	2.2	17.5	0.62	0.65	0.62	54.7
3	R2	31	14.5	33	14.5	0.374	12.3	LOS B	2.1	16.7	0.63	0.67	0.63	54.4
3u	U	7	14.5	7	14.5	0.374	14.7	LOS B	2.1	16.7	0.63	0.67	0.63	55.8
Approach		676	14.5	712	14.5	0.374	6.7	LOS A	2.2	17.5	0.62	0.64	0.62	54.5
All Vehicles		2010	14.5	2116	14.5	0.387	7.0	LOS A	2.2	17.6	0.52	0.61	0.52	54.3

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - Existing PM (Site Folder: General)]

Existing PM Peak Hour
Base Case (No Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h]	HV] %	DEMAND FLOWS [Total veh/h]	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh]	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	16	14.5	17	14.5	0.179	6.0	LOS A	0.7	5.4	0.56	0.77	0.56	51.6
5	T1	36	14.5	38	14.5	0.179	6.1	LOS A	0.7	5.4	0.56	0.77	0.56	53.2
6	R2	80	14.5	84	14.5	0.179	11.8	LOS B	0.7	5.4	0.56	0.77	0.56	53.3
6u	U	1	14.5	1	14.5	0.179	14.2	LOS B	0.7	5.4	0.56	0.77	0.56	54.7
Approach		133	14.5	140	14.5	0.179	9.6	LOS A	0.7	5.4	0.56	0.77	0.56	53.1
NorthEast: Kelvin Rd														
7	L2	35	14.5	37	14.5	0.303	4.7	LOS A	1.6	12.6	0.42	0.45	0.42	54.0
8	T1	469	14.5	494	14.5	0.303	4.6	LOS A	1.6	12.6	0.43	0.50	0.43	55.3
9	R2	148	14.5	156	14.5	0.303	10.5	LOS B	1.6	12.4	0.44	0.59	0.44	54.3
9u	U	4	14.5	4	14.5	0.303	12.9	LOS B	1.6	12.4	0.44	0.59	0.44	55.7
Approach		656	14.5	691	14.5	0.303	6.0	LOS A	1.6	12.6	0.43	0.52	0.43	55.0
NorthWest: Bickley Rd														
10	L2	211	14.5	222	14.5	0.235	5.9	LOS A	1.1	8.5	0.59	0.70	0.59	53.8
11	T1	51	14.5	54	14.5	0.245	6.4	LOS A	1.1	8.5	0.60	0.79	0.60	52.6
12	R2	131	14.5	138	14.5	0.245	12.1	LOS B	1.1	8.5	0.60	0.79	0.60	52.7
12u	U	1	14.5	1	14.5	0.245	14.5	LOS B	1.1	8.5	0.60	0.79	0.60	54.0
Approach		394	14.5	415	14.5	0.245	8.1	LOS A	1.1	8.5	0.60	0.74	0.60	53.2
SouthWest: Kelvin Rd														
1	L2	89	14.5	94	14.5	0.327	5.1	LOS A	1.8	14.0	0.46	0.50	0.46	53.9
2	T1	556	14.5	585	14.5	0.327	5.1	LOS A	1.8	14.0	0.47	0.52	0.47	55.4
3	R2	18	14.5	19	14.5	0.327	10.9	LOS B	1.7	13.7	0.48	0.54	0.48	55.1
3u	U	23	14.5	24	14.5	0.327	13.3	LOS B	1.7	13.7	0.48	0.54	0.48	56.6
Approach		686	14.5	722	14.5	0.327	5.5	LOS A	1.8	14.0	0.47	0.52	0.47	55.3
All Vehicles		1869	14.5	1967	14.5	0.327	6.5	LOS A	1.8	14.0	0.49	0.58	0.49	54.6

2027 without development

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - 2027 LILO AM (Site Folder: General)]

2027 AM Peak Hour
Revised intersection (Without Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	7	5.0	7	5.0	0.010	6.4	LOS A	0.0	0.3	0.49	0.60	0.49	49.9
Approach		7	5.0	7	5.0	0.010	6.4	LOS A	0.0	0.3	0.49	0.60	0.49	49.9
NorthEast: Kelvin Rd														
24b	L3	6	5.0	6	5.0	0.272	7.5	LOS A	0.0	0.0	0.00	0.01	0.00	65.0
8	T1	934	14.5	983	14.5	0.272	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
Approach		940	14.4	989	14.4	0.272	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.7
SouthWest: Kelvin Rd														
2	T1	841	14.5	885	14.5	0.243	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		841	14.5	885	14.5	0.243	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		1788	14.4	1882	14.4	0.272	0.1	NA	0.0	0.3	0.00	0.00	0.00	69.7

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - 2027 LILO PM (Site Folder: General)]

2027 PM Peak Hour
Revised intersection (Without Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	10	5.0	11	5.0	0.012	5.4	LOS A	0.0	0.3	0.41	0.55	0.41	50.6
Approach		10	5.0	11	5.0	0.012	5.4	LOS A	0.0	0.3	0.41	0.55	0.41	50.6
NorthEast: Kelvin Rd														
24b	L3	11	5.0	12	5.0	0.200	7.5	LOS A	0.0	0.0	0.00	0.02	0.00	64.9
8	T1	682	14.5	718	14.5	0.200	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		693	14.3	729	14.3	0.200	0.2	NA	0.0	0.0	0.00	0.01	0.00	69.6
SouthWest: Kelvin Rd														
2	T1	898	14.5	945	14.5	0.259	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		898	14.5	945	14.5	0.259	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		1601	14.4	1685	14.4	0.259	0.1	NA	0.0	0.3	0.00	0.01	0.00	69.6

Document Set ID: 3346602
Version: 2, Version Date: 28/08/2025

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2027 LILO AM (Site Folder: General)]

2027 AM Peak Hour
(Without Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	18	14.5	19	14.5	0.287	6.6	LOS A	1.2	9.3	0.63	0.79	0.63	51.4
5	T1	72	14.5	76	14.5	0.287	6.7	LOS A	1.2	9.3	0.63	0.79	0.63	53.0
6	R2	106	14.5	112	14.5	0.287	12.4	LOS B	1.2	9.3	0.63	0.79	0.63	53.1
6u	U	1	14.5	1	14.5	0.287	14.8	LOS B	1.2	9.3	0.63	0.79	0.63	54.4
Approach		197	14.5	207	14.5	0.287	9.8	LOS A	1.2	9.3	0.63	0.79	0.63	52.9
NorthEast: Kelvin Rd														
7	L2	99	14.5	104	14.5	0.413	4.6	LOS A	2.5	19.4	0.42	0.45	0.42	54.1
8	T1	545	14.5	574	14.5	0.413	4.5	LOS A	2.5	19.4	0.43	0.50	0.43	55.3
9	R2	264	14.5	278	14.5	0.413	10.4	LOS B	2.4	19.0	0.44	0.61	0.44	53.5
9u	U	34	14.5	36	14.5	0.413	12.8	LOS B	2.4	19.0	0.44	0.61	0.44	54.9
Approach		942	14.5	992	14.5	0.413	6.5	LOS A	2.5	19.4	0.43	0.53	0.43	54.6
NorthWest: Bickley Rd														
10	L2	132	14.5	139	14.5	0.190	6.6	LOS A	0.9	6.7	0.63	0.77	0.63	53.6
11	T1	59	14.5	62	14.5	0.168	5.9	LOS A	0.8	6.2	0.62	0.72	0.62	53.2
12	R2	81	14.5	85	14.5	0.168	11.6	LOS B	0.8	6.2	0.62	0.72	0.62	53.3
12u	U	1	14.5	1	14.5	0.168	14.0	LOS B	0.8	6.2	0.62	0.72	0.62	54.6
Approach		273	14.5	287	14.5	0.190	8.0	LOS A	0.9	6.7	0.62	0.75	0.62	53.4
SouthWest: Kelvin Rd														
1	L2	108	14.5	114	14.5	0.406	6.6	LOS A	2.5	19.6	0.65	0.65	0.65	53.0
2	T1	569	14.5	599	14.5	0.406	6.7	LOS A	2.5	19.6	0.66	0.67	0.66	54.5
3	R2	33	14.5	35	14.5	0.406	12.6	LOS B	2.4	18.7	0.66	0.69	0.66	54.2
3u	U	7	14.5	7	14.5	0.406	15.0	LOS B	2.4	18.7	0.66	0.69	0.66	55.7
Approach		717	14.5	755	14.5	0.406	7.0	LOS A	2.5	19.6	0.65	0.67	0.65	54.3
All Vehicles		2129	14.5	2241	14.5	0.413	7.2	LOS A	2.5	19.6	0.55	0.63	0.55	54.2

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2027 LILO PM (Site Folder: General)]

2027 PM Peak Hour
(Without Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	17	14.5	18	14.5	0.195	6.2	LOS A	0.8	6.0	0.57	0.78	0.57	51.5
5	T1	38	14.5	40	14.5	0.195	6.3	LOS A	0.8	6.0	0.57	0.78	0.57	53.1
6	R2	85	14.5	89	14.5	0.195	12.0	LOS B	0.8	6.0	0.57	0.78	0.57	53.2
6u	U	1	14.5	1	14.5	0.195	14.4	LOS B	0.8	6.0	0.57	0.78	0.57	54.5
Approach		141	14.5	148	14.5	0.195	9.8	LOS A	0.8	6.0	0.57	0.78	0.57	53.0
NorthEast: Kelvin Rd														
7	L2	37	14.5	39	14.5	0.323	4.8	LOS A	1.7	13.7	0.44	0.46	0.44	53.9
8	T1	493	14.5	519	14.5	0.323	4.7	LOS A	1.7	13.7	0.45	0.51	0.45	55.2
9	R2	157	14.5	165	14.5	0.323	10.6	LOS B	1.7	13.4	0.46	0.59	0.46	54.2
9u	U	4	14.5	4	14.5	0.323	13.0	LOS B	1.7	13.4	0.46	0.59	0.46	55.6
Approach		691	14.5	727	14.5	0.323	6.1	LOS A	1.7	13.7	0.45	0.52	0.45	54.9
NorthWest: Bickley Rd														
10	L2	224	14.5	236	14.5	0.255	6.0	LOS A	1.2	9.4	0.61	0.71	0.61	53.7
11	T1	54	14.5	57	14.5	0.267	6.6	LOS A	1.2	9.4	0.63	0.81	0.63	52.5
12	R2	139	14.5	146	14.5	0.267	12.3	LOS B	1.2	9.4	0.63	0.81	0.63	52.5
12u	U	1	14.5	1	14.5	0.267	14.7	LOS B	1.2	9.4	0.63	0.81	0.63	53.8
Approach		418	14.5	440	14.5	0.267	8.2	LOS A	1.2	9.4	0.62	0.76	0.62	53.1
SouthWest: Kelvin Rd														
1	L2	95	14.5	100	14.5	0.349	5.2	LOS A	2.0	15.4	0.49	0.52	0.49	53.8
2	T1	585	14.5	616	14.5	0.349	5.2	LOS A	2.0	15.4	0.49	0.54	0.49	55.3
3	R2	19	14.5	20	14.5	0.349	11.1	LOS B	1.9	15.0	0.50	0.55	0.50	55.0
3u	U	24	14.5	25	14.5	0.349	13.5	LOS B	1.9	15.0	0.50	0.55	0.50	56.5
Approach		723	14.5	761	14.5	0.349	5.7	LOS A	2.0	15.4	0.49	0.53	0.49	55.1
All Vehicles		1973	14.5	2077	14.5	0.349	6.6	LOS A	2.0	15.4	0.51	0.60	0.51	54.5

2027 with development

MOVEMENT SUMMARY

▽ Site: 101 [Kelvin Rd / Kenwick Rd - 2027 LILO AM (Site Folder: General)]

2027 AM Peak Hour
Revised intersection (With Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	7	5.0	7	5.0	0.010	6.1	LOS A	0.0	0.2	0.47	0.59	0.47	50.1
Approach		7	5.0	7	5.0	0.010	6.1	LOS A	0.0	0.2	0.47	0.59	0.47	50.1
NorthEast: Kelvin Rd														
24b	L3	58	5.0	61	5.0	0.288	7.5	LOS A	0.0	0.0	0.00	0.08	0.00	64.1
8	T1	934	14.5	983	14.5	0.288	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	69.2
Approach		992	13.9	1044	13.9	0.288	0.5	NA	0.0	0.0	0.00	0.04	0.00	68.9
SouthWest: Kelvin Rd														
2	T1	867	14.5	913	14.5	0.250	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		867	14.5	913	14.5	0.250	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		1866	14.2	1964	14.2	0.288	0.3	NA	0.0	0.2	0.00	0.02	0.00	69.2

MOVEMENT SUMMARY

▽ Site: 101 [Kelvin Rd / Kenwick Rd - 2027 LILO PM (Site Folder: General)]

2027 PM Peak Hour
Revised intersection (With Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	10	5.0	11	5.0	0.012	5.2	LOS A	0.0	0.3	0.39	0.54	0.39	50.7
Approach		10	5.0	11	5.0	0.012	5.2	LOS A	0.0	0.3	0.39	0.54	0.39	50.7
NorthEast: Kelvin Rd														
24b	L3	49	5.0	52	5.0	0.213	7.5	LOS A	0.0	0.0	0.00	0.09	0.00	64.0
8	T1	682	14.5	718	14.5	0.213	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	69.2
Approach		731	13.9	769	13.9	0.213	0.5	NA	0.0	0.0	0.00	0.05	0.00	68.8
SouthWest: Kelvin Rd														
2	T1	924	14.5	973	14.5	0.267	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		924	14.5	973	14.5	0.267	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		1665	14.2	1753	14.2	0.267	0.3	NA	0.0	0.3	0.00	0.02	0.00	69.2

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2027 LILO AM (Site Folder: General)]

2027 AM Peak Hour
(With Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	44	14.5	46	14.5	0.363	7.1	LOS A	1.6	12.8	0.66	0.84	0.70	51.2
5	T1	72	14.5	76	14.5	0.363	7.1	LOS A	1.6	12.8	0.66	0.84	0.70	52.8
6	R2	132	14.5	139	14.5	0.363	12.8	LOS B	1.6	12.8	0.66	0.84	0.70	52.9
6u	U	1	14.5	1	14.5	0.363	15.2	LOS B	1.6	12.8	0.66	0.84	0.70	54.3
Approach		249	14.5	262	14.5	0.363	10.2	LOS B	1.6	12.8	0.66	0.84	0.70	52.6
NorthEast: Kelvin Rd														
7	L2	99	14.5	104	14.5	0.413	4.6	LOS A	2.5	19.4	0.42	0.45	0.42	54.1
8	T1	545	14.5	574	14.5	0.413	4.5	LOS A	2.5	19.4	0.43	0.50	0.43	55.3
9	R2	264	14.5	278	14.5	0.413	10.4	LOS B	2.4	19.1	0.44	0.61	0.44	53.5
9u	U	34	14.5	36	14.5	0.413	12.8	LOS B	2.4	19.1	0.44	0.61	0.44	54.9
Approach		942	14.5	992	14.5	0.413	6.5	LOS A	2.5	19.4	0.43	0.53	0.43	54.6
NorthWest: Bickley Rd														
10	L2	132	14.5	139	14.5	0.194	6.8	LOS A	0.9	6.9	0.64	0.78	0.64	53.6
11	T1	59	14.5	62	14.5	0.171	6.0	LOS A	0.8	6.4	0.63	0.73	0.63	53.1
12	R2	81	14.5	85	14.5	0.171	11.7	LOS B	0.8	6.4	0.63	0.73	0.63	53.2
12u	U	1	14.5	1	14.5	0.171	14.1	LOS B	0.8	6.4	0.63	0.73	0.63	54.5
Approach		273	14.5	287	14.5	0.194	8.1	LOS A	0.9	6.9	0.63	0.76	0.63	53.4
SouthWest: Kelvin Rd														
1	L2	108	14.5	114	14.5	0.414	6.8	LOS A	2.6	20.2	0.67	0.67	0.67	53.0
2	T1	569	14.5	599	14.5	0.414	6.9	LOS A	2.6	20.2	0.67	0.70	0.68	54.4
3	R2	33	14.5	35	14.5	0.414	12.9	LOS B	2.5	19.5	0.68	0.73	0.69	54.1
3u	U	7	14.5	7	14.5	0.414	15.3	LOS B	2.5	19.5	0.68	0.73	0.69	55.6
Approach		717	14.5	755	14.5	0.414	7.3	LOS A	2.6	20.2	0.67	0.70	0.68	54.2
All Vehicles		2181	14.5	2296	14.5	0.414	7.4	LOS A	2.6	20.2	0.56	0.65	0.57	54.1

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2027 LILO PM (Site Folder: General)]

2027 PM Peak Hour
(With Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	43	14.5	45	14.5	0.267	6.3	LOS A	1.1	8.5	0.60	0.80	0.60	51.6
5	T1	38	14.5	40	14.5	0.267	6.4	LOS A	1.1	8.5	0.60	0.80	0.60	53.2
6	R2	111	14.5	117	14.5	0.267	12.1	LOS B	1.1	8.5	0.60	0.80	0.60	53.3
6u	U	1	14.5	1	14.5	0.267	14.5	LOS B	1.1	8.5	0.60	0.80	0.60	54.6
Approach		193	14.5	203	14.5	0.267	9.7	LOS A	1.1	8.5	0.60	0.80	0.60	52.9
NorthEast: Kelvin Rd														
7	L2	37	14.5	39	14.5	0.323	4.8	LOS A	1.7	13.7	0.44	0.46	0.44	53.9
8	T1	493	14.5	519	14.5	0.323	4.7	LOS A	1.7	13.7	0.45	0.51	0.45	55.2
9	R2	157	14.5	165	14.5	0.323	10.6	LOS B	1.7	13.5	0.46	0.59	0.46	54.2
9u	U	4	14.5	4	14.5	0.323	13.0	LOS B	1.7	13.5	0.46	0.59	0.46	55.6
Approach		691	14.5	727	14.5	0.323	6.1	LOS A	1.7	13.7	0.45	0.52	0.45	54.9
NorthWest: Bickley Rd														
10	L2	224	14.5	236	14.5	0.260	6.1	LOS A	1.2	9.7	0.62	0.72	0.62	53.7
11	T1	54	14.5	57	14.5	0.273	6.7	LOS A	1.2	9.8	0.64	0.82	0.64	52.4
12	R2	139	14.5	146	14.5	0.273	12.4	LOS B	1.2	9.8	0.64	0.82	0.64	52.4
12u	U	1	14.5	1	14.5	0.273	14.8	LOS B	1.2	9.8	0.64	0.82	0.64	53.8
Approach		418	14.5	440	14.5	0.273	8.3	LOS A	1.2	9.8	0.63	0.77	0.63	53.1
SouthWest: Kelvin Rd														
1	L2	95	14.5	100	14.5	0.358	5.4	LOS A	2.0	16.0	0.52	0.53	0.52	53.7
2	T1	585	14.5	616	14.5	0.358	5.4	LOS A	2.0	16.0	0.52	0.55	0.52	55.2
3	R2	19	14.5	20	14.5	0.358	11.3	LOS B	2.0	15.6	0.53	0.57	0.53	54.9
3u	U	24	14.5	25	14.5	0.358	13.6	LOS B	2.0	15.6	0.53	0.57	0.53	56.3
Approach		723	14.5	761	14.5	0.358	5.8	LOS A	2.0	16.0	0.52	0.55	0.52	55.0
All Vehicles		2025	14.5	2132	14.5	0.358	6.8	LOS A	2.0	16.0	0.53	0.61	0.53	54.4

2037 without development

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - 2037 LILO AM (Site Folder: General)]

2037 AM Peak Hour
Revised intersection (Without Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	9	5.0	9	5.0	0.016	7.5	LOS A	0.1	0.4	0.54	0.66	0.54	49.2
Approach		9	5.0	9	5.0	0.016	7.5	LOS A	0.1	0.4	0.54	0.66	0.54	49.2
NorthEast: Kelvin Rd														
24b	L3	8	5.0	8	5.0	0.332	7.5	LOS A	0.0	0.0	0.00	0.01	0.00	65.0
8	T1	1141	14.5	1201	14.5	0.332	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.7
Approach		1149	14.4	1209	14.4	0.332	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.6
SouthWest: Kelvin Rd														
2	T1	1027	14.5	1081	14.5	0.296	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1027	14.5	1081	14.5	0.296	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		2185	14.4	2300	14.4	0.332	0.1	NA	0.1	0.4	0.00	0.01	0.00	69.6

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - 2037 LILO PM (Site Folder: General)]

2037 PM Peak Hour
Revised intersection (Without Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	12	5.0	13	5.0	0.016	5.9	LOS A	0.1	0.4	0.46	0.59	0.46	50.2
Approach		12	5.0	13	5.0	0.016	5.9	LOS A	0.1	0.4	0.46	0.59	0.46	50.2
NorthEast: Kelvin Rd														
24b	L3	13	5.0	14	5.0	0.245	7.5	LOS A	0.0	0.0	0.00	0.02	0.00	64.9
8	T1	833	14.5	877	14.5	0.245	0.1	LOS A	0.0	0.0	0.00	0.01	0.00	69.7
Approach		846	14.4	891	14.4	0.245	0.2	NA	0.0	0.0	0.00	0.01	0.00	69.6
SouthWest: Kelvin Rd														
2	T1	1097	14.5	1155	14.5	0.317	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1097	14.5	1155	14.5	0.317	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		1955	14.4	2058	14.4	0.317	0.2	NA	0.1	0.4	0.00	0.01	0.00	69.5

Document Set ID: 8346602
Version: 2, Version Date: 28/08/2025

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2037 LILO AM (Site Folder: General)]

2037 AM Peak Hour
(Without Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	22	14.5	23	14.5	0.405	8.1	LOS A	2.0	15.5	0.73	0.90	0.83	50.6
5	T1	88	14.5	93	14.5	0.405	8.2	LOS A	2.0	15.5	0.73	0.90	0.83	52.1
6	R2	130	14.5	137	14.5	0.405	13.9	LOS B	2.0	15.5	0.73	0.90	0.83	52.2
6u	U	1	14.5	1	14.5	0.405	16.3	LOS B	2.0	15.5	0.73	0.90	0.83	53.5
Approach		241	14.5	254	14.5	0.405	11.3	LOS B	2.0	15.5	0.73	0.90	0.83	52.0
NorthEast: Kelvin Rd														
7	L2	121	14.5	127	14.5	0.524	5.0	LOS A	3.5	27.9	0.53	0.49	0.53	53.6
8	T1	665	14.5	700	14.5	0.524	4.9	LOS A	3.5	27.9	0.53	0.53	0.53	54.8
9	R2	323	14.5	340	14.5	0.524	10.8	LOS B	3.5	27.2	0.55	0.65	0.55	53.1
9u	U	42	14.5	44	14.5	0.524	13.2	LOS B	3.5	27.2	0.55	0.65	0.55	54.5
Approach		1151	14.5	1212	14.5	0.524	6.9	LOS A	3.5	27.9	0.54	0.57	0.54	54.2
NorthWest: Bickley Rd														
10	L2	161	14.5	169	14.5	0.275	7.5	LOS A	1.3	10.4	0.72	0.84	0.72	53.0
11	T1	73	14.5	77	14.5	0.237	6.5	LOS A	1.2	9.5	0.71	0.79	0.71	52.8
12	R2	99	14.5	104	14.5	0.237	12.2	LOS B	1.2	9.5	0.71	0.79	0.71	52.8
12u	U	1	14.5	1	14.5	0.237	14.6	LOS B	1.2	9.5	0.71	0.79	0.71	54.2
Approach		334	14.5	352	14.5	0.275	8.7	LOS A	1.3	10.4	0.72	0.81	0.72	52.9
SouthWest: Kelvin Rd														
1	L2	132	14.5	139	14.5	0.554	9.2	LOS A	4.7	36.8	0.80	0.89	0.95	52.0
2	T1	695	14.5	732	14.5	0.554	9.5	LOS A	4.7	36.8	0.80	0.91	0.97	53.1
3	R2	40	14.5	42	14.5	0.554	15.7	LOS B	4.4	34.9	0.80	0.94	0.98	52.6
3u	U	9	14.5	9	14.5	0.554	18.1	LOS B	4.4	34.9	0.80	0.94	0.98	53.9
Approach		876	14.5	922	14.5	0.554	9.9	LOS A	4.7	36.8	0.80	0.91	0.97	52.9
All Vehicles		2602	14.5	2739	14.5	0.554	8.5	LOS A	4.7	36.8	0.67	0.75	0.73	53.4

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2037 LILO PM (Site Folder: General)]

2037 PM Peak Hour
(Without Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	21	14.5	22	14.5	0.269	6.9	LOS A	1.1	8.9	0.66	0.82	0.66	51.1
5	T1	47	14.5	49	14.5	0.269	7.0	LOS A	1.1	8.9	0.66	0.82	0.66	52.7
6	R2	104	14.5	109	14.5	0.269	12.7	LOS B	1.1	8.9	0.66	0.82	0.66	52.7
6u	U	1	14.5	1	14.5	0.269	15.1	LOS B	1.1	8.9	0.66	0.82	0.66	54.1
Approach		173	14.5	182	14.5	0.269	10.4	LOS B	1.1	8.9	0.66	0.82	0.66	52.5
NorthEast: Kelvin Rd														
7	L2	45	14.5	47	14.5	0.414	5.1	LOS A	2.4	19.3	0.53	0.49	0.53	53.5
8	T1	602	14.5	634	14.5	0.414	5.1	LOS A	2.4	19.3	0.54	0.54	0.54	54.8
9	R2	192	14.5	202	14.5	0.414	11.0	LOS B	2.4	18.7	0.55	0.64	0.55	53.8
9u	U	5	14.5	5	14.5	0.414	13.4	LOS B	2.4	18.7	0.55	0.64	0.55	55.2
Approach		844	14.5	888	14.5	0.414	6.5	LOS A	2.4	19.3	0.54	0.56	0.54	54.5
NorthWest: Bickley Rd														
10	L2	274	14.5	288	14.5	0.349	6.7	LOS A	1.8	14.1	0.70	0.80	0.72	53.4
11	T1	66	14.5	69	14.5	0.377	7.8	LOS A	1.9	15.0	0.72	0.89	0.78	51.7
12	R2	170	14.5	179	14.5	0.377	13.5	LOS B	1.9	15.0	0.72	0.89	0.78	51.8
12u	U	1	14.5	1	14.5	0.377	15.9	LOS B	1.9	15.0	0.72	0.89	0.78	53.1
Approach		511	14.5	538	14.5	0.377	9.1	LOS A	1.9	15.0	0.71	0.84	0.74	52.6
SouthWest: Kelvin Rd														
1	L2	115	14.5	121	14.5	0.454	5.8	LOS A	2.9	22.4	0.59	0.58	0.59	53.3
2	T1	721	14.5	759	14.5	0.454	5.9	LOS A	2.9	22.4	0.60	0.60	0.60	54.8
3	R2	23	14.5	24	14.5	0.454	11.8	LOS B	2.8	21.7	0.61	0.62	0.61	54.5
3u	U	30	14.5	32	14.5	0.454	14.1	LOS B	2.8	21.7	0.61	0.62	0.61	55.9
Approach		889	14.5	936	14.5	0.454	6.3	LOS A	2.9	22.4	0.60	0.60	0.60	54.6
All Vehicles		2417	14.5	2544	14.5	0.454	7.3	LOS A	2.9	22.4	0.61	0.65	0.61	54.0

2037 with development

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - 2037 LILO AM (Site Folder: General)]

2037 AM Peak Hour
Revised intersection (With Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	9	5.0	9	5.0	0.015	7.1	LOS A	0.0	0.4	0.53	0.65	0.53	49.4
Approach		9	5.0	9	5.0	0.015	7.1	LOS A	0.0	0.4	0.53	0.65	0.53	49.4
NorthEast: Kelvin Rd														
24b	L3	60	5.0	63	5.0	0.349	7.5	LOS A	0.0	0.0	0.00	0.07	0.00	64.2
8	T1	1141	14.5	1201	14.5	0.349	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	69.2
Approach		1201	14.0	1264	14.0	0.349	0.5	NA	0.0	0.0	0.00	0.04	0.00	69.0
SouthWest: Kelvin Rd														
2	T1	1053	14.5	1108	14.5	0.304	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1053	14.5	1108	14.5	0.304	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		2263	14.2	2382	14.2	0.349	0.3	NA	0.0	0.4	0.00	0.02	0.00	69.2

MOVEMENT SUMMARY

Site: 101 [Kelvin Rd / Kenwick Rd - 2037 LILO PM (Site Folder: General)]

2037 PM Peak Hour
Revised intersection (With Development)
Left-in/Left-out
Site Category: (None)
Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
East: Kenwick Rd														
4a	L1	12	5.0	13	5.0	0.016	5.8	LOS A	0.1	0.4	0.44	0.58	0.44	50.3
Approach		12	5.0	13	5.0	0.016	5.8	LOS A	0.1	0.4	0.44	0.58	0.44	50.3
NorthEast: Kelvin Rd														
24b	L3	51	5.0	54	5.0	0.257	7.5	LOS A	0.0	0.0	0.00	0.08	0.00	64.1
8	T1	833	14.5	877	14.5	0.257	0.1	LOS A	0.0	0.0	0.00	0.04	0.00	69.2
Approach		884	14.0	931	14.0	0.257	0.5	NA	0.0	0.0	0.00	0.04	0.00	68.9
SouthWest: Kelvin Rd														
2	T1	1123	14.5	1182	14.5	0.324	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	69.8
Approach		1123	14.5	1182	14.5	0.324	0.1	NA	0.0	0.0	0.00	0.00	0.00	69.8
All Vehicles		2019	14.2	2125	14.2	0.324	0.3	NA	0.1	0.4	0.00	0.02	0.00	69.2

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2037 LILO AM (Site Folder: General)]

2037 AM Peak Hour
(With Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	48	14.5	51	14.5	0.493	8.9	LOS A	2.6	20.7	0.76	0.95	0.93	50.2
5	T1	88	14.5	93	14.5	0.493	8.9	LOS A	2.6	20.7	0.76	0.95	0.93	51.7
6	R2	156	14.5	164	14.5	0.493	14.7	LOS B	2.6	20.7	0.76	0.95	0.93	51.8
6u	U	1	14.5	1	14.5	0.493	17.0	LOS B	2.6	20.7	0.76	0.95	0.93	53.1
Approach		293	14.5	308	14.5	0.493	12.0	LOS B	2.6	20.7	0.76	0.95	0.93	51.5
NorthEast: Kelvin Rd														
7	L2	121	14.5	127	14.5	0.525	5.0	LOS A	3.6	28.0	0.53	0.49	0.53	53.6
8	T1	665	14.5	700	14.5	0.525	4.9	LOS A	3.6	28.0	0.54	0.53	0.54	54.8
9	R2	323	14.5	340	14.5	0.525	10.8	LOS B	3.5	27.3	0.55	0.65	0.55	53.1
9u	U	42	14.5	44	14.5	0.525	13.2	LOS B	3.5	27.3	0.55	0.65	0.55	54.5
Approach		1151	14.5	1212	14.5	0.525	6.9	LOS A	3.6	28.0	0.54	0.57	0.54	54.2
NorthWest: Bickley Rd														
10	L2	161	14.5	169	14.5	0.282	7.6	LOS A	1.4	10.8	0.73	0.85	0.73	52.9
11	T1	73	14.5	77	14.5	0.242	6.6	LOS A	1.2	9.8	0.72	0.80	0.72	52.7
12	R2	99	14.5	104	14.5	0.242	12.3	LOS B	1.2	9.8	0.72	0.80	0.72	52.8
12u	U	1	14.5	1	14.5	0.242	14.7	LOS B	1.2	9.8	0.72	0.80	0.72	54.1
Approach		334	14.5	352	14.5	0.282	8.8	LOS A	1.4	10.8	0.73	0.82	0.73	52.8
SouthWest: Kelvin Rd														
1	L2	132	14.5	139	14.5	0.567	9.7	LOS A	4.9	38.8	0.82	0.92	1.00	51.6
2	T1	695	14.5	732	14.5	0.567	10.1	LOS B	4.9	38.8	0.82	0.94	1.01	52.7
3	R2	40	14.5	42	14.5	0.567	16.4	LOS B	4.7	36.6	0.82	0.97	1.03	52.1
3u	U	9	14.5	9	14.5	0.567	18.8	LOS B	4.7	36.6	0.82	0.97	1.03	53.5
Approach		876	14.5	922	14.5	0.567	10.5	LOS B	4.9	38.8	0.82	0.94	1.01	52.5
All Vehicles		2654	14.5	2794	14.5	0.567	8.9	LOS A	4.9	38.8	0.68	0.76	0.76	53.1

MOVEMENT SUMMARY

Site: 201 [Kelvin Rd / Bickley Rd - 2037 LILO PM (Site Folder: General)]

2037 PM Peak Hour
(With Development)
Site Category: (None)
Roundabout

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES [Total veh/h	HV] %	DEMAND FLOWS [Total veh/h	HV] %	Deg. Satn v/c	Aver. Delay sec	Level of Service	95% BACK OF QUEUE [Veh. veh	Dist] m	Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed km/h
SouthEast: Bickley Rd														
4	L2	47	14.5	49	14.5	0.350	7.3	LOS A	1.6	12.5	0.68	0.86	0.73	51.0
5	T1	47	14.5	49	14.5	0.350	7.4	LOS A	1.6	12.5	0.68	0.86	0.73	52.5
6	R2	130	14.5	137	14.5	0.350	13.1	LOS B	1.6	12.5	0.68	0.86	0.73	52.6
6u	U	1	14.5	1	14.5	0.350	15.5	LOS B	1.6	12.5	0.68	0.86	0.73	53.9
Approach		225	14.5	237	14.5	0.350	10.7	LOS B	1.6	12.5	0.68	0.86	0.73	52.2
NorthEast: Kelvin Rd														
7	L2	45	14.5	47	14.5	0.414	5.1	LOS A	2.5	19.3	0.53	0.49	0.53	53.5
8	T1	602	14.5	634	14.5	0.414	5.1	LOS A	2.5	19.3	0.54	0.54	0.54	54.8
9	R2	192	14.5	202	14.5	0.414	11.0	LOS B	2.4	18.8	0.55	0.64	0.55	53.8
9u	U	5	14.5	5	14.5	0.414	13.4	LOS B	2.4	18.8	0.55	0.64	0.55	55.2
Approach		844	14.5	888	14.5	0.414	6.5	LOS A	2.5	19.3	0.54	0.56	0.54	54.5
NorthWest: Bickley Rd														
10	L2	274	14.5	288	14.5	0.356	6.9	LOS A	1.9	14.7	0.72	0.82	0.74	53.3
11	T1	66	14.5	69	14.5	0.386	8.0	LOS A	2.0	15.6	0.73	0.90	0.80	51.6
12	R2	170	14.5	179	14.5	0.386	13.7	LOS B	2.0	15.6	0.73	0.90	0.80	51.6
12u	U	1	14.5	1	14.5	0.386	16.1	LOS B	2.0	15.6	0.73	0.90	0.80	52.9
Approach		511	14.5	538	14.5	0.386	9.3	LOS A	2.0	15.6	0.73	0.86	0.77	52.5
SouthWest: Kelvin Rd														
1	L2	115	14.5	121	14.5	0.465	6.0	LOS A	3.0	23.4	0.62	0.60	0.62	53.2
2	T1	721	14.5	759	14.5	0.465	6.1	LOS A	3.0	23.4	0.63	0.62	0.63	54.6
3	R2	23	14.5	24	14.5	0.465	12.0	LOS B	2.9	22.9	0.63	0.65	0.64	54.3
3u	U	30	14.5	32	14.5	0.465	14.4	LOS B	2.9	22.9	0.63	0.65	0.64	55.7
Approach		889	14.5	936	14.5	0.465	6.5	LOS A	3.0	23.4	0.63	0.62	0.63	54.5
All Vehicles		2469	14.5	2599	14.5	0.465	7.5	LOS A	3.0	23.4	0.62	0.67	0.64	53.9

Appendix D: Swept path diagrams

Swept path diagrams are included in this section of the report. Different coloured lines are employed to represent the various envelopes of the vehicle swept path, as described below:

Cyan represents the wheel path of the vehicle

Green represents the vehicle body envelope

Blue represents a 300mm/500mm buffer line, offset from the vehicle swept path

The swept path diagrams are also provided separately in high-quality, A3 PDF format.

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

Document Set ID: 8846005
Version: 2, Version Date: 26/08/2025



Revision notes:		
Rev:	Date:	Notes:
1	02/06/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: CDC Data Centres Pty Ltd

Project: U24.054 - 307-329 Kenwick Rd, Maddington
Proposed Data Centre Development

Drawing Title: Swept path analysis
AS2890.2 - 19m Articulated Vehicle (AV)

Date: 02/06/2025

Scale @ A3: 1:1500

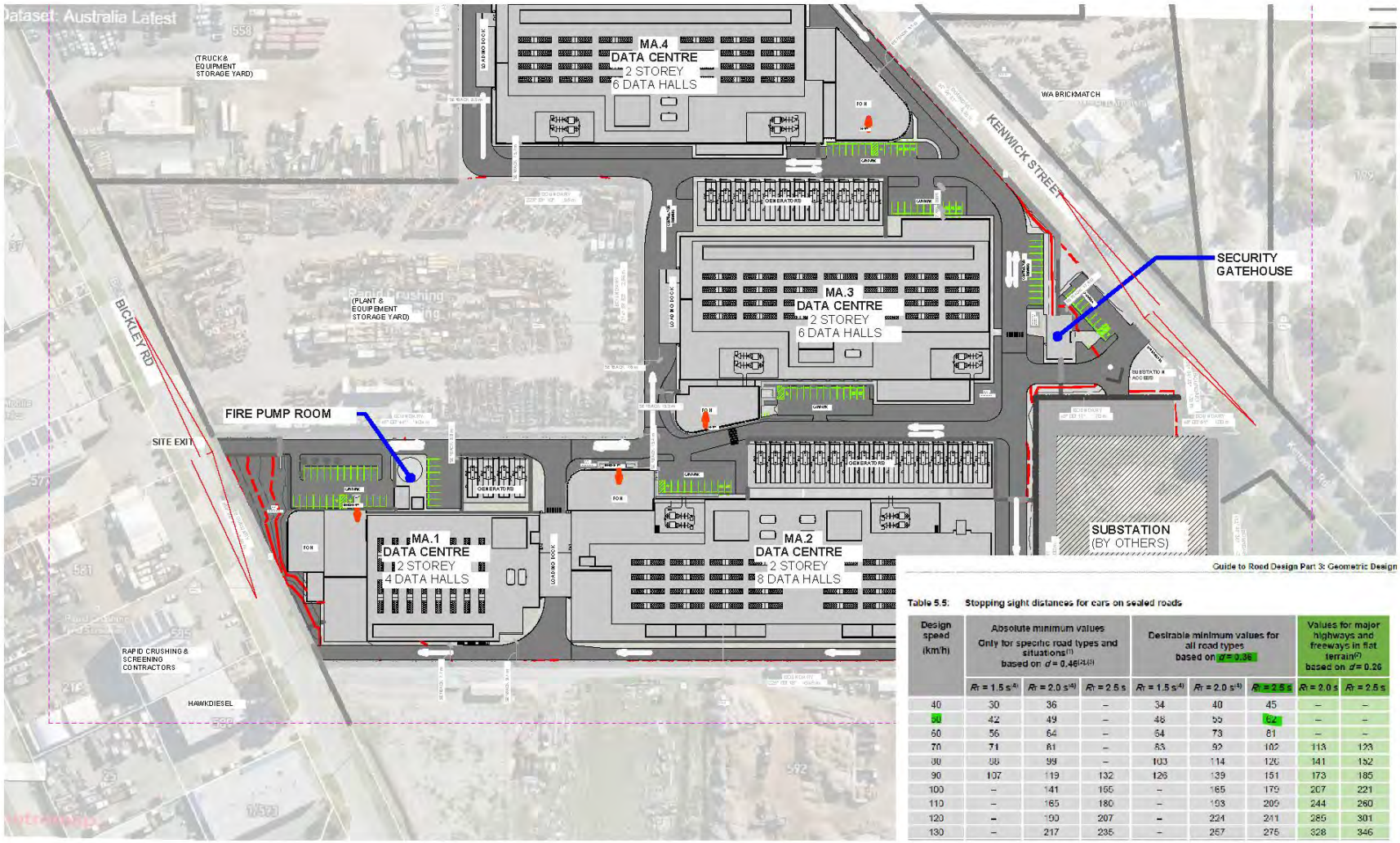
Revision: sk01a

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433656164

Appendix E: Sightline assessment sketches

Document Set ID: 8346603
Version: 2, Version Date: 28/08/2025

Document Set ID: 8846005
Version: 2, Version Date: 26/08/2025



Guide to Road Design Part 3: Geometric Design

Table 5.5: Stopping sight distances for cars on sealed roads

Design speed (km/h)	Absolute minimum values Only for specific road types and situations[1] based on d = 0.46[2,4,5]			Desirable minimum values for all road types based on d = 0.36			Values for major highways and freeways in flat terrain[3] based on d = 0.26	
	R_T = 1.5 s[4]	R_T = 2.0 s[4]	R_T = 2.5 s	R_T = 1.5 s[4]	R_T = 2.0 s[4]	R_T = 2.5 s	R_T = 2.0 s	R_T = 2.5 s
40	30	36	–	34	40	45	–	–
50	42	49	–	48	55	62	–	–
60	56	64	–	64	73	81	–	–
70	71	81	–	83	92	102	113	123
80	88	99	–	103	114	126	141	152
90	107	119	132	126	139	151	173	185
100	–	141	155	–	165	179	207	221
110	–	165	180	–	193	209	244	260
120	–	190	207	–	224	241	285	301
130	–	217	235	–	257	275	328	346

Revision notes:

Rev:	Date:	Notes:
1	06/08/2025	Reaction time = 2.5sec Vehicle speed = 50km/h Stopping Sight Distance (SSD) = 62m

Drawn by: Paul Ghantous

Client: CDC Data Centres Pty Ltd

Project: U24.054 - 307-329 Kenwick Rd, Maddington
Proposed Data Centre

Drawing Title: Stopping Sight Distance Assessment
AGRD Part 3 - Geometric Design

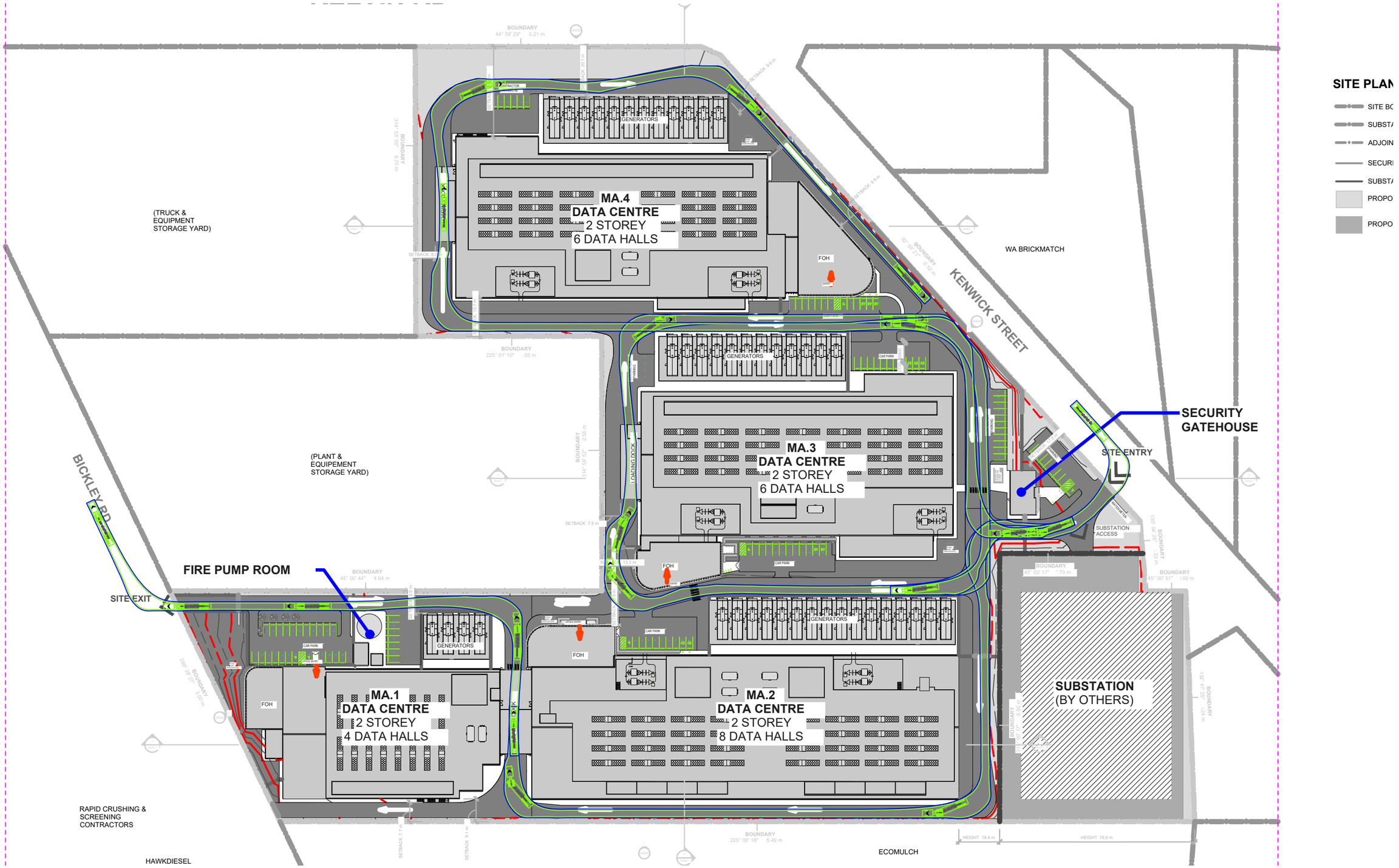
Date: 06/08/2025

Scale @A3: 1:1500

Revision: sk02

urbii
Sustainable Transport. Safe Solutions

PO Box 4515, Gardner WA 6171
customer@urbii.com.au
0432 558 104



Revision notes:

Rev:	Date:	Notes:
1	02/06/2025	Dark blue swept path line represents a 500mm buffer.

Drawn by: Paul Ghantous

Client: CDC Data Centres Pty Ltd

Project: U24.054 - 307-329 Kenwick Rd, Maddington
Proposed Data Centre Development

Drawing Title: Swept path analysis
AS2890.2 - 19m Articulated Vehicle (AV)

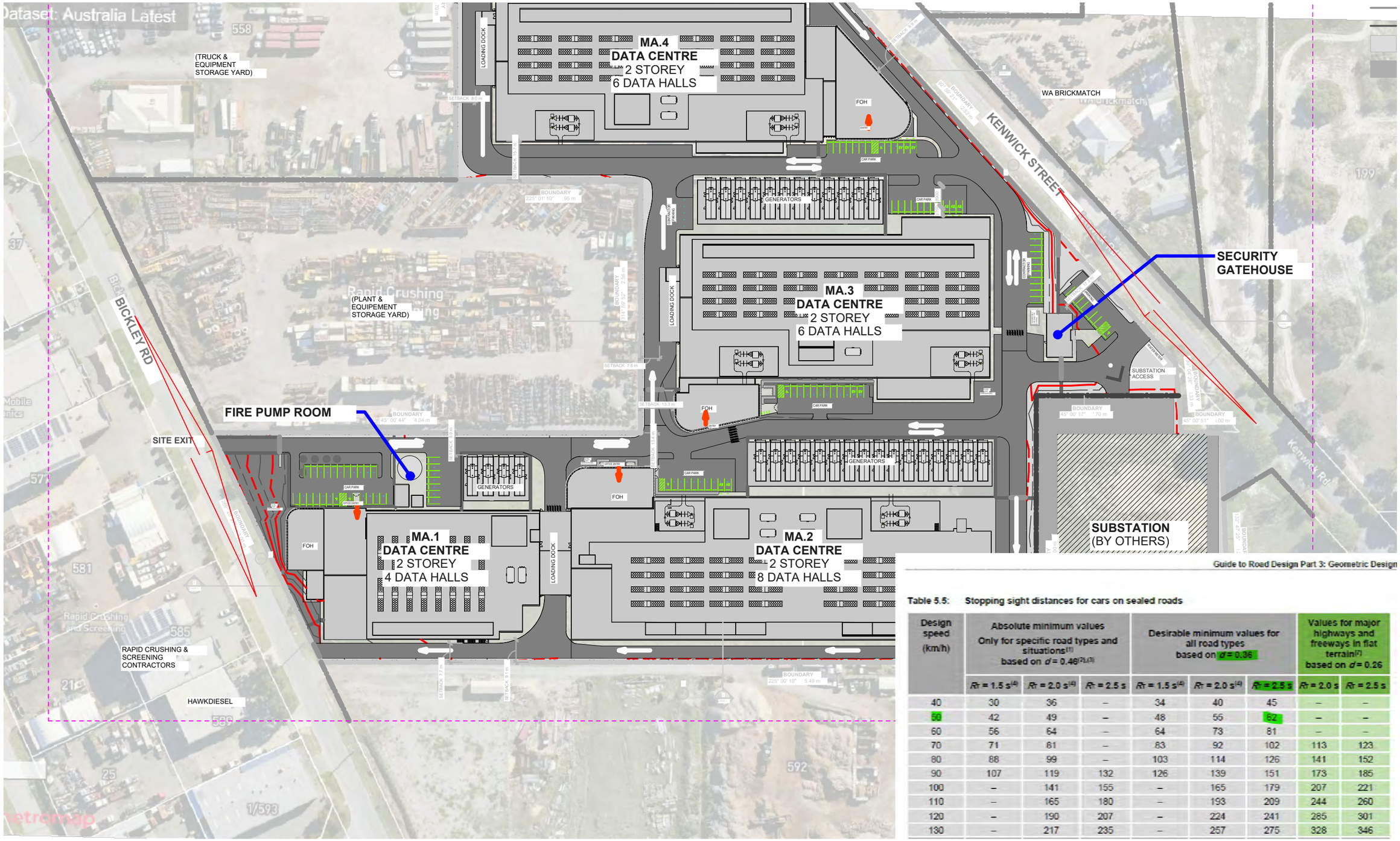
Date: 02/08/2025

Scale @ A3: 1:1500

Revision: sk01a

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164

Document Set ID: 8876005
Version: 2, Version Date: 28/08/2025



Guide to Road Design Part 3: Geometric Design

Table 5.5: Stopping sight distances for cars on sealed roads

Design speed (km/h)	Absolute minimum values Only for specific road types and situations[1] based on d = 0.46[2],[3]			Desirable minimum values for all road types based on d = 0.36			Values for major highways and freeways in flat terrain[7] based on d = 0.26	
	R_T = 1.5 s[4]	R_T = 2.0 s[4]	R_T = 2.5 s	R_T = 1.5 s[4]	R_T = 2.0 s[4]	R_T = 2.5 s	R_T = 2.0 s	R_T = 2.5 s
40	30	36	–	34	40	45	–	–
50	42	49	–	48	56	62	–	–
60	56	64	–	64	73	81	–	–
70	71	81	–	83	92	102	113	123
80	88	99	–	103	114	126	141	152
90	107	119	132	126	139	151	173	185
100	–	141	155	–	165	179	207	221
110	–	165	180	–	193	209	244	260
120	–	190	207	–	224	241	285	301
130	–	217	235	–	257	275	328	346

Revision notes:

Rev:	Date:	Notes:		
1	06/08/2025	Reaction time = 2.5sec	Vehicle speed = 50km/h	Stopping Sight Distance (SSD) = 62m

Drawn by: Paul Ghantous

Client: CDC Data Centres Pty Ltd

Project: U24.054 - 307-329 Kenwick Rd, Maddington
Proposed Data Centre

Drawing Title: Stopping Sight Distance Assessment
AGRD Part 3 - Geometric Design

Date: 06/08/2025

Scale @ A3: 1:1500

Revision: sk02

urbii
Sustainable Transport. Safe Solutions
PO Box 4315, Baldivis WA 6171
customer@urbii.com.au
0433858164

Document Set ID: 8874605
Version: 2, Version Date: 28/08/2025

Maddington Data Centre
Acoustic Report

Development Application



28/07/2025

Ref: 301351718

PREPARED FOR:
CDC Data Centres c/o Developed Property

PREPARED BY:
Prasad Kumar and Ben Martis

Stantec

Document Set ID: 8876937
Version: 1, Version Date: 28/08/2025

Revision Schedule

Revision No.	Date	Description	Prepared by	Quality Reviewer	Independent Reviewer	Project Manager Final Approval
C01	2025.05.19	Draft Issue	NPK	BEM	BEM	BEM
C02	2025.05.28	For Consent	NPK	BEM	BEM	BEM
C03	2025.07.28	For Consent	NPK	BEM	BEM	BEM

Disclaimer

The conclusions in the Report are Stantec's professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the document was published and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from the Client and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Document Set ID: 8846987
Version: 2, Version Date: 28/08/2025

Contents

Executive Summary 2

1. Introduction 3

1.1 Overview 3

2. Referenced Documentation 4

2.1 Regulations, Policies, Standards and Guidelines 4
2.2 Project Location 4
2.3 Development Description 5

3. Acoustic Criteria 6

3.1 Environmental Protection (Noise) Regulation 1997 6
3.1.1 Nearest Noise Sensitive Receivers 6
3.1.2 Influencing Factor 7
3.1.3 Assigned Noise Levels for Nearest Sensitive Receiver 9
3.1.4 Noise Character Adjustments 9
3.1.5 Regulation 14A 10

4. Noise Emissions Assessment 11

4.1 Noise Modelling 11
4.1.1 Noise Propagation Algorithm 11
4.1.2 Receivers 11
4.1.3 Topography and Ground Condition 12
4.2 Noise Sources 12
4.2.1 Air cooled chiller and PAC unit operational loading 14
4.2.2 Potential annoying characteristics of the sound 15
4.2.3 Shielding provided by building massing 15
4.3 Acoustic Treatment 15
4.4 Noise Model Results 17
4.5 Discussion 19
4.6 Loading Dock 19
4.7 Waste Collection 19
4.8 Noise Emissions from Building Services 21

5. Conclusion 22

Appendix A Glossary of Acoustic Terms 23
Appendix B Noise Contours 25
Appendix C Tech Data Sheets 26

Document Set ID: 8846987
Version: 2, Version Date: 28/08/2025

Executive Summary

Stantec has been appointed by CDC Data Centres, c/o Developed Property to undertake an acoustic assessment for the proposed new 145MW data centre facility at 582 Bickley Rd, Maddington WA 6109. The proposed development includes four (4) two storey data centre buildings.

To support the Development Application for the project, a noise impact assessment has been carried out, with predicted emissions assessed against the WA Environmental Protection (Noise) Regulations 1997 (EPNR).

A 3D noise model was developed using the software package SoundPLAN v9.0, with noise emissions assessed for the worst-case operations.

Results from the assessment show that with appropriate equipment selections and acoustic mitigation strategies, the site is expected to comply with the applicable EPNR noise emission criteria.

Mechanical Plant and Back-up Generators

The following acoustic mitigation measures are expected to be required to achieve the applicable limits under typical weather conditions:

- Enclosed generator sets with acoustic attenuation applied to intake, discharge and exhaust. Preliminary attenuation insertion loss values are provided in Appendix C;
- Back-up Generators are to be tested 1 unit at a time, during daytime hours (Monday to Friday 0900-1600hr). During an emergency (power outage) with up to 35 generators operating, exceedance of the EPNR criteria may occur at night-time, however based on grid availability statistics from Western Power, outages are likely to occur less than 0.07% of the year;
- Design and selection of air-cooled Chillers and Package Units (PAC) to achieve acoustic emission performance no higher than that detailed in Appendix C;
- Design of Chillers and PAC units to achieve 75% speed during evening periods and 50% speed during night-time periods (as defined in the EPNR);
- Limiting the number of Chillers and PAC units operating based on time of the day (periods as defined in the EPNR), as detailed in Section 4.3;
- During the most sensitive periods; Sundays, Evenings and Night-times (as defined in the EPNR), the selection of Chiller units operating will need to be managed such that the operational units are positioned towards the middle of the buildings, away from sensitive receivers;
- Under worst-case weather conditions, including thermal inversions, a marginal exceedance of +1 dB may be expected at some receivers. This is considered not to be a perceptible difference.

Waste Collection and Loading Dock

It is noted that loading docks are located adjacent to the data centre building. Vehicles of various sizes up to 19m semi-articulated trucks will be servicing the proposed development. Based on the existing adjacent uses (truck and industrial vehicle storage yards), the noise emission from trucks accessing the site are not expected to significantly contribute to the acoustic amenity of the area.

Under the EPNR Regulation 14A, the assigned noise levels of Regulation 7 do not apply to waste collection (both domestic and commercial sources), provided certain conditions are met.

To minimise amenity impact to the community, it is recommended that waste collection and loading to occur between the hours of 7am – 7pm Monday to Saturday.

In summary, in view of the available information, we consider that the development will be able to comply with the EPNR. The predictions in this report consider that the assumptions and recommendations provided will be fulfilled and implemented.

Document Set ID: 8846937
Version: 2, Version Date: 28/08/2025

1. Introduction

1.1 Overview

Stantec has been appointed by CDC Data Centres Pty Ltd (c/o Developed Property) to undertake an acoustic assessment for the proposed new 145MW data centre facility at 582 Bickley Rd, Maddington WA 6109. The proposed development includes four (4) two storey data centre buildings.

This Acoustic Report for Development Application:

- Outlines the noise emissions associated with the project;
- Establishes relevant acoustic criteria in accordance with current Legislation, Regulations, Council Policies, Australian Standards and Design Guidelines;
- Assesses noise emission from mechanical services and back-up generator associated to the development, providing management measures or mitigation where required for compliance.

Each acoustical aspect identified above has been addressed in this report with recommendations provided that aims to achieve a consistent acoustical outcome for the project. All advice provided in this report is for coordination with the project team and implementation by the respective disciplines.

A glossary of acoustic terms used in this report is included in Appendix A.

The recommendations made in this report are specific to the building design at the date of issue of this report. The building design is subject to change during the following design stages. Where this occurs, the assumptions made to inform the recommendations in the report may no longer be valid; therefore, further advice should be sought to ensure that the acoustic outcomes presented in this report are achieved.

The performance of products referred to in this report are made to meet the acoustic requirements only. It does not consider other aspects including, but not limited to, thermal, wind, impact, structural, mechanical, national construction code, security and fire requirements. Relevant discipline reports, drawings and specifications should be referred to for conformance.

This report relates to this specific project and must not be applied to any other project without prior consultation with Stantec. Designs and conditions can vary between projects causing significant variations in acoustic performance requirements and relevant subsequent advice to one project may not apply to another.

This report shall not be relied upon as providing any warranties or guarantees of construction quality regarding acoustics.

Document Set ID: 8846937
Version: 2, Version Date: 28/08/2025

2. Referenced Documentation

2.1 Regulations, Policies, Standards and Guidelines

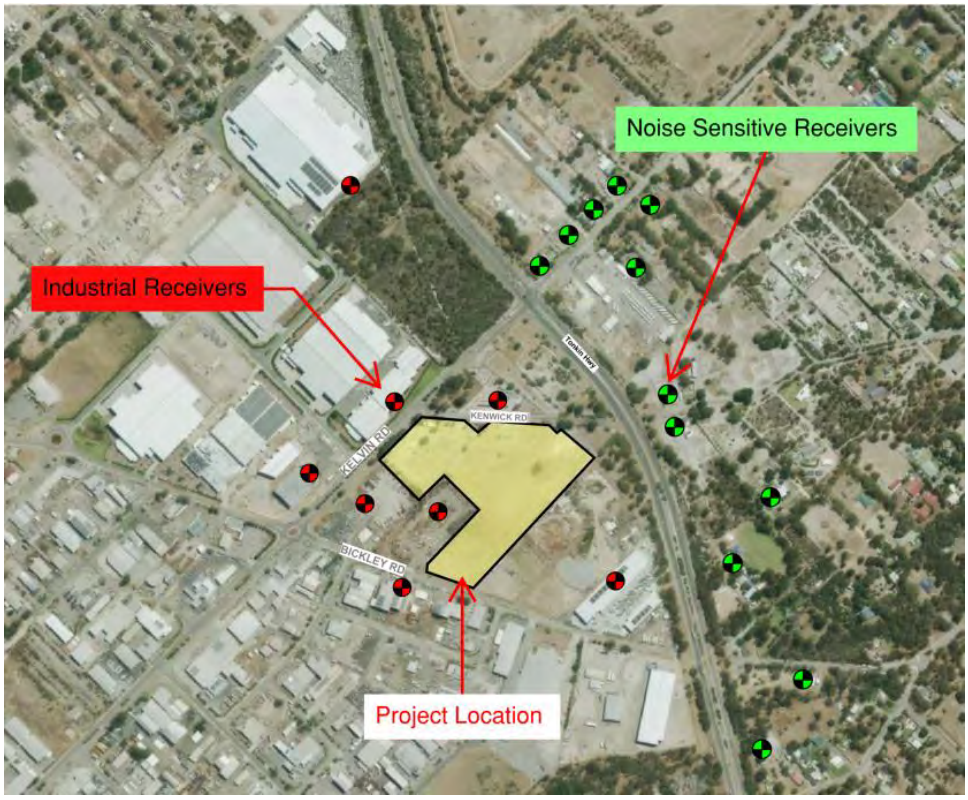
The following documents detailed in Table 1 are relevant to the project and are referred to throughout this report.

Table 1: Applicable regulations, policies, standards and guidelines referenced in this report

Title	Abbreviation
REGULATIONS AND LOCAL COUNCIL POLICIES	
Western Australian Environmental Protection (Noise) Regulation 1997	EPNR 1997
Environmental Noise Management Plan, August 2010	-
Department of Water and Environmental Regulation, May 2021	DWER
PROJECT RELATED DOCUMENTS	
Prelim DA Set, For Consultant Information to Stantec - Rev A dated 2024.12.06	-
Revised Prelim DA Set to Stantec - Rev C, dated 2025.05.09	-
Issue for DA – Rev B, dated 2025.05.16	-

2.2 Project Location

The development is proposed at 582 Bickley Rd, Maddington WA 6109. The surrounding area is primarily an Industrial zoned development with the nearest residential receivers (identified from satellite imagery), located approximately 300m from the development across the Tonkin Hwy. The Tonkin Hwy (major road) and existing industrial developments surrounding the project site form a major part of the existing acoustic environment.



Source: Metromaps

Figure 1 Site location and surrounding area

Document Set ID: 8846937
Version: 2, Version Date: 28/08/2025

2.3 Development Description

The proposed project includes the construction of four new data centre buildings with associated data halls, service areas and office spaces. A new electrical substation is to be constructed at the north-east of the site.

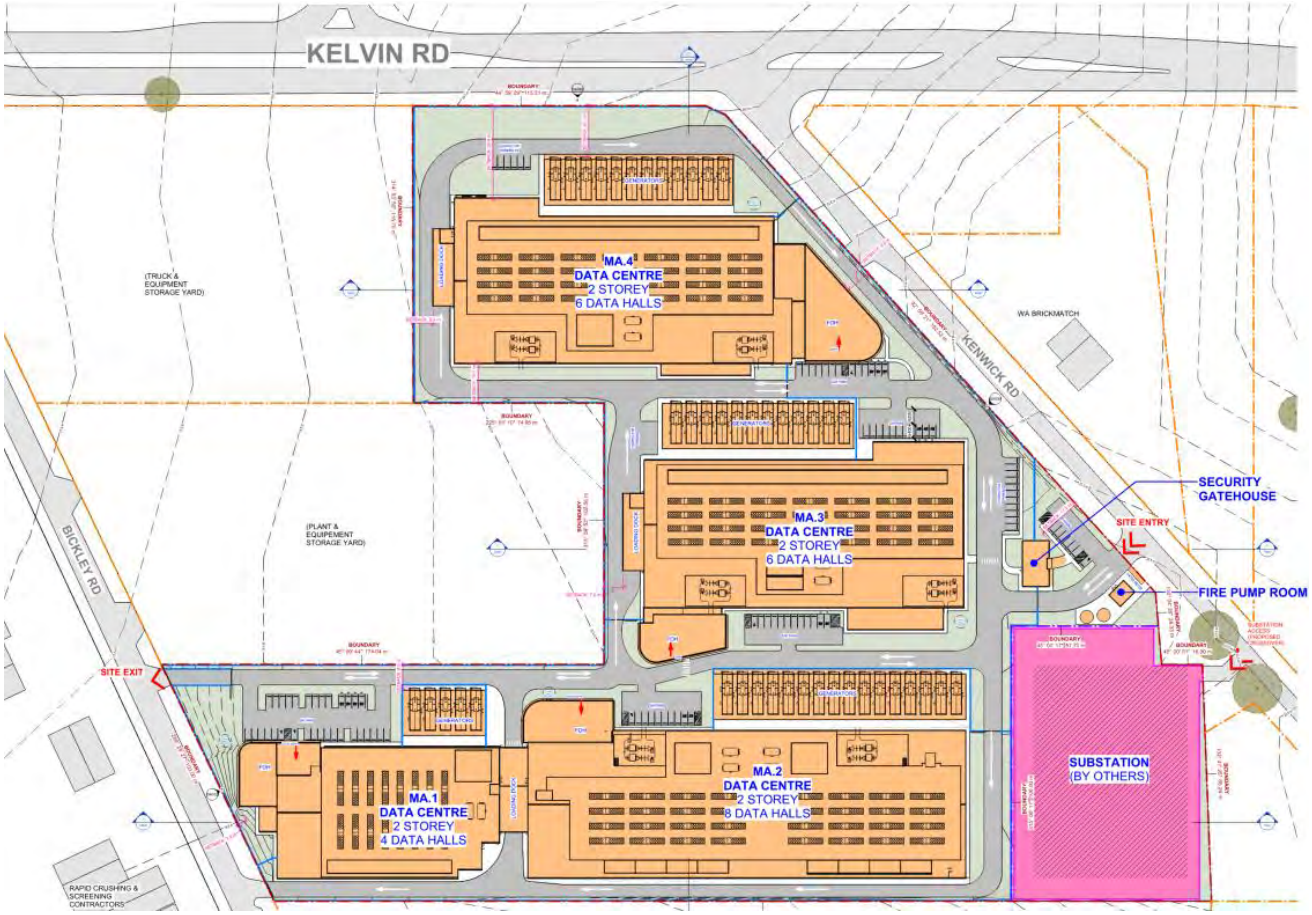


Figure 2: Site Plan, EJE Architects

Major plant associated with the development includes:

- Ninety (90) containerised generator sets – including acoustic attenuation – located adjacent to the data centre building
- Air cooled Chillers and Package Units (PAC) located on the building roof as follows –

Unit	Building MA1	Building MA2	Building MA3	Building MA4
Chillers	6	40	30	30
PAC	2	4	4	4

- Five (5) 55MVA transformers to be housed in the substation area
- Fire pump housed in a plantroom adjacent to Tonkin Hwy.

Document Set ID: 8846937
Version: 2, Version Date: 28/08/2025

3. Acoustic Criteria

The acoustic criteria presented in this report are derived from the following documentation:

- *Western Australian Environmental Protection (Noise) Regulation 1997 (EPNR);*

3.1 Environmental Protection (Noise) Regulation 1997

Environmental noise impacts resulting from the noise emissions from the project are addressed through the Environmental Protection Act 1986, with the regulatory requirements detailed in the Environmental Protection (Noise) Regulations 1997 (EPNR).

The EPNR establishes the maximum permissible noise emission levels (assigned levels) to be received at all adjacent noise-sensitive premises during specific periods of the day as a result of the cumulative noise emissions from all sources proposed for the project site. Compliance to relevant noise limits outlined in the EPNR is compulsory.

The EPNR states noise emissions from any premises are considered not to significantly contribute to the noise at a receiver if the noise emissions are 5 dB or more below the assigned levels.

In brief, the assigned levels are determined by considering of the amount of commercial and industrial zones, as well as main transport corridors and sporting venues surrounding the noise sensitive premises. The assigned levels apply at premises receiving the noise (noise sensitive receiver) and not to areas within the project site or lot. In addition, the Environmental Protection (Noise) Regulations 1997 identify the following in Schedule 3, clause 2A:

"If the land within either of the circles is categorised on the land use map as land in respect of which mixed uses are permitted, the use of that land that results in the highest influencing factor is to be used in the determination of the influencing factor."

3.1.1 Nearest Noise Sensitive Receivers

The nearest noise sensitive receivers have been considered as the residential properties and caravan park surrounding the project location, these include the following at approximately 1km west of the project site:

- Residential receivers along Kelvin Rd (e.g., 220 Kelvin Rd), Dale Pl (e.g., 102 Dale Pl) and Boyle Ln (e.g., 32 Boyle Ln)
- Orange Grove Primary School (day-time period)
- Industrial receivers immediately surrounding the proposed development (e.g., Makita and storage yard)

Further noise-sensitive receivers were considered although they were located even further from the proposed project location, approximately 700m from the project site.

- Receivers along Maddington Rd WA 6109

The Town Planning Scheme 6 (TPS6) for the City of Gosnells and the Local Planning Scheme from The Department of Planning, Lands and Heritage were used in the determination of the influencing factor. The incoming Local Planning Scheme 24, which has not yet been formally approved, considers the land between the project site and Tonkin Hwy as an Industrial Development area. Hence the acoustic criteria will remain the same or become less stringent should the new LPS be adopted.

Traffic data for roads surrounding the nearest noise sensitive receiver were obtained from Main Roads Western Australia (MRWA) on 15 May 2025. The available traffic data has been presented in Table 2.

Document Set ID: 8846937
Version: 2, Version Date: 28/08/2025

Table 2: Traffic count data (MRWA)

Transport Corridors	EPNR Classification [1)]	Average Daily Traffic Volumes					
		2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Tonkin Hwy South of Kelvin Rd	Major Rd	46,959	-	48,332	45,270	50,945	-
Kelvin Rd North of Tonkin Hwy	-	6,159	-	-	5,711	-	-

1) As defined by the EPNR. Secondary roads have between 6,000-15,000 vehicles per day. Major roads have greater than 15,000 vehicles per day.

3.1.2 Influencing Factor

The influencing factor at the nearest noise receivers from identifying major roads, commercial and industrial areas for all nearest noise sensitive receivers is summarised in Table 3.

Table 3: Influencing factor (IF) at noise sensitive receivers

Noise Sensitive Premises	Commercial Zones	Industrial Zones	Transport Corridors	Influencing Factor
220 Kelvin Rd 102 -103 Dale Pl Orange Grove Primary School	0 % within a 450 m radius	19 % within a 450 m radius	Tonkin Hwy within 100m radius	8 dB
226 -254 Kelvin Rd 101 Dale Pl 32 Boyle Ln	0 % within a 450 m radius	7 % within a 450 m radius	Tonkin Hwy within 450m radius	3 dB

Document Set ID: 8846937
Version: 2, Version Date: 26/08/2025

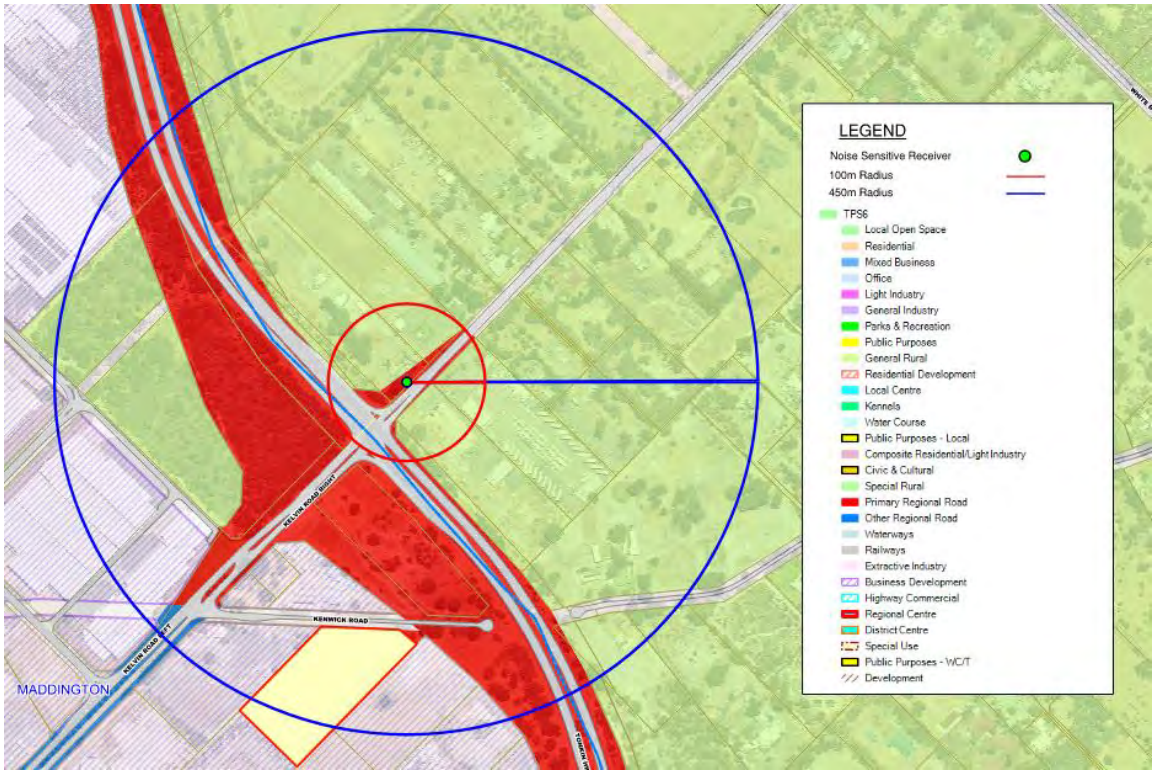


Figure 3: Zoning map of areas surrounding 220 Kelvin Rd

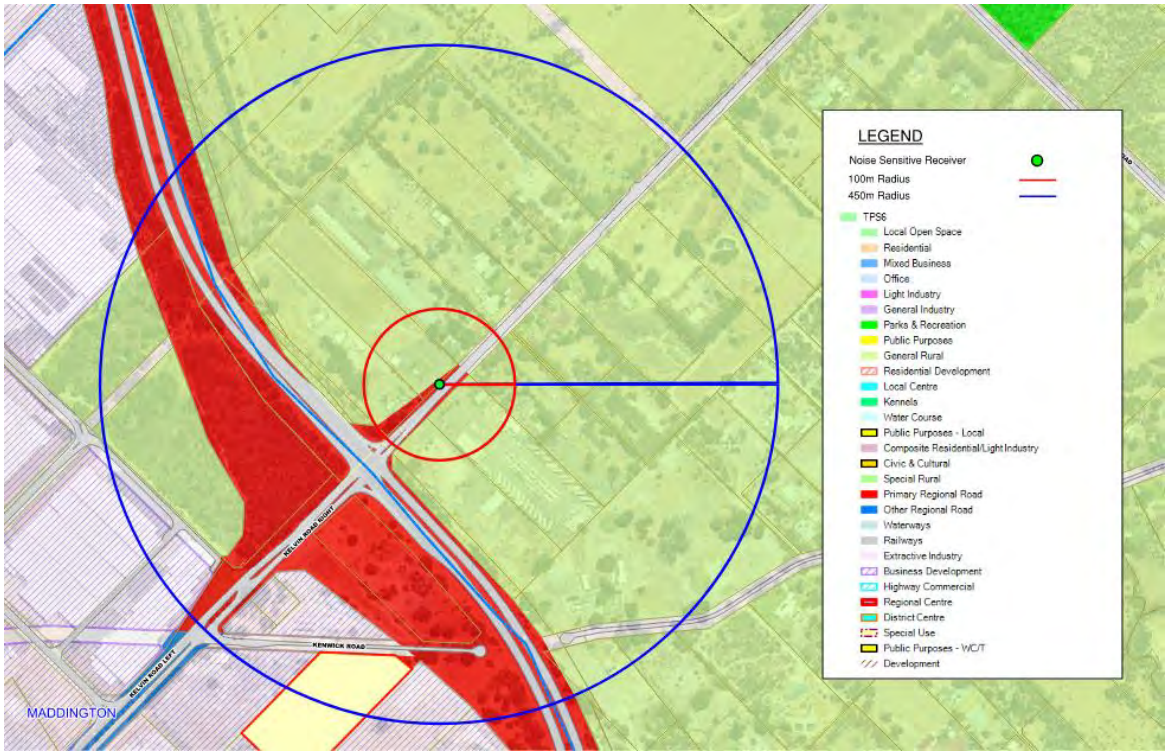


Figure 4: Zoning map of areas surrounding 226 Kelvin Rd

Source: City of Gosnells Intramaps https://maps.gosnells.wa.gov.au/intramaps22A/?project=Gosnells

Document Set ID: 8846937
Version: 2, Version Date: 28/08/2025

3.1.3 Assigned Noise Levels for Nearest Sensitive Receiver

Table 4 summarizes the assigned levels at the nearest noise sensitive premises. It is required that all noise emissions from the development are below the assigned level for all defined periods of the day and at the lot boundary of the receiver or 15m from any associated building. It is noted that the EPNR assigned levels only apply at the premises receiving the noise only and not to noise within the site.

Table 4: Assigned levels for Noise Sensitive Receivers

Type of premises receiving noise	Time of day	Assigned Level (dB)		
		L_{A10}	L_{A1}	L_{Amax}
Noise sensitive premises: Highly sensitive area	0700 to 1900 hours Monday to Saturday	45 + IF	55 + IF	65 + IF
	0900 to 1900 hours Sunday & public holidays	40 + IF	50 + IF	65 + IF
	1900 to 2200 hours all days	40 + IF	50 + IF	55 + IF
	2200 hours on any day to 0700 hours Monday to Saturday, and 0900 hours Sunday & public holidays	35 + IF	45 + IF	55 + IF
Noise sensitive premises: any area other than highly sensitive areas	All Hours	60	75	80
Commercial premises	All Hours	60	75	80
Industrial and utility premises	All Hours	65	80	90

Note: EPNR states that noise emissions from any premises are considered not to significantly contribute to the noise at a receiver if the noise emissions are 5 dB or more below the assigned levels.

3.1.4 Noise Character Adjustments

Regulation 7 states that the noise character must be “free” of annoying characteristics, namely —

- Tonality, e.g. whining, droning;
- Modulation, e.g. like a siren; and
- Impulsiveness, e.g. banging, thumping.

Regulation 9 (1) establishes the methodology for determining noise characteristics. If these characteristics cannot be reasonably and practicably removed, a series of adjustments to the measured levels are required, indicated in Table 5.

Table 5: Noise character adjustment

Adjustment where noise emission is not music these adjustments are cumulative to a maximum of 15 dB		Adjustment where noise emission is music		
Where tonality is present	Where modulation is present	Where impulsiveness is present	Where impulsiveness is not present	Where impulsiveness is present
+ 5 dB	+ 5 dB	+ 10 dB	+ 10 dB	+ 15 dB

Document Set ID: 8846937
Version: 2, Version Date: 28/08/2025

3.1.5 Regulation 14A

The data centre requires continuous power supply to operate. It is proposed that operation of the Back-up Generators for continued power supply in the event of a major outage is considered Class 2 Works under the EPNR 14A. The generator operation may be considered activities associated with hazard or emergency management for the following reasons:

- Power outages can lead to unsaved data being lost, interrupted processes or corrupted files. This can be devastating in sectors such as finance, healthcare and cloud services;
- Downtime disrupts data centre operations, potentially leading to contractual penalties, loss of customer trust and missed business opportunities. Backup power ensures the site can continue running seamlessly during grid outages;
- Sudden power interruptions can damage sensitive hardware such as servers, cooling systems and networking equipment. Backup systems help maintain stability, extending the lifespan of these assets; and
- Many industries require adherence to strict compliance standards regarding uptime, data protection and disaster recovery. Backup power helps data centers meet their certifications and regulatory compliance.

As an acoustic mitigation measure, all generators are proposed to be fitted with acoustic attenuation applied to intake, discharge and exhaust. Preliminary attenuation insertion loss values are provided in Appendix C.

Document Set ID: 8876987
Version: 2, Version Date: 26/08/2025

4. Noise Emissions Assessment

Noise sources presented in this assessment include;

- Noise from plant serving the data centre (i.e., chillers, package units and back-up generators).

Noise emissions from the project site are based on the preliminary site layout are required to be compliant with the assigned noise levels at the nearest noise sensitive receiver, as defined under the Environmental Protection (Noise) Regulation 1997.

4.1 Noise Modelling

Noise modelling was undertaken in general accordance with DWER's Guideline for the assessment of environmental noise emissions date May 2021.

The assessment of each potential noise source against the EPNR criteria (L_{A10}, L_{A1}, or L_{Amax}) is proportional to the period of the day, and the combined frequency and duration of each noise event. To assess a worst-case scenario, assessment has been conducted against the most stringent L_{A10} criteria.

4.1.1 Noise Propagation Algorithm

Typical Meteorological Conditions

The ISO 9613-2:1996 prediction algorithm has been used in this assessment. ISO 9613-2 specifies an engineering method for calculating the attenuation of sound during propagation outdoors in order to predict the levels of environmental noise at a distance from a variety of sources. The method predicts the equivalent continuous downwind octave band sound pressure level (as described in parts 1 to 3 of ISO 1996) under meteorological conditions favourable to propagation from sources of known sound emission.

Worst-case Meteorological Conditions

The CONCAWE algorithm has been selected to model worst-case meteorological conditions, as presented in Table 6. Conditions for enhancement of sound propagation have been considered (*Draft Guideline: Environmental Noise for Prescribed Premises, WA Department of Environment Regulation 2016*).

Table 6: Meteorological Conditions Used for Noise Modelling (Worst-case)

Parameter	Day (0700 – 1900)	Evening / Night (1900 – 0700)
Wind Speed (m/s)	4	3
Temperature (C)	20	15
Relative Humidity (%)	50	50
Pasquill Stability Class	E	F
Wind Direction	Source to Receiver	Source to Receiver

4.1.2 Receivers

All noise receivers were located at 1.4m above ground and each floor level and 1m away from buildings associated with highly sensitive uses, within 15m of occupied buildings as defined by the EPNR, as well as at the lot boundaries. Figure 1 represents the nearest noise sensitive receivers from the proposed development.

Document Set ID: 8876937
Version: 2, Version Date: 28/08/2025

4.1.3 Topography and Ground Condition

Terrain contours were sourced from Geoscience Australia, Digital Elevation Model (DEM) 5 Metre Grid of Australia derived from LiDAR, 2015.

Ground absorption varies from a value of 0 to 1, with 0 being fully reflective ground and 1 for absorbent ground such as grass. Roads / car parks / hardstand areas were modelled as fully reflective (ground condition of 0), 0.6 for absorbent ground such as grass and 0.8 for densely vegetated areas.

A reflection order of 3 was used in all assessments.

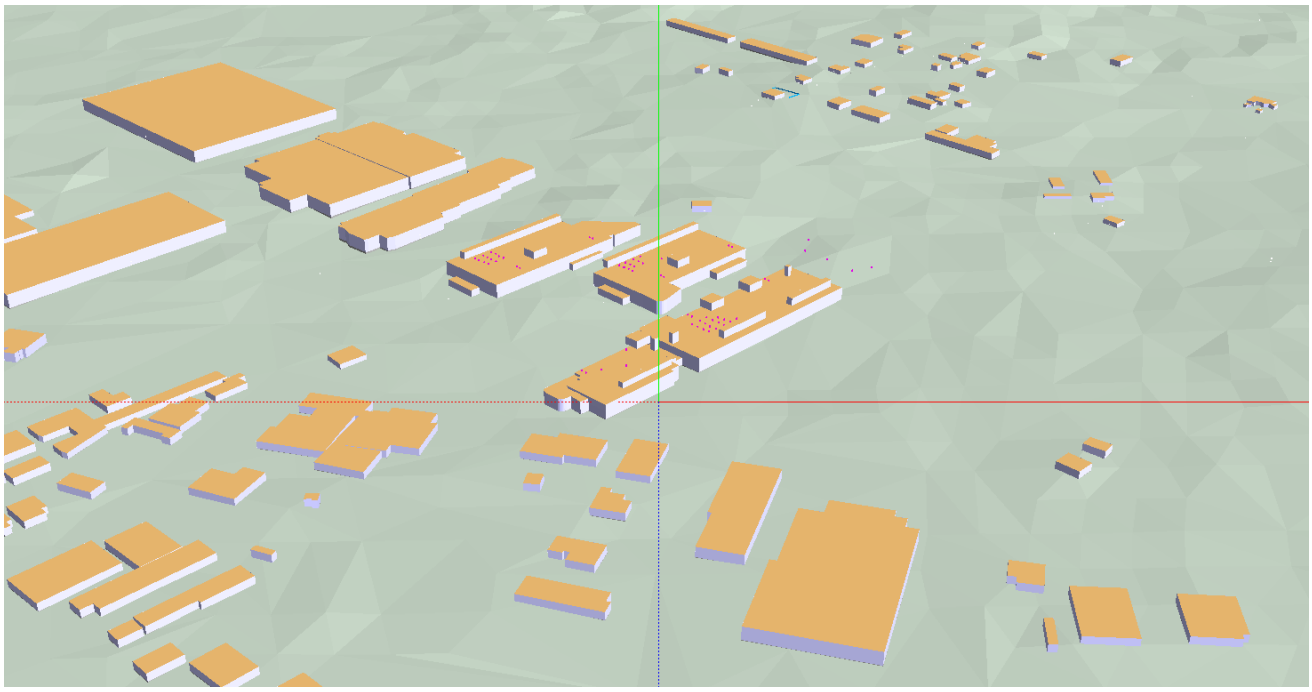


Figure 5: Image from Noise Model

4.2 Noise Sources

The project site presents a large industrial site with numerous noise sources which are included for power supply and cooling. The primary sources of noise from the proposed development include containerized generators with inbuilt acoustic attenuation for intake, discharge and exhaust, air-cooled chillers, and PAC air handling units.

Generators will only operate under power fail conditions (emergency services), or individually during scheduled maintenance testing limited to daytime period. Cooling plant items are understood to operate at all hours in a capacity to support the load within the data halls.

Indicative acoustic data for these items is provided in Appendix C and resulting sound power inputs for the model are provided in

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Table 7. The equipment type and physical dimensions are also provided in Appendix C. The design will need to ensure that the acoustic output of equipment is equal or less than presented in this report.

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Table 7 Summary of major noise sources

Source	Number of items	Sound Power Levels, dB Octave Band Centre Frequency, Hz								Total SWL, dB(A)
		63	125	250	500	1000	2000	4000	8000	
Generator Discharge[1]	90	105	103	88	67	67	52	58	85	90
Generator Intake[1]		111	107	97	76	66	62	70	94	96
Generator Exhaust[1]		87	94	88	78	85	85	80	66	90
Air Cooled Chiller[2]	106	90	91	95	94	94	86	78	69	97
Package Air Handling - Exhaust [2]	14	-	59	67	76	80	79	85	66	87
Package Air Handling – Intake[2]		-	60	69	72	73	75	82	68	84
55MVA Transformer	5	90	92	87	87	81	76	71	64	83

Note 1: Includes acoustic attenuation. Calculated from and calibrated against SPL at 1m data

Note 2: Data is provided for 100% equipment capacity. Assumptions regarding reduced loading noise emissions are provided below.

Contributions from five (5) 55MVA rated transformers operating in the adjacent substation has also been included in the assessment. These are not CDC assets, however, are only expected to be required due to the presence of the data centre.

4.2.1 Air cooled chiller and PAC unit operational loading

Air cooled chiller and PAC unit plant operating settings, and consequently noise emission, will vary depending on load requirements and environmental conditions. Cooling plant items are expected to operate at all hours in a capacity to support the load within the data halls. It is understood that chiller plant will operate at 100% capacity during typical operational conditions. During the night period capacity is understood to further reduce. PAC plant will similarly reduce in operating capacity to between 50-70% during the night period

Equipment operating below 100% capacity can typically result in reductions in noise emission by 1-3dB (75% capacity to 50% capacity respectively). The following assumed reductions to the presented noise emission data in Table 7 are provided to account for variance in operating conditions (time periods as defined in the EPNR):

- Day period: 0dB reduction (100% capacity, worst case);
- Evening period: 1.5dB reduction (capacity reduced to 75%); and
- Night period: 3dB reduction (capacity reduced to 50%).

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

4.2.2 Potential annoying characteristics of the sound

An assessment has been conducted to evaluate potentially annoying characteristics of the sound of the proposed equipment, which if present require an adjustment (penalty) to the measured level at the receiver under the EPNR.

Modulating and impulsive characteristics are not expected of the proposed equipment. Consideration has been given to potential tonal characteristics.

Given that data from mechanical plant manufacturers is generally limited to broadband data or in 1/1 octave band value, it is not possible to objectively determine tonality, as it is described in the EPNR. 1/3 octave band data is required yet is typically unavailable. The assessment of these characteristics is carried out at the receiver location, approximately 300m from the site and across Tonkin Hwy for a typical residence.

Analysis on the Chiller 1/1 octave band data of the source, interpolated to 1/3 octave band data, has been conducted based on the performance and operational characteristics. This shows that the anticipated tonal noise levels are not expected to present any significant concerns, with a maximum of 1.7dB difference between adjacent bands above 400Hz, and 3.5dB below 400Hz. It should be noted that this assessment is based on assumptions of the units and should be confirmed through measurements of the equipment once available. Any changes to the equipment characteristics will be required to be captured in an updated acoustic assessment.

A similar study has been conducted on the Generator and predicted generator flue noise. Similar to the above, analysis was conducted on the 1/1 octave band data of the source, interpolated to 1/3 octave band data, based on information provided by the manufacturer. This shows a maximum of 1.5 dB difference between the adjacent bands above 400Hz, and 2.4 dB below 400Hz for the predicted regen noise from the flues. A maximum difference of 4.6dB between the adjacent bands above 400Hz, and 5.8dB below 400Hz for the generator itself. Only 1 generator is expected to operate in typical testing scenarios and the receiver contributions are significantly below that of the Chillers.

The PAC units are not expected to be significant contributors to received noise levels and therefore tonal characteristics are not expected at the receiving locations.

4.2.3 Shielding provided by building massing

The massing of buildings has been modelled as:

- Generator plant – it is noted the generators are stacked and some shielding to intake or discharge side is provided by the data centre buildings, however the generator exhaust has no shielding;
- Chiller plant and PAC – services and plant rooms are modelled as solid, however the majority of rooftop units have no shielding offered. Plant decks are modelled as acoustically “open” (e.g. grid mesh), with no solid acoustic screening.

The location of plant is as per the Development Application site plans, noting multiple redundancy for rooftop chillers (many units do not run in typical operation, only as back-ups). The results of the assessment are sensitive to plant location and will have up to 4 dB variance based on the positions of specific operational equipment.

As such, during the most sensitive periods; Sundays, Evenings and Night-times (as defined in the EPNR), the selection of Chiller units operating will need to be managed such that the operational units are positioned towards the middle of the buildings, away from sensitive receivers

4.3 Acoustic Treatment

Acoustic mitigation for the project works currently includes:

- Acoustic attenuation of generator equipment by way of intake and discharge attenuators, and muffler to the exhaust flue;
- Limiting the generator maintenance and testing for day period only (Monday to Friday 0900 – 1600);

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

- Reduce the chiller and PAC operation to 75% during the evening period and 50% during the night period (time periods as defined in the EPNR); and
- Limit the maximum total number of units operating concurrently per Table 8.

Table 8: Mechanical Services Operation Limits (Number of Units)

Scenario	Time of Day	Speed	Unit	Number of Units			
				MA.1	MA.2	MA.3	MA.4
1	DAY (0700 – 1900 hour Monday to Saturday)	100 %	Chillers	3	16	12	12
			PAC	2	4	4	4
		-	Generator	1			
			Transformer	5			
2	SUNDAY / PUB HOL (0900-2200)	100 %	Chillers	3	16	12	12
			PAC	2	4	4	4
		-	Generator	-			
			Transformer	5			
3	EVENING (1900-2200 any day)	75 %	Chillers	3	14	11	11
			PAC	2	4	4	4
		-	Generator	-			
			Transformer	5			
4	NIGHT (2200-0900)	50 %	Chillers	2	12	9	9
			PAC	2	4	4	4
		-	Generator	-			
			Transformer	5			
5	Emergency Services Operation[1)]	50 %	Chillers	2	12	9	9
			PAC	2	4	4	4
		-	Generator	2	15	9	9
			Transformer	5			

Note 1: Emergency services (generator power) considered during Night-time as a worst-case scenario

It is important that the acoustic performance of the major plant items not exceed the values presented in the section above and in technical data provided in Appendix C.

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Attenuation requirements for standby generator intake, radiator and exhaust flue may vary from the values provided in Appendix C provided additional acoustic assessment is undertaken and shows that required emission limits are not exceeded.

Likelihood of Multiple Back-up Generator Operation (Power Outage)

An extract from the *Western Power Annual Reliability and Power Quality Report for the year ended 30 June 2024* is presented below in Source: *Western Power Annual Reliability and Power Quality Report for the year ended 30 June 2024*

Figure 6. The report shows the System Average Interruption Duration Index (SAIDI), referring to the average total length of all interruptions of supply to customer premises.

The time is expressed in minutes is **326min per year (0.062 %)**, as a four-year average, showing the historical low likelihood of power outages (which would be associated with multiple generator operation).

Notwithstanding, it is proposed that all generators on site are acoustically treated per Appendix C to minimise impact on the community.

Financial Year Ended 30 June						4 Year Average
KPI	Units	2020/21	2021/22	2022/23	2023/24	
SAIDI	Minutes per year	310	337	287	370	326
SAIFI	Interruptions per year	1.74	2.23	2.02	2.11	2.03
CAIDI	Minutes per interruption	178	151	142	175	162
ASAI	% availability per year	99.941	99.936	99.945	99.930	99.938

Source: Western Power Annual Reliability and Power Quality Report for the year ended 30 June 2024

Figure 6: Power Grid Reliability in Urban Areas other than Perth CBD

4.4 Noise Model Results

The noise emissions from mechanical services unit have been modelled to predict the highest noise levels at the nearest receivers. Noise contours are presented in Appendix B.

Table 9: Highest Predicted Levels at Nearest Sensitive Receivers (Worst-case Meteorological Conditions)

Receiver	Predicted Noise Levels dB(A)	Applicable Noise Limit L_{A10} dB(A) (Day / Evening / Night)	Exceedance dB	Compliance (Y/N)
Scenario 1: Typical Operations (Sunday & public holidays - 0900 to 2200 hours)				

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Receiver	Predicted Noise Levels dB(A)	Applicable Noise Limit L_{A10} dB(A) (Day / Evening / Night)	Exceedance dB	Compliance (Y/N)
574 Bickley Rd (Storage yard)	65	65	-	Y
558 Bickley Rd (Storage yard)	58		-	
102 -103 Dale Pl	46	48	-	
220 Kelvin Rd	45			
Orange Grove School	48			
226 - 234 Kelvin Rd 101 Dale Pl 32 Boyle Ln	43	43	-	
79 Dale Pl 380 Maddington Rd	42			
Scenario 2: Typical Operations (Evening – 1900 to 2200 hours any day)				
574 Bickley Rd (Storage yard)	64	65	-	Y
558 Bickley Rd (Storage yard)	57		-	
102 -103 Dale Pl	45	48	-	
220 Kelvin Rd	43			
226 - 234 Kelvin Rd 101 Dale Pl	43	43	-	
79 Dale Pl 380 Maddington Rd 32 Boyle Ln	42			
Scenario 3: Typical Operations (Night – 2200 to 0700 hours)				
574 Bickley Rd (Storage yard)	62	65	-	Y
558 Bickley Rd (Storage yard)	54		-	
102 -103 Dale Pl	43	43	-	
220 Kelvin Rd	40			
32 Boyle Ln	38	38	-	
101 Dale Pl 226 - 234 Kelvin Rd 79 Dale Pl	39		+1 dB	N
Scenario 4: Emergency Operation, Power Outage (Night – 2200 to 0700 hours)				
574 Bickley Rd (Storage yard) Makita	59	65	-	Y
103 Dale Pl	47	43	+ 4dB	N
102 Dale Pl 220 Kelvin Rd	46		+ 3dB	
101 Dale Pl 226 - 234 Kelvin Rd 87 Dale Pl 32 Boyle Ln	44	38	+ 6dB	

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Note: No adjustments for potential annoying characteristics have been applied as these are not expected. Refer Section 4.2.2.

4.5 Discussion

Based on the above predicted results, during typical operations a marginal exceedance of +1dB is noted at the receivers under worst-case meteorological conditions (CONCAWE algorithm).

However, **compliance is expected under typical meteorological conditions** (ISO algorithm) at the receivers during all operational periods. The difference of 1 dB is typically not perceptible.

Emergency operations (during a power outage) are expected to exceed the assigned levels of the EPNR at night-time, however would only be marginal +1 dB in the evening and would maintain compliance with the EPNR during the day (Monday – Saturday).

4.6 Loading Dock

Based on the latest architectural drawings, loading dock is proposed to be located on ground level adjacent to the data centre buildings MA.3 and MA.4 and common loading dock shared by buildings MA.1 and MA.2 as shown in Figure 7.

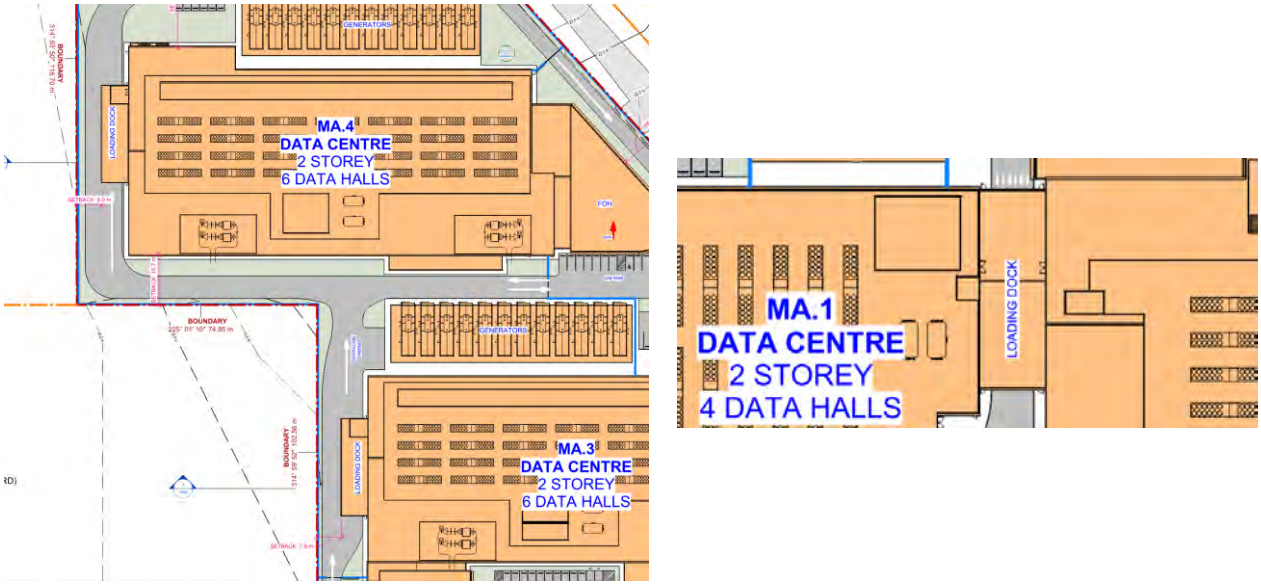


Figure 7: Proposed Loading Dock Locations

It is noted that vehicles of various sizes up to 19m semi-articulated trucks will be servicing the proposed development. Based on the existing adjacent uses (truck and industrial vehicle storage yards), the noise emission from trucks accessing the site is not expected to significantly contribute to the acoustic amenity of the area.

4.7 Waste Collection

Based on the drawings, it is assumed that the waste collection activities will be conducted adjacent to the car park area of the data centre buildings. It is recommended that these activities occur between 0700 to 1900 hours on Monday to Saturday.

Under the EPNR Regulation 14A, the assigned noise levels of Regulation 7 do not apply to waste collection (both domestic and commercial sources).

The following measures are recommended:

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

- While local councils cannot generally guarantee waste collection time, it is recommended that waste collection occur between the hours stated to minimise impact to the community.
- An effort should be made to avoid waste collection, recycling trucks, delivery trucks being on site at the same time; and
- If a truck is waiting in the carpark for bin access, the engine should be switched off.

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

4.8 Noise Emissions from Building Services

Fire Pump Room

The architectural plans indicate fire pump housed in a plantroom adjacent to Tonkin Hwy .

The fire pump service and plant room should be appropriately designed to maintain compliance with the EPNR, as the design progresses. Periodic testing is recommended to occur during day-time hours (0700 - 1900 hours Monday - Saturday) to minimise impact.

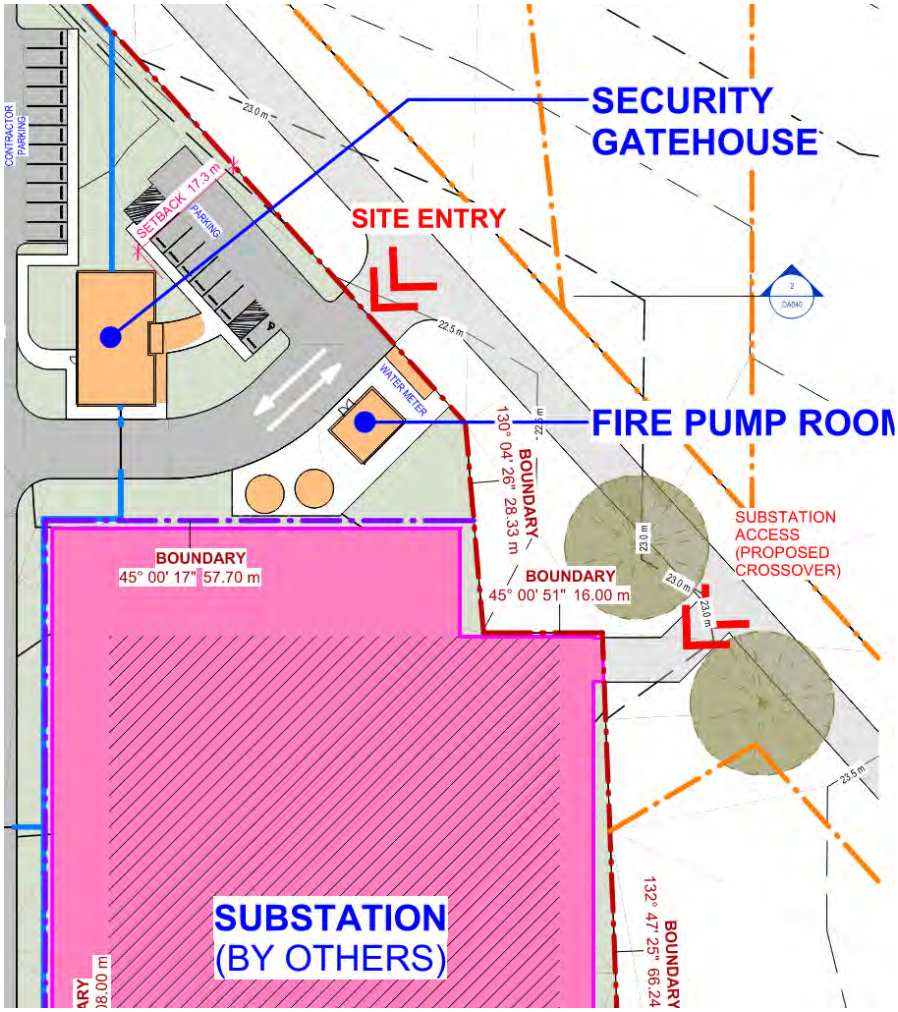


Figure 8: Location of Fire Pump

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

5. Conclusion

Stantec has been appointed by CDC Data Centres Pty Ltd (c/o Developed Property) to undertake an acoustic assessment for the proposed new data centre facility at 582 Bickley Rd, Maddington WA 6109.

Results from the assessment show that with appropriate equipment selections and acoustic mitigation strategies, the site is expected to comply with the applicable EPNR noise emission criteria.

In summary, in view of the available information, we consider that the development will be able to comply with the EPNR. The predictions in this report consider that the assumptions and recommendations provided will be fulfilled and implemented.

Document Set ID: 8876937
Version: 2, Version Date: 28/08/2025

Appendix A Glossary of Acoustic Terms

NOISE	
Acceptable Noise Level:	The acceptable LAeq noise level from industrial sources, recommended by the EPA (Table 2.1, INP). Note that this noise level refers to all industrial sources at the receiver location, and not only noise due to a specific project under consideration.
Adverse Weather:	Weather conditions that affect noise (wind and temperature inversions) that occur at a particular site for a significant period of time. The previous conditions are for wind occurring more than 30% of the time in any assessment period in any season and/or for temperature inversions occurring more than 30% of the nights in winter).
Acoustic Barrier:	Solid walls or partitions, solid fences, earth mounds, earth berms, buildings, etc. used to reduce noise.
Ambient Noise:	The all-encompassing noise associated within a given environment at a given time, usually composed of sound from all sources near and far.
Assessment Period:	The period in a day over which assessments are made.
Assessment Location	The position at which noise measurements are undertaken or estimated.
Background Noise:	Background noise is the term used to describe the underlying level of noise present in the ambient noise, measured in the absence of the noise under investigation, when extraneous noise is removed. It is described as the average of the minimum noise levels measured on a sound level meter and is measured statistically as the A-weighted noise level exceeded for ninety percent of a sample period. This is represented as the L90 noise level.
Decibel [dB]:	The units of sound pressure level.
dB(A):	A-weighted decibels. Noise measured using the A filter.
Extraneous Noise:	Noise resulting from activities that are not typical of the area. Atypical activities include construction, and traffic generated by holidays period and by special events such as concert or sporting events. Normal daily traffic is not considered to be extraneous.
Free Field:	An environment in which there are no acoustic reflective surfaces. Free field noise measurements are carried out outdoors at least 3.5m from any acoustic reflecting structures other than the ground
Frequency:	Frequency is synonymous to pitch. Frequency or pitch can be measured on a scale in units of Hertz (Hz).
Impulsive Noise:	Noise having a high peak of short duration or a sequence of such peaks. A sequence of impulses in rapid succession is termed repetitive impulsive noise.
Intermittent Noise:	Level that drops to the background noise level several times during the period of observation.
LAmax	The maximum A-weighted sound pressure level measured over a period.
LAmin	The minimum A-weighted sound pressure level measured over a period.
LA1	The A-weighted sound pressure level that is exceeded for 1% of the time for which the sound is measured.
LA10	The A-weighted sound pressure level that is exceeded for 10% of the time for which the sound is measured.
LA90	The A-weighted level of noise exceeded for 90% of the time. The bottom 10% of the sample is the L90 noise level expressed in units of dB(A).
LAeq	The A-weighted “equivalent noise level” is the summation of noise events and integrated over a selected period of time.

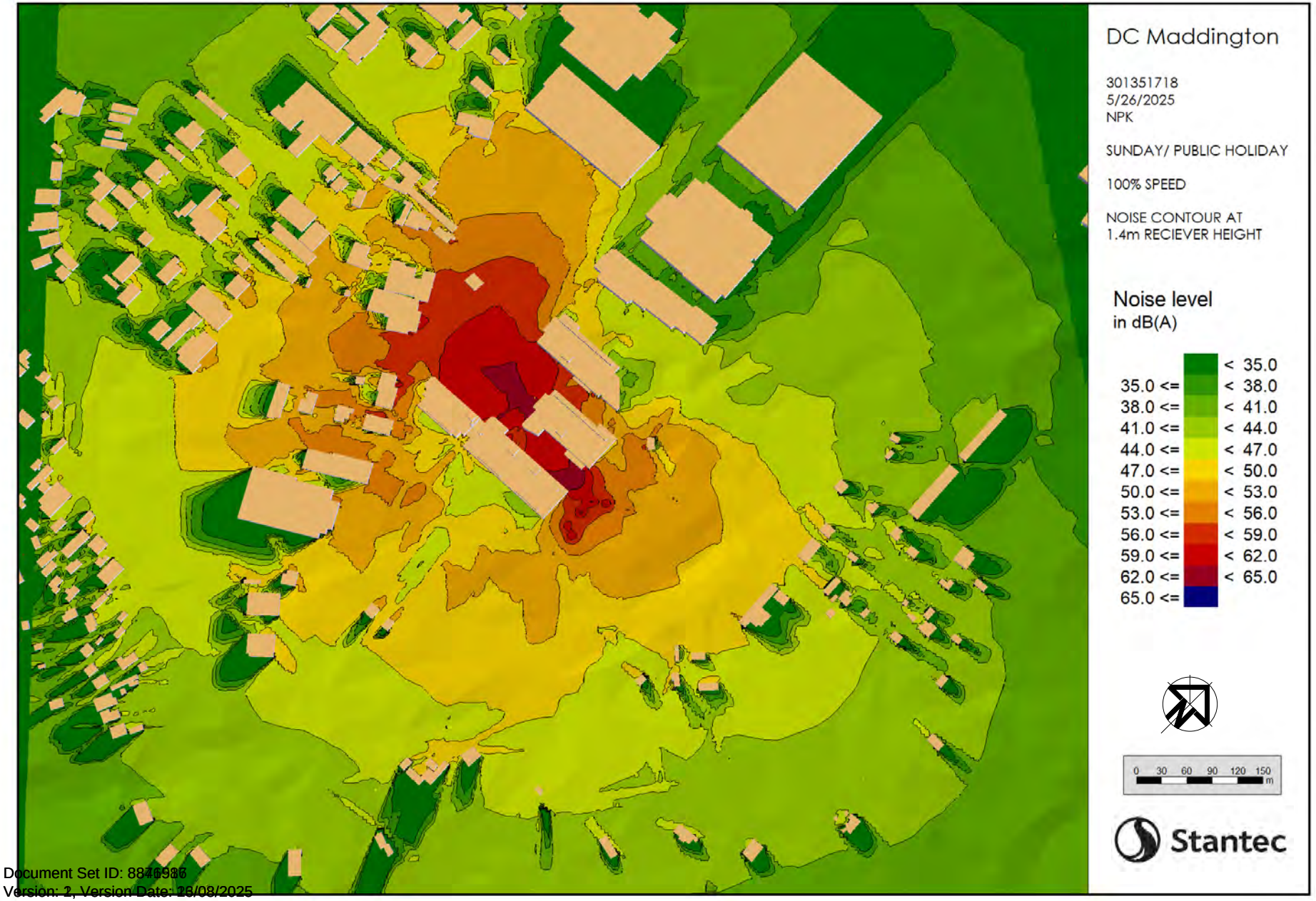
Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

NOISE	
LAeqT	The constant A-weighted sound which has the same energy as the fluctuating sound of the traffic, averaged over time T.
Reflection:	Sound wave changed in direction of propagation due to a solid object met on its path.
R-w:	The Sound Insulation Rating R-w is a measure of the noise reduction performance of the partition.
SEL:	Sound Exposure Level is the constant sound level which, if maintained for a period of 1 second would have the same acoustic energy as the measured noise event. SEL noise measurements are useful as they can be converted to obtain Leq sound levels over any period of time and can be used for predicting noise at various locations.
Sound Absorption:	The ability of a material to absorb sound energy through its conversion into thermal energy.
Sound Level Meter:	An instrument consisting of a microphone, amplifier and indicating device, having a declared performance and designed to measure sound pressure levels.
Sound Pressure Level:	The level of noise, usually expressed in decibels, as measured by a standard sound level meter with a microphone.
Sound Power Level:	Ten times the logarithm to the base 10 of the ratio of the sound power of the source to the reference sound power.
Tonal noise:	Containing a prominent frequency and characterised by a definite pitch.

Document Set ID: 8876937
Version: 2, Version Date: 28/08/2025

Appendix B Noise Contours

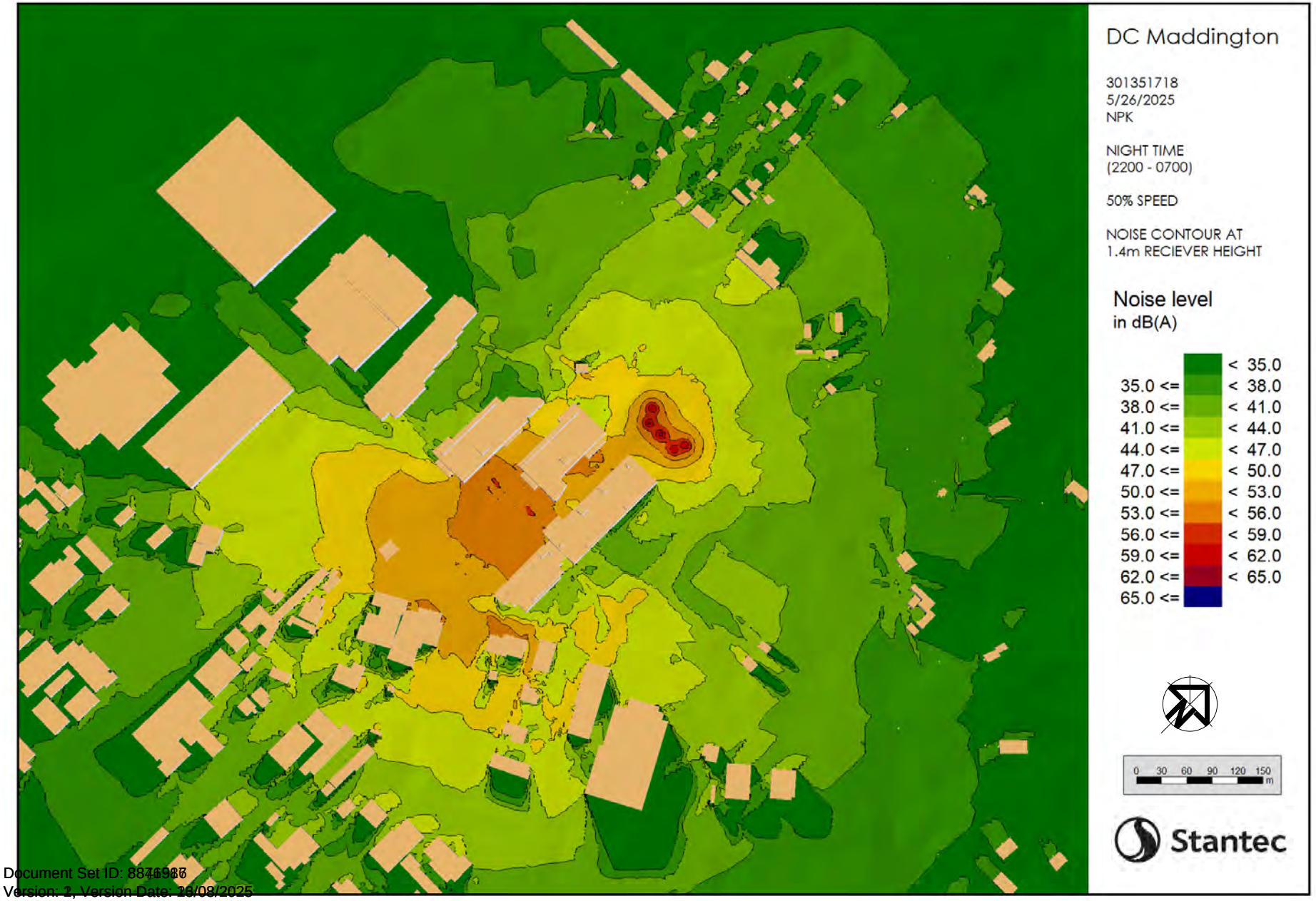
Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025



Document Set ID: 8841986
Version: 2, Version Date: 26/08/2025



Document Set ID: 8846987
Version: 2, Version Date: 28/08/2025



Document Set ID: 8876987
Version: 2, Version Date: 26/08/2025

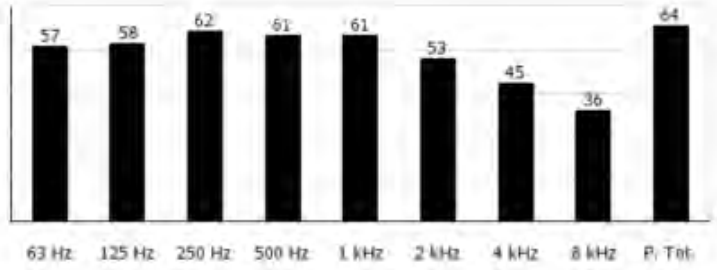
Appendix C Tech Data Sheets

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

1.7 NOISE DATA

SOUND DATA COLD									
Frequencies	Hz	63	125	250	500	1000	2000	4000	8000
Sound power (spectrum)	dB	90	91	95	94	94	86	78	69
Total sound power level in cooling	dB(A)				97				
Sound pressure level (spectrum)	dB	57	58	62	61	61	53	45	36
Total sound Pressure	dB(A)				64				

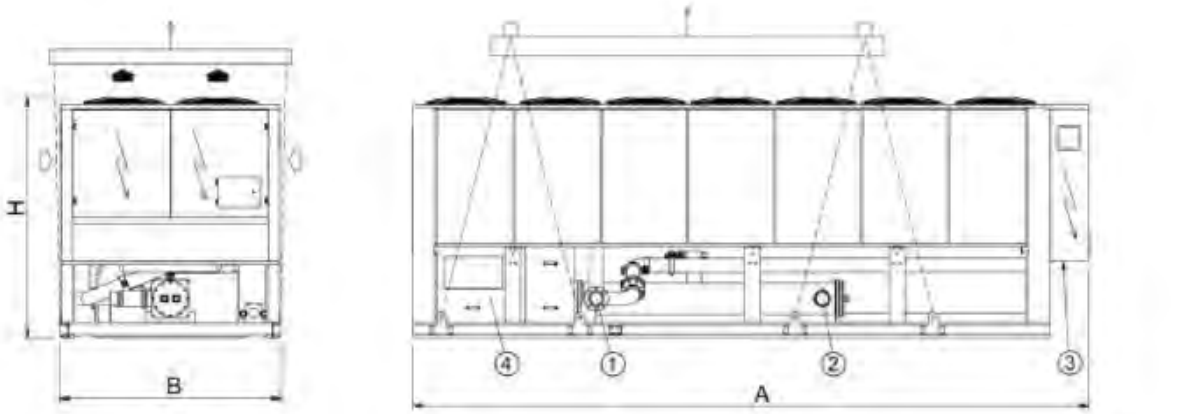


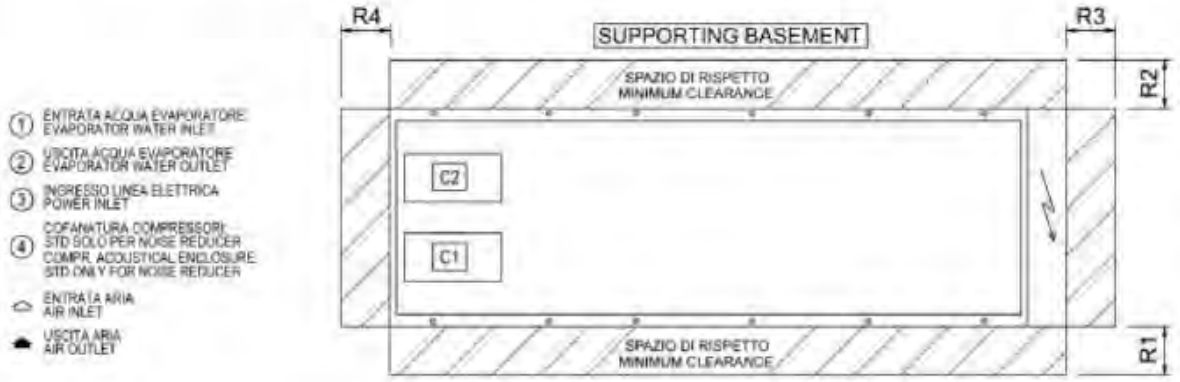


Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

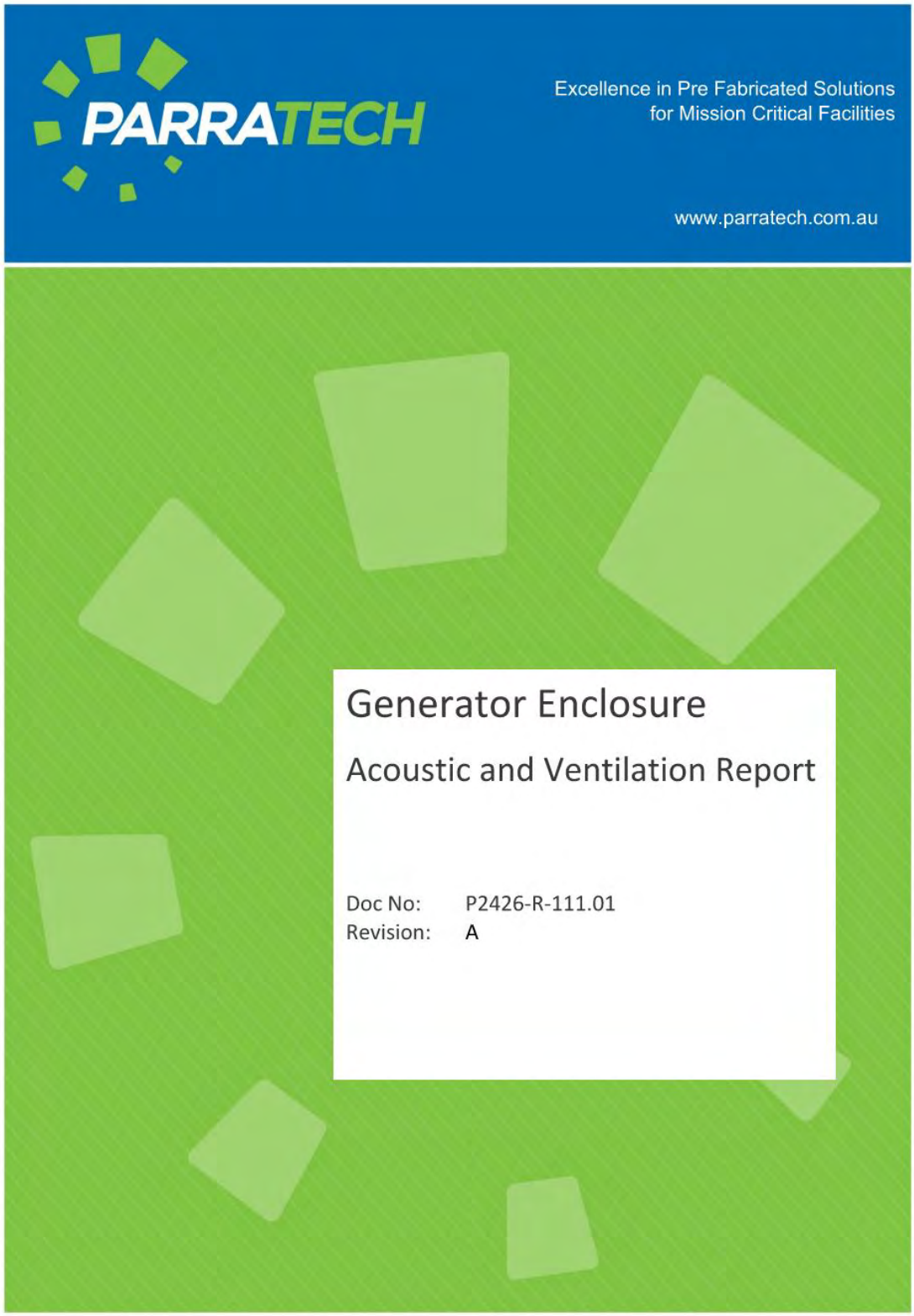
1.11 WEIGHT & DIMENSIONS

A	mm	11800
B	mm	2260
H	mm	2500
Operating weight	kg	16130
R1	mm	2000
R2	mm	2000
R3	mm	1800
R4	mm	1500





Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025



Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Document prepared by:

Parratech Group Pty Ltd
71 Anzac St, Chullora, NSW 2190

T +61 2 9890 4425
E info@parratech.com.au
W www.parratech.com.au

Document prepared for:

Mathew Hayes
Penske Power Systems
78-82 Riverside Rd
Chipping Norton
NSW
2170

A person using Parratech documents or data accepts the risk of:

Using the documents or data in electronic form without requesting and checking them for accuracy against the original hard copy version.

Using the documents or data for any purpose not agreed to in writing by Parratech.

DOCUMENT CONTROL					
Report Title		Generator Enclosure Acoustic and Ventilation Design Report			
Document ID		P2426-R-111.01	**Project Number**	P2426	
File Path					
Client		Penske Power Systems			
Client Contact			**Client Reference**	PPS	
Rev	**Date**	**Revision details/status**		**Author**	**Approver**
A	19.01.2021	Initial Issue		JB	JF

APPROVAL			
Author Signature		**Approver Signature**	
Name	John Banks	**Name**	Jason Fooks
Title	Design Manager	**Title**	Project Director

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

1 Description

The report outlines the assessment of the selection of the acoustic treatments that shall be incorporated to achieve the required ventilation air flow and project noise constraints. The required noise level for the generator enclosure shall not exceed 68dBA @ 7m free field (85dbA @ 1m).

2 Project Details

Model MTU 20V4000 DS4000

Combustion Air Flow: 4.83 m^3/s

Radiator Flow: 57 m^3/s

Maximum external cooling system restriction: 250 Pa

Raw Genset Mechanical Noise Data Sound Pressure Level @ 1 meter (Diesel Operation 100%):

Hz	63	125	250	500	1000	2000	4000	8000	Overall
dB	84.4	94.1	95.0	97.2	99.8	100.1	98.8	108.0	110.1

Raw Radiator Mechanical Noise Data Sound Pressure Level @ 1 meter (Diesel Operation 100%):

Hz	63	125	250	500	1000	2000	4000	8000	Overall
dB	108.2	110.1	109.6	109.2	105.0	100.8	95.0	89.1	115.9
dBA	82.0	94.0	101.0	106.0	105.0	102.0	96.0	88.0	110.3

Combined Generator and Radiator Noise Data Sound Pressure Level @ 1 meter (Diesel Operation 100%):

Hz	63	125	250	500	1000	2000	4000	8000	Overall
dB	108.2	110.2	109.7	109.5	106.1	103.5	100.3	108.1	116.9

Raw Exhaust Noise Data Sound Pressure Level @ 1 meter (Diesel Operation 100%):

Hz	63	125	250	500	1000	2000	4000	8000	Overall
dB	113.1	123.8	123.0	114.3	116.3	114.1	106.6	90.9	127.5

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

3 Acoustic Calculations

The design noise level of 85 dB(A) @ 1m is achieved using Parratech exhaust system, ventilation air attenuators and acoustically lined generator enclosure.

3.1 Exhaust Silencer

The generator exhaust shall include a Parratech type FLCS exhaust silencer. This Parratech exhaust silencer has the following insertion losses;

Parratech FLCS Insertion Losses:

Hz	63	125	250	500	1000	2000	4000	8000
dB	34	38	43	45	40	37	35	33

Exhaust System Performance dBA @ 1m:

Hz	63	125	250	500	1000	2000	4000	8000	Overall
dBA	52.9	69.7	71.4	66.1	76.3	78.3	72.6	56.8	81.9

3.2 Acoustic Enclosure Intake

Acoustic Lining:
There shall be 50mm Parratech, S-50 internal lining installed on the internal walls of the engine compartment. The Parratech S-50 wall lining has a NRC of 1.00 and the sound absorption coefficients is as follows:

Hz	63	125	250	500	1000	2000	4000	8000
dB	0.16	0.24	0.65	1.10	1.12	1.03	1.00	0.90

Calculated losses from engine to intake attenuator through plantroom:

Hz	63	125	250	500	1000	2000	4000	8000
dB	3.3	3.8	4.8	5.1	5.1	5.1	5.1	5.0

Intake Attenuator:
The air ventilation system shall include a Parratech type ATT-363718 intake attenuator. This attenuator has the following insertion losses:

Hz	63	125	250	500	1000	2000	4000	8000
dB	7	13	22	42	49	50	39	23

Acoustic Enclosure System Performance dBA @ 1m:

Hz	63	125	250	500	1000	2000	4000	8000	Overall
dBA	71.7	77.3	74.4	59.2	52.0	49.6	57.2	79.0	82.5

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

3.3 Acoustic Enclosure Discharge

Insertion losses through radiator:

Hz	63	125	250	500	1000	2000	4000	8000
dB	2.2	3.2	3.0	3.5	6.0	5.6	6.0	6.0

Discharge Attenuator:
The air ventilation system shall include a Parratech type ATT-363724 intake attenuator. This attenuator has the following insertion losses:

Hz	63	125	250	500	1000	2000	4000	8000
dB	11	14	29	49	51	56	46	27

Acoustic Enclosure System Performance dBA @ 1m:

Hz	63	125	250	500	1000	2000	4000	8000	Overall
dBA	68.8	76.9	69.1	53.8	49.1	43.1	49.3	74.0	79.6

3.4 Acoustic Summary

The exhaust gas system calculation results in **81.9 dBA @ 1m**, the technical data for the generator specifies a tolerance of +3dBA therefore final figure is **84.9 dBA @ 1m**.

The enclosure noise calculation for the intake result in **82.5 dBA @ 1m**, the technical data for the generator specifies a tolerance of +2dB therefore final figure is **84.5 dBA @ 1m**.

The enclosure noise calculation for the discharge result in **79.6 dBA @ 1m**, the technical data for the generator specifies a tolerance of +2dB therefore final figure is **81.6 dBA @ 1m**.

All calculated figures with the tech data tolerance added meet the requirement of **85 dBA @ 1m** and therefore the acoustic design meets the specification.

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

4 Ventilation Calculations

In this section the ventilation restriction through the enclosure will be calculated.

4.1 Parratech Calculators

The attenuator restrictions are produced by Parratech calculation sheets and the weather louvre restrictions will be provided by the manufacturers calculations sheets.

Enclosure	Restriction (Pa)
Intake Weather Louvre	28
Intake Attenuator	86
Plantroom	15
Discharge Attenuator	90
Mesh	5
Total	**224**

Holyoake weather louvre calculation sheet:

Louver Number	Louver Modul	Volume (L/S)	Volume (M^3S)	Width (mm)	Height (mm)	Exhaust or Intake (E / I)	Effective Pressure Area	Free Area %	Area Velocity (m/s)	Louver Velocity	PA	CDv	Estimated Weight (Kg)	Wind Loading	Efficiency Class
1	OHLKD-75	1061.83	61.83	7800	3600	I	15.71	56%	2.202	3.936	28	0.321	255	Level 1	Class (C)

4.2 Ventilation Summary

The calculated ventilation restriction is **224 Pa** which falls within the allowable **250 Pa** therefore the design is suitable.

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

5 Appendices

5.1 Generator Acoustic Data

	20V 4000 G94LF be-opt AIRBORNE NOISE ANALYSIS 3308 kW/ 1500 rpm	TCE Leuthäußer Drawing No.: 737 691e Date: 03.05.2017

Engine Surface Noise Analysis - 1/3-Octave

ENGINE TYPE:	**20V 4000 G94LF be-opt**	ENGINE NO.:	V122
POWER / SPEED:	**3308 kW/ 1500 rpm**	TEST CELL:	126
		DATE MEASURED:	10.04.2017

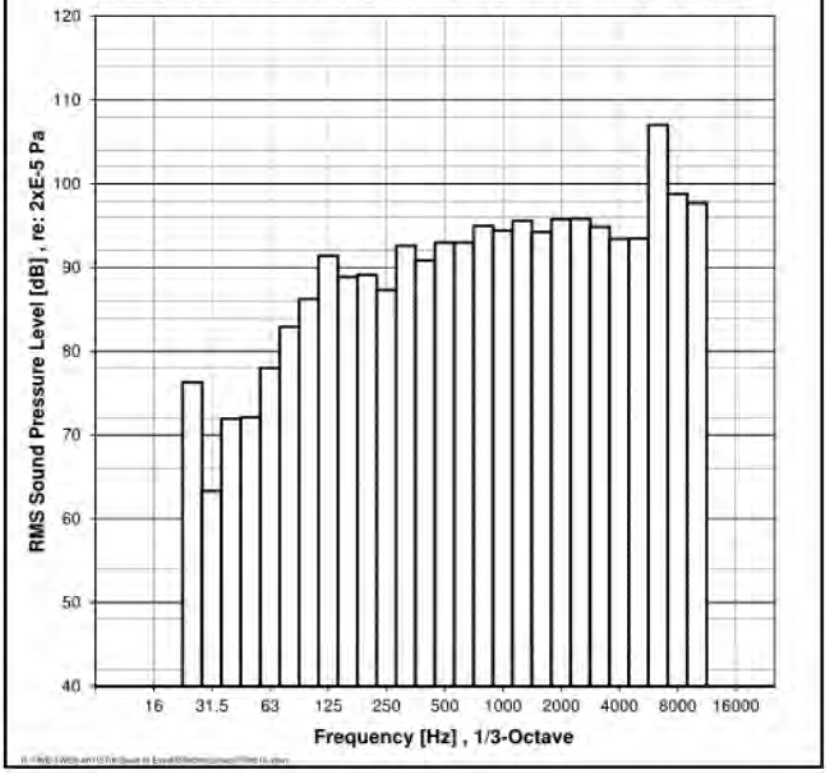
TURBOCHARGER:	2 x MTU ZR3.210.FB
INTAKE AIR OPENING:	Paper filters without housing
MEASURING DISTANCE:	1 m
MEASURING SURFACE DIMENSION:	19.1dB
NO. OF MEASURING POINTS:	5
SOUND PROPAGATION:	Free-Field
MEASUREMENT STANDARD:	similar to ISO 6798
TOLERANCE:	+5 dB for single 1/3-octave band, +2 dB(A) for total A-weighted level

Energy mean sound pressure levels of the airborne noise that is emitted by the engine surface.
For project purposes only.

Energy mean free-field levels — Total: L = 110.1 dB LA = 109.7 dB(A)

f [Hz]	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500
LpF [dB]				76.3	63.3	71.9	72.1	78.0	82.9	86.2	91.4	88.9	89.1	87.3	92.6	90.9	93.0

f [Hz]	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LpF [dB]	93.0	94.9	94.4	95.6	94.2	95.8	95.8	94.9	93.4	93.5	107.0	98.8	97.7			



Document Set ID: 8874687
Version: 2, Version Date: 28/08/2025

	20V 4000 G94LF be opt AIRBORNE NOISE ANALYSIS 3308 kW / 1500 rpm	TCE Hopt Drawing No.: 737700e Date: 09.05.2017

Undampened Exhaust Gas Noise Analysis - 1/3-Octave

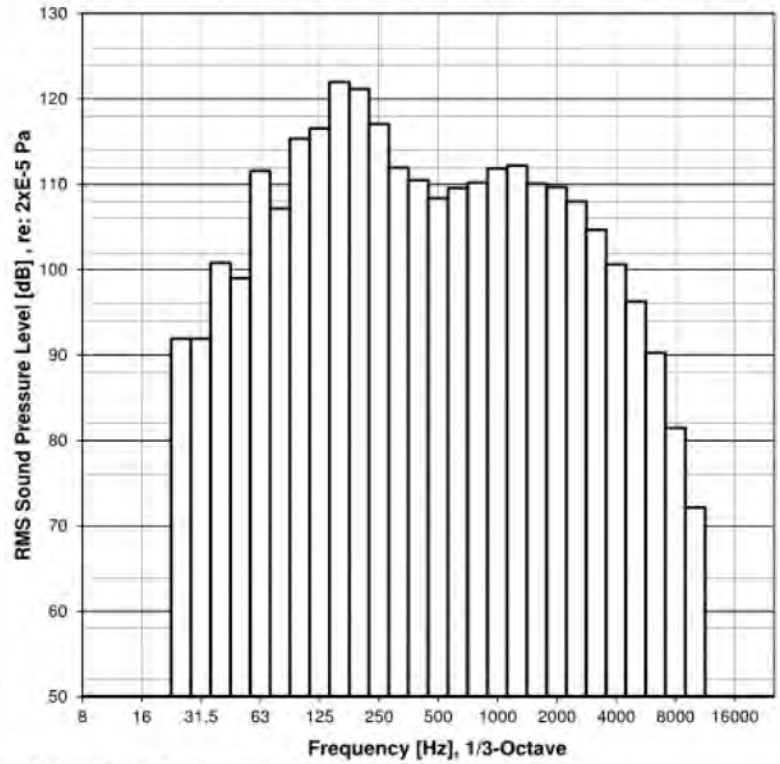
ENGINE TYPE:	**20V 4000 G94LF be opt**	ENGINE NO.:
POWER / SPEED:	**3308 kW / 1500 rpm**	TEST CELL:
		DATE MEASURED:
TURBOCHARGER:	2 x MTU ZR3.210.FB	
DIAMETER OF EXHAUST GAS PIPE:	DN400	
MEASURING DISTANCE:	1 m	
MEASURING SURFACE DIMENSION:	12.6 dB	
NO. OF MEASURING POINTS:	2	
PIPE DESIGN AT TEST CELL:	1 x 90°, 1 x 45°, 12.6m straight pipe	
MEASUREMENT STANDARD:	ISO 6798	
TOLERANCE:	+5 dB for single 1/3-octave band, +3 dB(A) for total A-weighted level	

Energy mean sound pressure levels of the undampened exhaust gas noise.
Levels to be expected. For project purposes only.

Energy mean free field levels. Total: L = 127.5 dB LA = 121.0 dB(A)

f [Hz]	12.5	16	20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500
LpF [dB]				91.9	91.9	00.8	99.0	111.6	07.2	15.4	116.5	22.0	21.2	17.0	12.0	10.5	08.4

f [Hz]	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
LpF [dB]	109.5	110.2	11.9	12.2	110.1	09.7	08.0	104.7	00.6	96.3	90.3	81.5	72.2			



Document Set ID: 8874687
Version: 2, Version Date: 28/08/2025

5.2 Radiator Acoustic Data

MP2000D 900 RPM 50 °C Density 1.204 kg/m3

Project: AR Industrial, Ref: Quote No 20735cJB



Sound is calculated and should be used as a guideline only

Sound Pressure (SPL dB(A))
Propagation: Spherical
Distance / Unit 1 m

Document Set ID: 8874687
Version: 2, Version Date: 28/08/2025

5.3 Generator Radiator Data

AR INDUSTRIAL
119 Bedford Street
Gillman, S.A. Australia 5013
www.ARIndustrial.com.au

TECHNICAL DATA SHEET - DUAL CIRCUIT

Date:	11th January 2021		
Quote No:	8999	***Revision:***	2
Customer:	Penske Power Systems		

Project:	CDC
Engine:	MTU 20V4000G94LF
Circuit:	HT + LT Water
Radiator Type:	Vertical Skid Mount

	LT	HT
Environmental		
Design ambient temperature	47 °C	
Radiated enclosure heat	220 kW	
Approach air to core temperature	51 °C	66.3 °C
Leaving air temperature	66.3 °C	85.5 °C

Engine		
Heat rejection (FSP)	950 kW	1200 kW
Glycol allowance	35 %	35 %
Coolant flow rate	12.2 l/s	20.8 l/s
Outlet temperature	85.4 °C	100 °C
Inlet temperature	65 °C	84.9 °C

Coil		
Face area	9.0 m²	9.0 m²
Fouling allowance	5 %	5 %
Tube material	Aluminium	Aluminium
Fin material	Aluminium	Aluminium
Treatment	Black Powder Coat	
Continuous working pressure	100 kPa	100 kPa
Test pressure	250 kPa	250 kPa
Pressure drop	20 kPa	20 kPa

Fans	
Quantity	
Total absorbed power (max)	85 kW
Air Velocity (corrected)	6.5 m/s
Air volume	57 m³/s
Maximum allowable restriction	250 Pa
Diameter	2000 mm
Fan speed	900 rpm
Noise level @ 1 metre (SPL)	98 dBA

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

5.4 Generator Combustion Air Requirement

Combustion air requirements	
Combustion air volume: m^3/s	4.5

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Sound Power Levels

*Sound power levels at 700 Pa Total Static Pressure and 2000 L/s Total Air Volume

Inlet Rating dB		Outlet Rating dB	
63 Hz	47.2	63 Hz	48.8
125 Hz	60.8	125 Hz	62.1
250 Hz	67.6	250 Hz	67.9
500 Hz	69.9	500 Hz	74.7
1 K Hz	71.4	1K Hz	79.2
2K Hz	72.1	2K Hz	79.7
4K Hz	74.0	4K Hz	77.4
8K Hz	65.3	8K Hz	70.2
LwA	78.8	LwA	84.5

Wiring Diagram

Document Set ID: 8876987
Version: 2, Version Date: 28/08/2025

Stantec Australia Pty Ltd
Ground Floor,
226 Adelaide Terrace
Perth WA 6000
Tel +61 8 6222 7000



Connect with us

stantec.com/au

Document Set ID: 8876987
Version: 1, Version Date: 28/08/2025

Bushfire Management Plan

307-329 Kenwick Road

MADDINGTON

May 2025

envision
bushfire protection

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

LIMITATIONS STATEMENT

This Bushfire Management Plan ('BMP') has been prepared in support of an Office (large) at 582 Bickley Road, Maddington. The site is located within the City of Gosnells (decision maker).

Envision Bushfire Protection

ABN 19 673 625 486

PO Box 7209 SHENTON PARK WA 6008

Ph: 0428 066 147

Email: admin@envisionbp.com.auj

Version Control

582 Bickley Road, Maddington			
Version	**Date**	**Author**	
V1	31 May 2024	Anthony Rowe	Draft
V2	19 May 2025	Anthony Rowe	Removal of bushfire category 'high risk' from the BMP as the classification is no longer applicable under SPP 3.7 Bushfire (2024).

Copyright

Unless otherwise agreed in writing, this report is the intellectual property of Envision Bushfire Protection. The report is designed to be used exclusively by the person who commissioned it. Permission must be sought prior to the reproduction of any portion of this document, and every effort is made to ensure proper referencing of this document.

Disclaimer

In undertaking this work, the authors have made every effort to accurately apply the available information at the time of writing following the instructions of the regulatory authorities and applying best practice as described by the Fire Protection Association Australia. Any conclusions drawn or recommendations made in the report are made in good faith, and the consultants take no responsibility for how this information and the report are subsequently used.

Envision Bushfire Protection accepts no liability for a third party's use of, or reliance upon, this specific report.

Envision Bushfire Protection accepts no liability for the inaction of the owner to provide or maintain the bushfire protection measures identified in this report. Vegetation is dynamic, building materials may distort, and the accumulation and the location of flammable materials near the building may affect the potential for damage or loss of a building to occur.

Failure to maintain the property and/or building to these standards may compromise an insurance policy if currently covering any of your assets or those of any third party that may be consequentially affected due such failure. If not insured, and if you are seeking insurance, this report may not influence the decision of any insurer not to offer cover.

Importantly the measures contained in this report cannot guarantee human safety or an absence of harm or that the building will not be damaged or would survive a bushfire event on every occasion. This is due to the unpredictable nature of fire behaviour (knowledge in this field continues to develop) and the unpredictable nature of extreme weather conditions.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Scope of this report

0The scope of the assessment has been to assess the proposal for compliance with the policy measures described in State Planning Policy 3.7.

The investigations and mitigation measures identified in the BMP, have formed the basis for the preparation of a Bushfire Emergency Evacuation Plan.

Client relationship

I was engaged to provide expert bushfire safety and planning advice. My relationship with the client is a standard commercial contract, and no private, personal, or other matter has influenced the content of the BMP or my findings.

STATEMENT OF CONFORMITY – PLANNING AND DEVELOPMENT ACT 2005



Anthony Rowe Level 3 - BPAD36690

Principal Bushfire Consultant **I** Town Planner

BPAD Accredited Practitioner Level 3 I PIA Registered Practicing Planner

The signatory declares that this Bushfire Management Plan meets the requirements of State Planning Policy 3.7 and the Guidelines for Planning in Bushfire Prone Areas V1.4.

NOTE: SPP3.7 Bushfire 2024, and Planning for Bushfire Guidelines 2024.

This BMP was prepared State Planning Policy 3.7 2015 and the Guidelines for Planning in Bushfire Prone Areas V1.4, but on 18 November 2024, SPP3.7 Bushfire 2024 and the Planning for Bushfire Guidelines 2024 replace SPP 3.7 (2015) and the Guidelines V1.4.

SPP3.7 Bushfire 2024 and the Planning for Bushfire Guidelines 2024 no longer provide an assessment category for high risk development, and only require the assessment of SPP3.7 for commercial and industrial habitable buildings where required for BAL 40 and above and f not in a reticulated water area.

In this instance the BMP has demonstrated that the proposed development is sited within BAL 29, and it is located within a reticulated water supply area.

The power substation is subject to BAL > that 29, but it is not a habitable building, the requirement to achieve BAL 29 is not applicable.

No further consideration of SPP 3.7 is required.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

ASSESSMENT

Preface

The applicant proposes construction of an office (large) at 582 Bickley Road, Maddington (Location Plate 1).

The site is within a declared bushfire prone area and located within the administrative area of the City of Gosnells (Map of Bushfire Prone Area Plate 2). The site is zoned for Business Development in the City's Local Planning Scheme 6. There are no plans to change the extent of the classified vegetation/extent of the Bushfire Prone Area, that may be associated with plans for revegetation of areas within 100 m of the site.

The proposed office is development that is required to be assessed for its compliance with the siting requirements in State Planning Policy 3.7 *Planning in Bushfire Prone Areas* ('**SPP 3.7**') and the bushfire protection criterial described in the Guidelines v1.4, but only to the extent that is within the Bushfire Prone Area.

The proposed building is a class 7b building. It is not a class of building subject to the bushfire construction standard (*Construction in Bushfire Prone Areas*) described at Part G5 Volume 2 National Construction Code 2019 (and unchanged in NCC 2022).

1. Proposal details

The site is approximately 7.8 ha and historically cleared of trees. The site is located in a triangular area between Tonkin Highway, Kelvin Road and Bickley Road. Kenwick Road leads from Kelvin Road and is central within the triangle.

The site is flat, and vacant.

The proposal is a large data centre (Site Plan Plate 3). It comprises 3 large separate 2 story buildings and 1 single story building each with a front of house (office) and power generator banks. The proposal also includes a gate house at the access from Kenwick Road, and a power substation at the east of the site.

The site is within an established industrial area and has access to a reticulated water supply.

2. Environmental considerations

No clearing of regulated vegetation is proposed.

Future landscaping is largely outside the Bushfire Prone Area map but is proposed to be provided as low threat in compliance with AS3959:2018 s.2.2.3.2(f).

3. Bushfire assessment results

A Bushfire Attack Level assessment following Method 1 AS 3959:2018, and the DPLH *Visual guide for bushfire risk assessment in Western Australia*, and using an FFDI of 80, has been undertaken.

No habitable building exceeds BAL 29.

4. Identification of bushfire hazard issues

The site is adjoined by lots awaiting development for commercial purpose (grassland) and the Tonkin Highway road reserve.

The habitable buildings are outside of direct flame contact, but the site is within range to be affected by ember attack from a fire in the Perth Hills/Darling Scarp. Katabatic winds could drive embers (from the east) affecting a broad area at the foothills, including the site.

The likelihood of a bushfire is considered low, and vigilance to avoid the storage and location of flammable materials near buildings is a recommended risk treatment.

The consequence of a bushfire is considered minor. It is not expected that the building operation would be disrupted beyond the immediate bushfire event.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

The consequence to human harm is considered minor because there is an opportunity to evacuate the site in a direction away from the approaching fire.

Access to the site is expected to be available throughout a bushfire event and would not be restricted for a prolonged period after a bushfire event.

Whilst the power substation is not expressly addressed by the Deemed Provisions and SPP 3.7 it is recommended it is sited on a low threat surface within a perimeter vehicle access to prevent the spread of fire from the site.

It is recommended a Bushfire Emergency Plan should be prepared for the facility, to augment its emergency in facilities plan. This would address procedures to be taken specific to bushfire, including securing the building from an external fire threat and evacuating the occupants.

5. Assessment against the Bushfire Protection Criteria (Guidelines v.1.4)

The proposal was compared with the four Bushfire Protection Criteria for Elements.

Acceptable Solutions

Element 1-Location – The development application is within a low bushfire hazard level area (Appendix 2 Guidelines v1.4

The proposal is compliant with Acceptable Solution A1.1 and Element 1 (A1.1)

Element 2 Siting and design – requires that any works needed to achieve BAL 29 will be contained to within the site (A2.1).

No habitable building exceeds a siting above BAL 29. An Asset Protection Zone to achieve a maximum BAL 29 at a habitable building is not required. The site will be developed as Low Threat with paved surfaces and buildings. Landscaping is within bordered areas, separated by roads and will be managed and compliant with the requirements for low threat.

The proposal is compliant with the intent of Element 2.

Element 3 Vehicle Access – requires the site has access to a public through road to provide alternate routes (to suitable destinations) for evacuation of occupants and access for fire fighters. It also provides a technical requirement for Private driveways longer than 70 m; to facilitate the access of emergency vehicles.

The site is bound by Tonkin Highway (east), Kelvin Road (west) and Bickley Road (south). Entry to the data centre is proposed from Kenwick Road (north) with a secondary access onto Bickley Road providing a throughway within the site.

The site is within the Perth urban road network providing public through roads to multiple destinations for safe evacuation, and the site will be accessible for emergency services throughout a bushfire event.

A perimeter vehicle access is required around large, isolated buildings for structural fire purpose under the Building Act 2011.

The southern data centre building (closest to classified vegetation) is set back from grassland (zoned commercial) by 8 m, within which a 6 m carriageway is provided.

The requirements for private driveways described in Table 6 Column 4, prescribe a horizontal trafficable clearance of 6 m and a minimum inner radius of road curves 8.5 m.

This is consistent with the requirements for a Perimeter Vehicle Access required under the Building Act 2011, which will apply to development of the site notwithstanding it is not within a bushfire prone area.

The proposal is compliant with Acceptable Solutions A3.1, 3.2a, and A3.6 (relevant Acceptable solutions for a development application) and Element 2

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Element 4 Water – requires the availability of water for firefighting purposes (A4.1).

The site has access to a reticulated water supply. Hydrants are located on Kelvin Road and Bickley Road adjoining the site.

The proposal is compliant with Acceptable Solution A4.1 and Element 4

Additional Bushfire Management Strategies

The proposal is compliant with the Acceptable Solutions listed in *Bushfire Protection Criteria*. No Additional Bushfire Management Strategies are required.

Spatial representation of the bushfire management strategies (Figure EX 1)

The proposal is compliant with the Bushfire Protection Criteria. No Additional Bushfire Management Strategies are required to be identified on the *Spatial representation of the bushfire management strategies*.

6. Responsibilities for implementation and management of the bushfire measures

The Owner responsibilities (Guidelines 4.6.3) identify the bushfire management measures necessary to achieve compliance with the bushfire protection criteria. These are provided at section 6 of the BMP.

The details contained within the planning application authorised by the responsible decision maker are enforceable under section 214 of the *Planning and Development Act 2005*, including its consistency with the *Bushfire Protection Criteria*.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Table of Contents

1. PROPOSAL DETAILS 7

1.1 Introduction 7

1.2 Regulatory Compliance Requirements 11

2. ENVIRONMENTAL CONSIDERATIONS 13

2.1 Native Vegetation – Modification and Clearing 13

2.2 Re-vegetation/Landscape Plans 14

3. BUSHFIRE ASSESSMENT 15

3.1 Bushfire Attack Level Assessment (Inputs) 15

3.2 Assessment Outputs 26

4. IDENTIFICATION OF BUSHFIRE HAZARD ISSUES 27

5. BUSHFIRE PROTECTION MEASURES 33

5.1 State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP 3.7) 33

5.2 Guidelines for Planning in Bushfire Prone Areas Version 1.4 (the Guidelines) 33

5.3 Bushfire Protection Criteria 33

5.4 Bushfire Management Strategies 40

5.5 Spatial representation of the bushfire management strategies 40

6. RESPONSIBILITIES FOR IMPLEMENTATION AND MANAGEMENT OF THE BUSHFIRE MEASURES 41

Attachment 1 –Standard for Asset Protection Zones
Attachment 2 – Technical Requirements for Private Driveways
Attachment 3 – City Fire Break Notice
Attachment 4 – References

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

1. PROPOSAL DETAILS

1.1 Introduction

Envision Bushfire Protection has been commissioned to prepare a Bushfire Management Plan for a construction of an office at 582 Bickley Road, Maddington as shown (Plate 1).

The site is within a declared bushfire prone area (Plate 2).

In accordance with SPP 3.7, the planning authority in determining an application in a declared bushfire prone area must be satisfied the proposal is consistent with the Policy intent, ***to preserve life and reduce the impact of bushfire on property and infrastructure***.

Purpose of this Plan

The purpose of this BMP is to assess the suitability of the location for the intended use as an office and warehouse. The site plan and building elevations are shown at Plate 3.

This document presents an assessment of a 'development application' with the requirements of State Planning Policy 3.7 and *Guidelines for Planning in Bushfire Prone Areas* (WAPC, v1.4 December 2021).

Site and Proposal Description

Address	582 Bickley Road, MADDINGTO			
Local Government Area	City of Gosnells			
Local Planning Scheme Zone	Business Development			
Bushfire Season	1 December – 12 May (precise dates may vary annually)			
Development proposal	Warehouse			
Building class	Class 6			
Lot size	1.8 ha			
Land description site	The site is flat and vacant historically cleared of trees and classified as grassland and paved surfaces. The site is within a triangle and has frontages to Tonkin Highway, Kelvin Road and Bickley Road			
Adjoining Land uses	North	East	South	West
Within 150 m	Grassland, isolated woodland (35 m) and scrub (138 m)	Tonkin Highway road reserve Grassland and woodland	Urban low threat	Urban low threat
Road Access	The site is accessed from Kenwick Road by Kelvin Road (to the gatehouse). A secondary access (throughway) is also provided onto Bickley Road.			
Water supply	The site has access to a reticulated water supply. Fire hydrants are located along Kelvin Road and Bickley Road			
Tele communications	The site is within the Telstra 4G network			

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Emergency services	The nearest fire brigade is the City of Gosnells Volunteer Bush Fire Brigade, located at Gosnells Emergency Operations Centre 16 Horley Road Beckenham (5.7 km)
Minor Development	N/A
Unavoidable development	N/A
Vulnerable Development	N/A

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Location

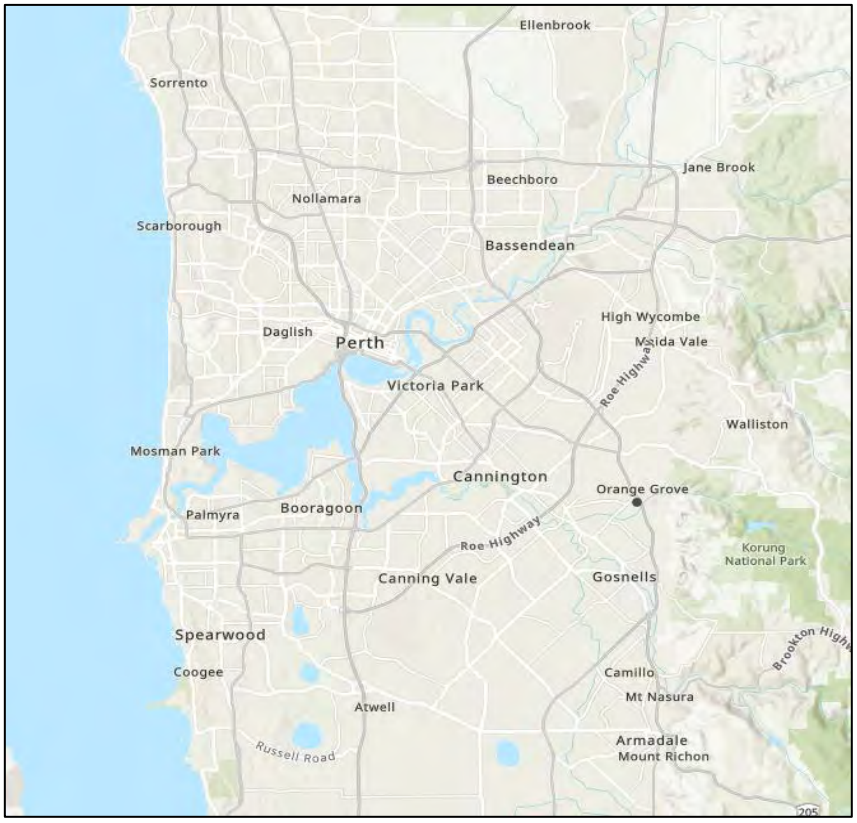


Plate 1: Site location

Bushfire Prone Area

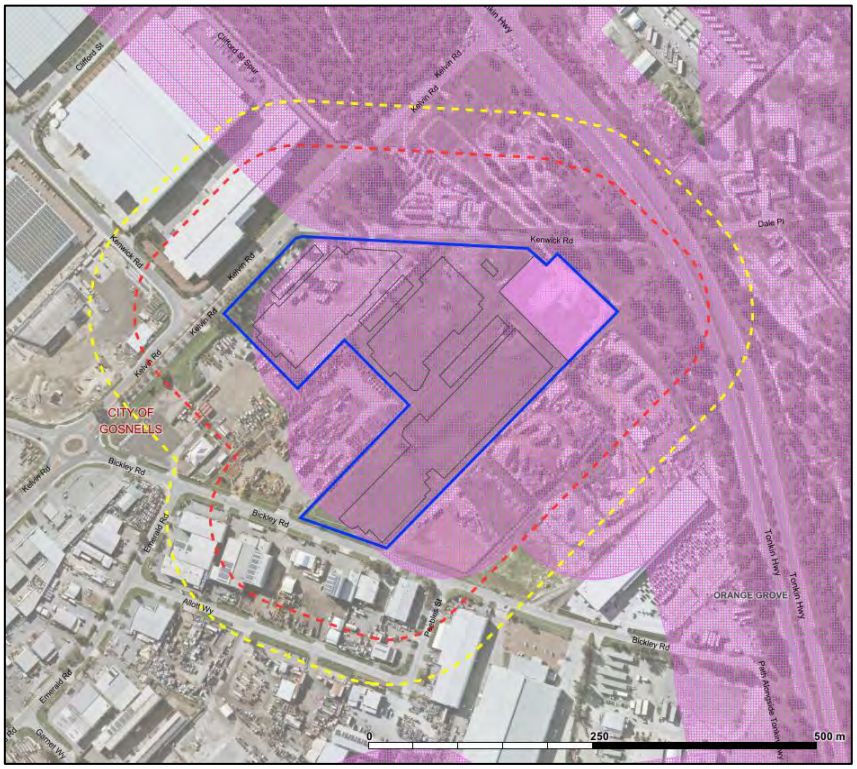


Plate 2: Designated bushfire Prone Area - Pink shade (OBRM 2021)

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Site Plan

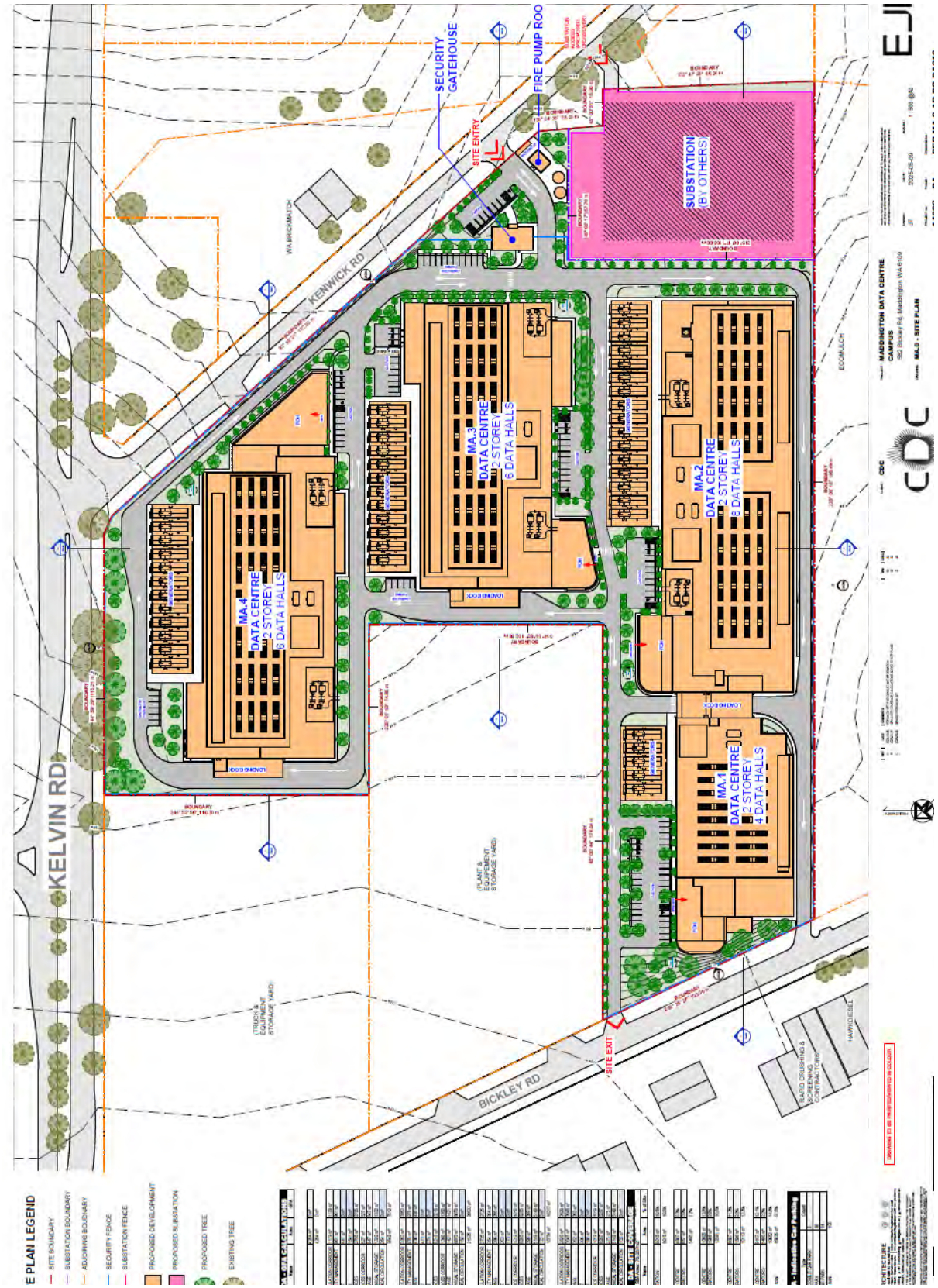


Plate 3: Site Plan

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

1.2 Regulatory Compliance Requirements

Planning and Development Act 2005 - SPP 3.7

On 7 December 2015, the State Government introduced by Gazette, a state map of Bushfire Prone Areas by order under the *Fire and Emergency Services Act 1998* and introduced development controls in Bushfire Prone Areas through the *Planning and Development Act 2005*. These controls were authorised by State Planning Policy 3.7 (Planning in Bushfire Prone Areas) regulations introduced under Part 10A Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015* and guided by the *Guidelines for Planning in Bushfire Prone Areas*.

The State Planning Policy, Regulations, and Guidelines now form the foundation for fire risk management planning in WA at a community and land development level. The Policy Intent of SPP 3.7 is ***to preserve life and reduce the impact of bushfire on property and infrastructure***.

Part 10A Schedule 2 of the *Planning and Development (Local Planning Scheme) Regulations 2015*

Part 10A defines a habitable building as:

> ***habitable building*** means a permanent or temporary structure on land that —
>
> (a) is fully or partially enclosed; and
> (b) has at least one wall of solid material and a roof of solid material; and
> (c) is used for a purpose that involves the use of the interior of the structure by people for living, working, studying or being entertained;
>
> ***specified building*** means a structure of a kind specified in this Scheme as a kind of structure to which this Part applies in addition to its application to habitable buildings.

It also applies SPP 3.7 and SPP 23.7 also at section 4, follows Part 10A.

> **78B. Application of Part to development**
> (1) This Part does not apply to development unless the development is —
> (a) the construction or use, or construction and use, of a single house or ancillary dwelling on a lot or lots with a total area of 1 100 m^2 or more; or
> (b) the construction or use, or construction and use, of —
> (i) a habitable building other than a single house or ancillary dwelling; or
> (ii) a specified building.

The power substation is not a habitable building and therefore is not affected by SPP 3.7.

Applicable clause from SPP 3.7, include:

SPP 6.2: A development application within a bushfire prone area has or will, on completion, have a moderate BHL and/or where BAL-12.5 to BAL-29 applies, may be considered for approval. *In this instance no habitable building will exceed BAL-29*.

SPP 6.5: A development application in a bushfire protection area is to be accompanied by an assessment against the bushfire protection criteria contained within the Guidelines, demonstrating compliance within the boundary of the development. *The proposed development requires no imposition beyond its site*.

SPP 6.7: A development that will result in the introduction or intensification of development or land use in an area that has or will, on completion, have an extreme BHL and/or BAL-40 or BAL-FZ will not be supported.
In this instance no habitable building is located in the bushfire prone Area map and will not exceed BAL-29

SPP 6.10: The decision-maker may impose a 'notice on title' advising that the site is located in a bushfire prone area and is subject to a Bushfire Management Plan.
Routinely imposed as a condition of planning approval.

SPP 6.11: Precautionary Principle if a landowner/proponent cannot satisfy the performance principles of the relevant policy measures (intent) through either the acceptable solutions outlined in the Guidelines, or through the alternative solutions (Performance Principle) the application may not be approved.
The proposal has not relied upon a Performance Principle.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Building Act 2011

The *Building Act 2011* only applies the National Construction Code 2019 AS 3959:2018 to the construction of class 1, 2, 3, and 10a. The requirements of the National Construction Code 2019 AS 3959:2018 can be applied if **volunteered** as part of an alternative solution to satisfying the routine siting requirements, specified in the bushfire protection criteria.

Bush Fires Act 1954

Section 33 of the *Bush Fires Act 1954* recognises the responsibility of all landowners to prevent the spread of bushfire. The cooperative action by landowners can reduce the ignition and spread of bushfire in the community, reducing the risk of bushfire. The Act also provides for the policing of total fire bans, on declared days, also serving to reduce the occurrence of intense bushfires. These are risk controls that reduce but can not eliminate the risk.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

2. ENVIRONMENTAL CONSIDERATIONS

2.1 Native Vegetation – Modification and Clearing

A fundamental consideration in the assessment of development under SPP 3.7 is to avoid instances where bushfire risk management measures would conflict with or be limited by other biodiversity management measures.

Conservation class legislation

The ability to implement bushfire risk management measures may be affected by a number of conservation class vegetations: described below.

Environment Protection Act 1986 and Environmental Protection (clearing native vegetation) Regulation 2004

It is an offense to clear native vegetation without the authority of a permit or an exemption. The act of clearing native vegetation, requires a permit from either the Department of Water and Environmental Regulation (DWER) or the Department of Mines, Industry Regulation and Safety (DMIRS), unless an exemption applies.

Exemptions include:

Environment Protection Act 1986

- Clearing required by local government Section 33 *Bushfire Act 1954.*
- Clearing in accordance with the terms of a subdivision approval.
- Clearing in accordance with a permit under the *Bush Fires Act 1954* (prescribed burning)

and clearing by a bushfire control officer.
Environmental Protection (clearing native vegetation) Regulation 2004 (exemptions do not apply in Environmentally Sensitive Areas, and clearing > than 5 ha)

https://www.der.wa.gov.au/your-environment/environmentally-sensitive-areas

- Clearing to the extent necessary to construct an approved building.
- Clearing that is for fire hazard reduction burning.
- Clearing to maintain an area cleared in the last ten years.

(WA) Biodiversity Conservation Act 2016 and Bio-diversity Conservation Regulations 2018

The *Biodiversity Conservation Act, 2016*, replaces the *Wildlife Conservation Act, 1950*, and the *Sandalwood Act, 1929*, it became operational with the *Bio-diversity Conservation Regulations 2018*, on 1 January 2019.

The Act provides for listing species, threatened ecological communities (TECs), key threatening processes, and critical habitats. It introduces criteria for listing species 'endangered', 'critically endangered' or 'vulnerable,' to align with the Environment Conservation and Biodiversity Conservation Act 1999 (Cth).

The *Biodiversity Conservation Act 2016* recognises that activities approved under the *Environment Protection Act 1986* do not require further approval include clearing of native vegetation that is either exempt or done under the authority of a clearing permit or done in accordance with an implementation decision under Part IV of the *Environment Protection Act 1986*.

Commonwealth Environment Protection Biodiversity Conservation Act 1999

The Commonwealth Environment Protection Biodiversity Conservation Act 1999 provides for the protection of matters of national environmental significance. National environment law does not generally regulate fire prevention measures taken by state and territory governments, but no specific exemptions are provided.

In accordance with the Department of Planning Lands and Heritage template (BMP Complex) a review of the listed databases has been undertaken as part of this assessment. The purpose is to identify whether restrictions or other specific considerations may apply that would affect the possible implementation of any bushfire protection initiatives/risk treatments.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

This however is not a comprehensive assessment. Not all ecological details are publicly available and many of the items are not described at a site-specific level, to enable specific items to be identified on the site.

This BMP therefore does not preclude the requirement or influence the considerations required to be separately taken, in gaining the required authorisations under the conservation class legislation identified above.

Table 1: Ecological database assessment.

Is the land affected by:	**Yes/No/NA**	**If yes - describe**	
Conservation Wetland or buffer (DBCA-019 DBCA-017)	No		
RAMSAR Wetland (DBCA-010)	No		
Threatened and Priority Flora (DBCA-036)	No		
Threatened and Priority Fauna (DBCA-037)	No		
Threatened Ecological Communities (DBCA-038)	No		
Bush Forever (COP-071)	No		
Environmentally Sensitive Area (DWER-046)	No		
Regionally Significant Natural Areas (DWER-070)	No		
Conservation Covenant (DPIRD-023)	N/A		
Does the proposal require the removal of restricted vegetation?		**~~Yes~~**	**No**

The site has been historically cleared of trees and retains no regulated vegetation.

In the interim, no clearing beyond the site is required. The Bushfire Attack Level will be responded to within the site by the building's construction standard.

2.2 Re-vegetation/Landscape Plans

The site will be developed as low threat, hard stand and buildings with 'managed' gardens (low threat).

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

3. BUSHFIRE ASSESSMENT

3.1 Bushfire Attack Level Assessment (Inputs)

The following assessment has applied the methodologies described in AS 3959:2018, the Guidelines, and has used the Fire Protection Association Australia accredited practitioner methodology for the preparation of Bushfire Attack Level (BAL) assessments.

All vegetation within 150 m (context) of the subject building has been classified following Clause 2.2.3 (AS 3959:2018) to determine the predominant vegetation affecting the behaviour at the locality. The Bushfire Attack Level is determined by the **predominant** vegetation within 100 m of the site boundary (for subdivision), or around the development site (building envelope) or the external face from a habitable building.

The classifications of vegetation used in AS 3959:2018 are based on foliage cover, measured as a percentage of a hectare and by the fuel (vegetation) height.

> ***Foliage cover**: The portion of the ground that would be shaded by foliage when the sun is shining directly overhead, expressed as a percentage for each stratum or identifiable layer of vegetation*

AS 3959:2018

Layer/ Stratum	Description	Hazard
Bark	Tight/fine – course/ribbon	Spotting and ember attack potential associated with forest
Canopy	Trees taller than 6 m (forest)	Influences the flame height
Elevated fuel	Trees and Shrubs up to 6 m	Influences the flame height
Near surface	Grasses and shrubs taller than 100 mm and up to 2 m	Influences the rate of spread and canopy ignition
Surface	On ground material, leaves, twigs, bark	Influences the rate of spread

From CFA (Vic) Overall fuel assessment guide 2010

AS 3959:2018 prescribes six categories of Bushfire Attack Level (BAL): BAL-LOW, BAL-12.5, BAL-19, BAL-29, BAL-40, and BAL-FZ. In addition, BAL-FZ describes only performance solutions where the separation from classified vegetation (on completion) is less than 10 m. The BAL level is used for determining the siting of development (to be less than BAL-40) and in turn the construction standard that is equivalent to the BAL at the proposed building location.

This assessment has followed the guidance of AS 3959:2018. This includes:

- A recognition of excluded vegetation types described at cl.2.2.3.2 (e) and (f), but the underlying vegetation should still be classed e.g., an orchard may be excluded but not the grassland within it.
- A separate plot is applied if there is a variation in the slope greater than 5.0^0
- For various vegetation classes a representation that is less than 10%, does not constitute the predominant class. Foliage cover referred to in AS 3959:2018 for various classes is based on the foliage cover for that class as a percentage of a ha. (shadow cast is not representative of foliage cover).
- The measurement point and the most influential vegetation class (presenting the highest BAL at the building) is used for the determination of the BAL at the building (Figure 2.2 AS 3959:2018).

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

- Consideration of the predominant vegetation is to consider the likelihood of regeneration.
- Orchards, and single tree rows (planted in a row less than 10 m wide) is determined by underlying the near surface fuel.

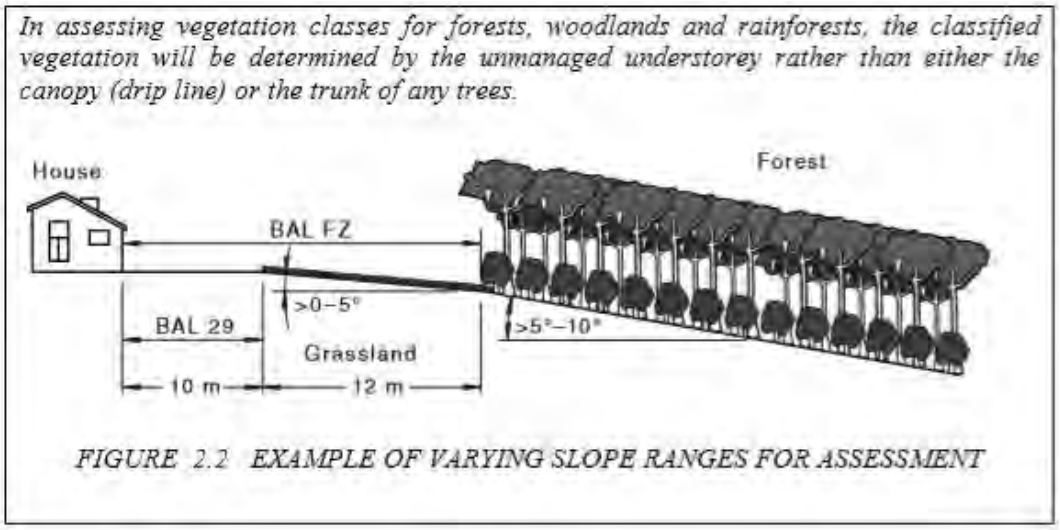


Plate 4: Effective Slope and measurement taken from AS 3959:2018

Effective slope under each vegetation plot was assessed in accordance with the methodology detailed in AS 3959:2018 Construction of buildings in bushfire prone areas (AS 3959) (Standards Australia, 2018 Bushfire Fuels). Slope data was measured on site and cross referenced with Landgate elevation data.

Site Assessment and Site Plans

The assessment of this site / development was undertaken on 24 May 2024 by an BPAD Accredited Practitioner for the purpose of determining the Bushfire Attack Level in accordance with AS 3959: 2018 Simplified Procedure (Method 1).

The following figures illustrate the findings of the assessment and are followed georeferenced photos. The vegetation is assessed by both the aerial photo to determine the horizontal distributions and the oblique photo as evidenced of the vertical fuel structure.

Figure 1 is provided for the area context.

Figure 2 illustrates the topography

Figures 3 illustrates the vegetation plots and the photo evidence positions.

Figure 4 illustrates the distance between the development site and the nearest vegetation class. In this instance the entirety of the site will be hardstand, so the distances are to the nearest vegetation type at the site boundary.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025



Figure 1: Location

N

Assessment Date: 24/05/2024
Prepared: Anthony Rowe I Accreditation Level: BPAD L3
Accreditation Number: 36690 Accreditation I Expiry: Dec 2024
FPAA FIRE MAP 2023 I GDA 1994 MGA Zone 50

© 2024 Any conclusions drawn, or recommendations made in this report are made in good faith. No responsibility is taken for how this information and the report are used subsequently by others.

envision bushfire protection

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

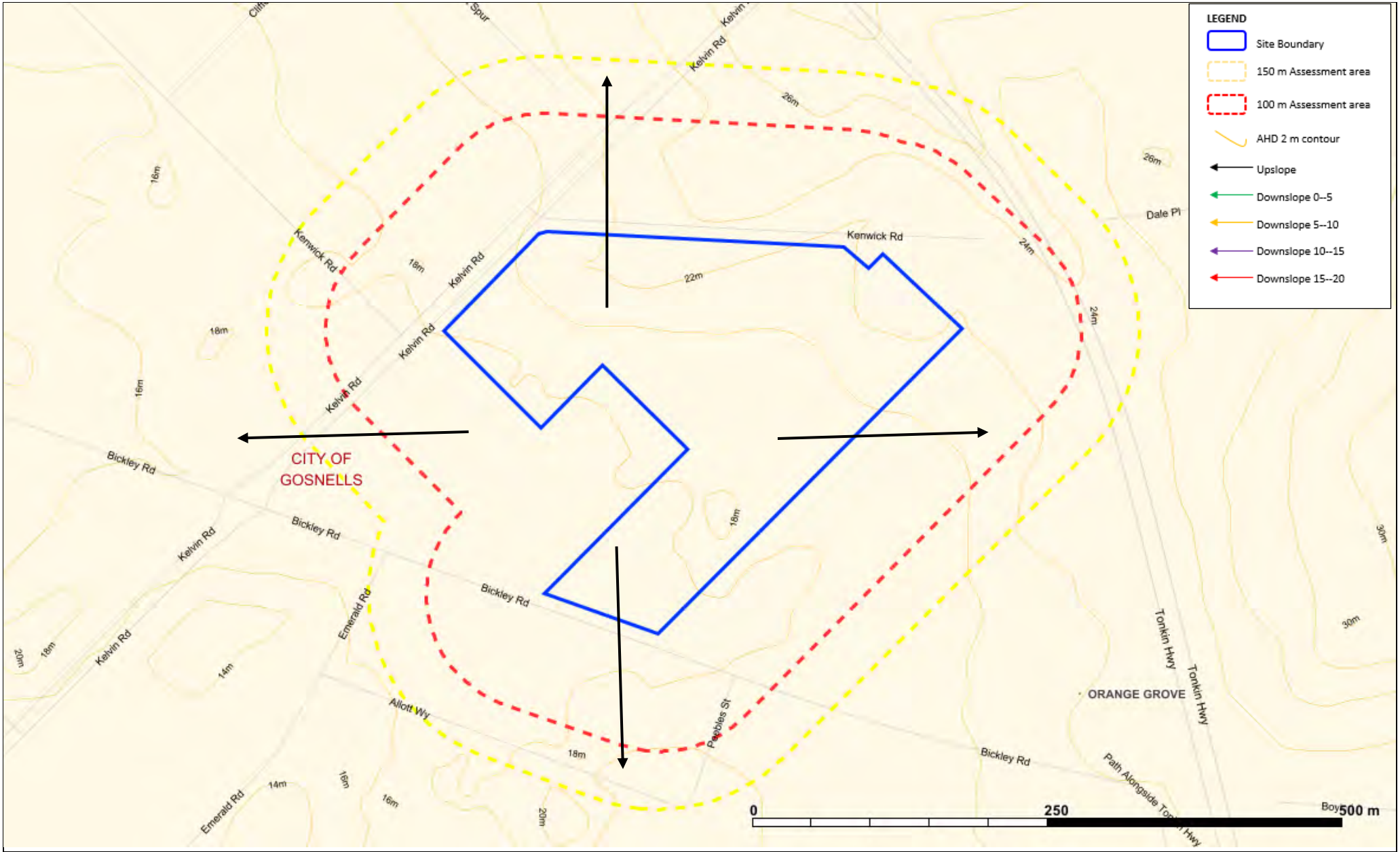


Figure 2: Topography

N

Assessment Date: 24/05/2024
Prepared: Anthony Rowe I Accreditation Level: BPAD L3
Accreditation Number: 36690 Accreditation I Expiry: Dec 2024
FPAA FIRE MAP 2023 I GDA 1994 MGA Zone 50

© 2024 Any conclusions drawn, or recommendations made in this report are made in good faith. No responsibility is taken for how this information and the report are used subsequently by others.

envision bushfire protection

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

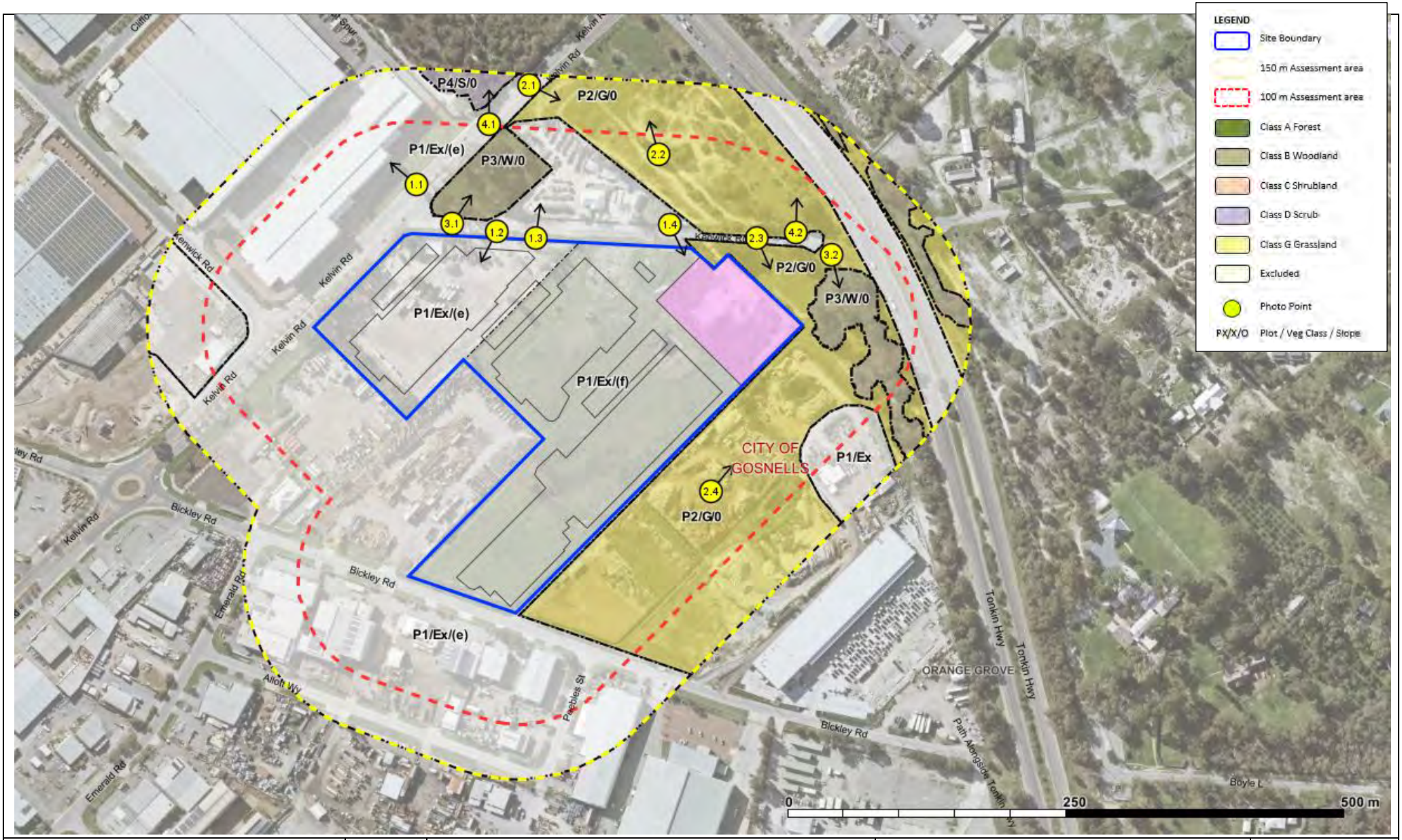


Figure 3a: Vegetation Classification and photo locations

N

Assessment Date: 24/05/2024
Prepared: Anthony Rowe I Accreditation Level: BPAD L3
Accreditation Number: 36690 Accreditation I Expiry: Dec 2024
FPAA FIRE MAP 2023 I GDA 1994 MGA Zone 50

© 2024 Any conclusions drawn, or recommendations made in this report are made in good faith. No responsibility is taken for how this information and the report are used subsequently by others.

envision bushfire protection

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

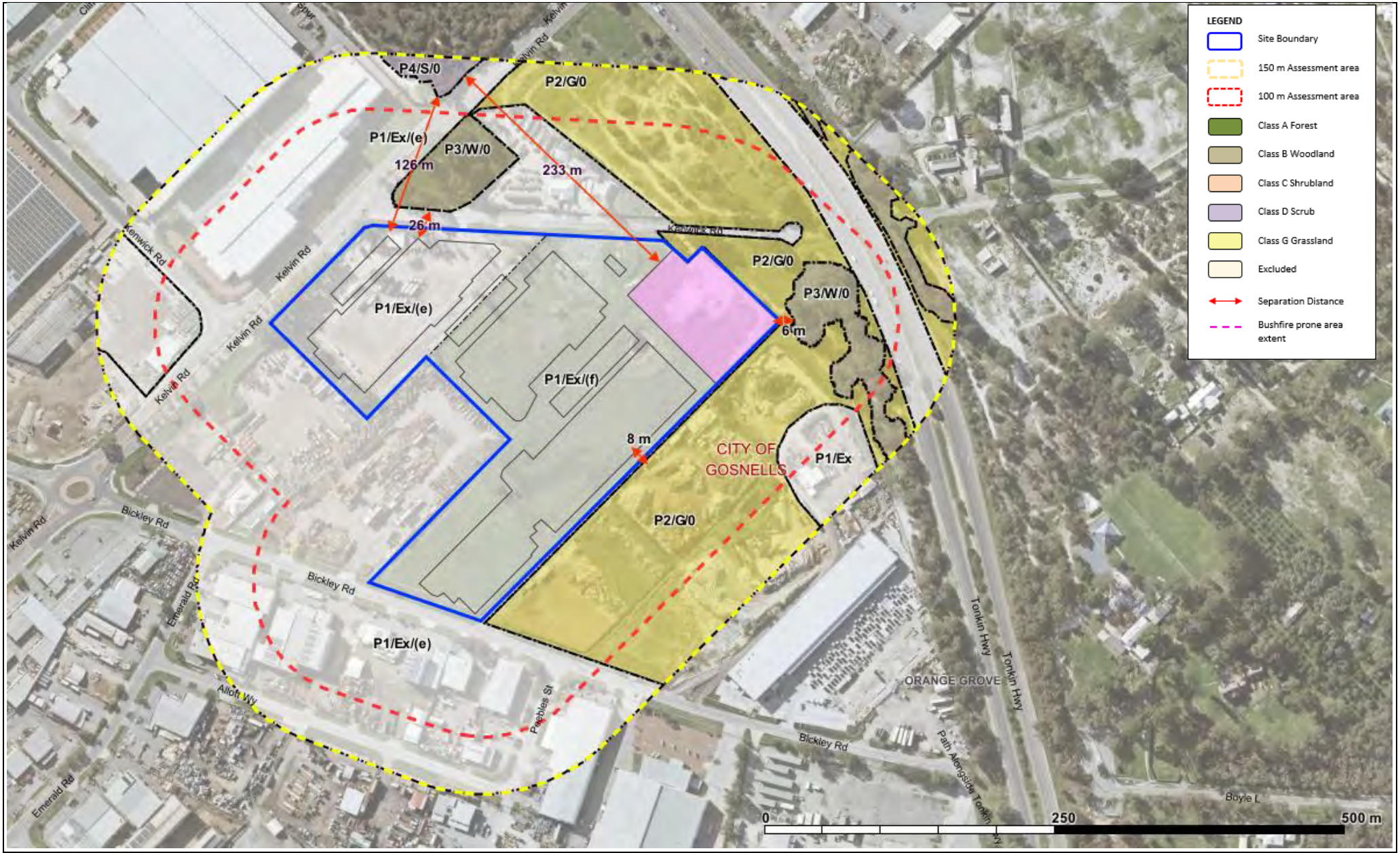


Figure 3b: Vegetation Classification and distances

Assessment Date: 24/05/2024
Prepared: Anthony Rowe I Accreditation Level: BPAD L3
Accreditation Number: 36690 Accreditation I Expiry: Dec 2024
FPAA FIRE MAP 2023 I GDA 1994 MGA Zone 50

© 2024 Any conclusions drawn, or recommendations made in this report are made in good faith. No responsibility is taken for how this information and the report are used subsequently by others.

envision bushfire protection

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

PLOT:1				
Vegetation Classification			**Slope**	
Excludable - 2.2.3.2(e) Non Vegetated Areas			Flat	
Excludable - 2.2.3.2(f) Low Threat Vegetation				
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low	✓	✓	✓	✓
Moderate				
High				
Very High				
Extreme				
Vegetation Description (AS 3959)				
(e) Non-vegetated areas, that is, areas permanently cleared of vegetation, including waterways, exposed beaches, roads, footpaths, buildings and rocky outcrops. (f) Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, vineyards, orchards, banana plantations, market gardens (and other non-curing crops) cultivated gardens, commercial nurseries, nature strips and windbreaks.				
Post development				
Low threat				



Photo 1.1 Development site view west of site



Photo 1.2 Development site not bushfire prone



Photo 1.3 View to industrial use north of the site



Photo 1.4 View towards power substation site

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

PLOT:2				
Vegetation Classification		**Slope**		
Class G Grassland – Spare open tussock G-24		Flat		
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate	✓			
High				
Very High				
Extreme				
Vegetation Description (AS 3959)				
All forms (except tussock moorlands) including situations with shrubs and trees if the overstorey foliage cover is less than 10%. Includes pasture and cropland.				
Post development				
Retained Photos 2.1 and 2.2 (outside of site). Low Threat – Phots 2.3 - 2.4 hardstand and buildings				



Photo 2.1 View south grassland north of site



Photo 2.2 View north (from north boundary)



Photo 2.3 Tonkin Hwy Road verge



Photo 2.4 From Bickley Road to the north east

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

PLOT:3				
Vegetation Classification		**Slope**		
Class B Woodland - Woodland B-05		Flat		
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low		✓	✓	✓
Moderate	✓			
High				
Very High				
Extreme				
Vegetation Description (AS 3959)				
Trees 10 m - 30 m high; 10% - 30% foliage cover dominated by eucalypts and/or callistris with a prominent grassy understorey. May contain isolated shrubs. Authors Note: Woodland is classed by its understorey for the purpose of determining the fire intensity see Table B3 AS3959:2018.				
Post development				
Retained as Woodland, external to the site.				



Photo 3.1 Woodland north west of site



Photo 3.2 Woodland Tonkinn Highway

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

PLOT:4				
Vegetation Classification		**Slope**		
Class D Scrub - Closed scrub D-13		Flat		
Observation/Justification for classification				
Fuel Hazard	Surface	Near surface	Elevated	Bark
Low			✓	✓
Moderate	✓			
High		✓		
Very High				
Extreme				
Vegetation Description (AS 3959)				
Found in wet areas and/or areas affected by poor soil fertility or shallow soils; >30% foliage cover. Dry heaths occur in rocky or sandy areas. Shrubs >2 m high. Typical of coastal areas and tall heaths up to 6 m in height. May be dominated by Banksia, Melaleuca or Leptospermum with heights of up to 6 metres				
Post development				
Retained as Scrub, external to the site.				



Photo 4.1 Scrub north west to site



Photo 4.2 Scrub (north) in Tonkin Hwy road reserve

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025



Figure 4: BAL Contour

Assessment Date: 24/05/2024
Prepared: Anthony Rowe I Accreditation Level: BPAD L3
Accreditation Number: 36690 Accreditation I Expiry: Dec 2024
FPAA FIRE MAP 2023 I GDA 1994 MGA Zone 50

© 2024 Any conclusions drawn, or recommendations made in this report are made in good faith. No responsibility is taken for how this information and the report are used subsequently by others.

envision bushfire protection

3.2 Assessment Outputs

The Determined Bushfire Attack Levels are based upon the conditions at the time of inspection and applying the methodology described in AS 3959:2018.

The Indicative BAL is the expected BAL at completions. In this instance the whole site will be low threat at completion, the resulting BAL level is derived from the presence of classified vegetation upon adjoining land that is assumed to remain.

Table: 2.1 Data centre (closest portion of any building)

Plot no.	Vegetation Classification	Effective slope	Separation m	BAL	Required for BAL 29
1	Excluded	N/A	N/A	N/A	
2	Grassland	Level/Upslope	8	BAL - 29	8 m*
3	Woodland	Level/Upslope	26	BAL – 19	14 m
4	Scrub	Level/Upslope	126	BAL - Low	13 m

*A 2.5m high non-combustible fence would reduce the separation to 6 m (Method 2 AS3959:2018)

Table: 2.1 Power substation

Plot no.	Vegetation Classification	Effective slope	Separation m	BAL	Required for BAL 29
1	Excluded	N/A	N/A	N/A	
2	Grassland	Level/Upslope	0	BAL - FZ	8 m
3	Woodland	Level/Upslope	6	BAL - FZ	14 m
4	Scrub	Level/Upslope	233	BAL – Low	13 m

Because no habitable building will exceed BAL-12.5, an Asset Protection Zone to achieve a maximum BAL of 29 at a building is not required.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

4. IDENTIFICATION OF BUSHFIRE HAZARD ISSUES

Bushfire Behaviour

Sustainable fire combustion depends upon the availability of fuel, oxygen, and heat. Removal of any one of the three aspects will extinguish or not sustain a fire. Fuel management, the management of vegetation, is the most practical means of control.

Bushfire behaviour, as it increases in intensity and speed of travel, can exceed human control measures and when this occurs the risk increases to humans and property. Bushfire behaviour is a result of climate, topography, and the availability of bushfire fuel (vegetation).

- Climate (drought and season) & weather (temperature, humidity, wind, atmospheric instability).

  Wind

  Bushfires are influenced by the wind direction and the speed. The wind direction generally determines the direction of the fire and wind speed, along with ground slope, generally determines the speed a fire will travel over ground. As wind strength increases it increases the availability of oxygen allowing the fire intensity to increase.

  Atmospheric conditions determine the potential for the uplift of embers and particles that can be distributed by the prevailing wind direction well ahead of the fire, up to 9 km, to create spot fires that can advance the location of the fire front.

  Atmospheric interaction can also give rise to strong winds drawn in to the firefront and conversely strong downdrafts where the proceeds of the fire can no longer be supported by the convective column. The down draft can occur many kilometres from the firefront depending upon the location of the fire plume. The timing and the location of the downdrafts are described as unpredictable but requires a long running fire up to 3 hours to develop.

  Fire Danger Index FDI

  FDI is an indicator of potential fire intensity and behaviour based upon weather conditions; temperature, humidity, and wind speed, together with climate measures, drought factor representing the dryness of the ground fuels.

  The FDI is an indicator of the potential for house loss and fatalities.

  The FDI is used as a basis for determining the required design performance of a building.

- Topography (slope of the ground, aspect) – fire travels faster uphill, and in some conditions may determine the direction of the fire. The landform can also channel and increase the windspeed at a locality and create turbulence. It is measured as 0.0^0 or in downslope increments of 5.0^0.

- Vegetation (horizontal and vertical structure, flammability, mass, and availability). Measured as a vegetation classification, or an exclusion, in AS 3959 (Method 1). The arrangement of fuel has a greater effect upon the intensity of a fire than just its mass; its exposure to oxygen is referred to as its availability in a bushfire.

Grass fires are fast moving and influenced by the wind direction. Forest Fires are characterised by the high fuel mass and have the highest fire line intensity requiring the largest separations to reduce radiant heat. Forest fires, if of sufficient size, continuity, and intensity can eject embers up to 5 km in advance of the fire front (and greater distances but rare). Ember attack is the cause of the highest building loss, either finding gaps and flammable materials within a building or igniting flammable materials near a building that can expose a building to direct flame contact.

It is assumed that a bushfire will achieve a steady-state and be fully developed to maximum intensity over a 100 m (minimum) fire run. Grass fires travel faster (GFDI) than a forest canopy fire, but a forest canopy fire can eject a higher level of embers and also eject them over a greater distance. Crown fires occur when the ground fire is intense, and conversely, when ground fuels are managed, the resultant fire intensity may not be sufficient to involve the crown or sustain a fire.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Fuel reduction initiatives such as slashing and controlled burns are intended to reduce the fuel availability to a level where the intensity of the fire remains controllable.

Climate

The nearest weather station to the site is at Perth airport (6km south west of the site). The site is within an area described as having a Mediterranean climate of dry summers and mild, wet winters. The majority of rainfall is between May and September. The prohibited burning period is from mid-December to mid-March.

The Bushfire Danger Season has traditionally been between November and April each year, but recent climatic conditions have caused fire danger conditions to be present either side of this period.

Extreme bushfire conditions FDI 50+, occur mostly between January and March and mostly in the afternoon.

Bushfires generally travel in the direction of the prevailing wind. The direction of the prevailing wind conditions can affect the options for evacuation and anticipated fire intensity depending upon the slope and fuel.

The wind roses below (Plates 5 and 6) for February (averaged) recorded at 9 am and 3 pm. illustrate the winds are strongest and most frequent from the south-east and east in the morning. Afternoon winds are generally stronger and of a higher frequency from the west.

A fire can however come from any direction that the wind may be blowing at the time, the wind roses provide an indication that over a period, if a fire is not controlled, it may follow the prevailing wind.

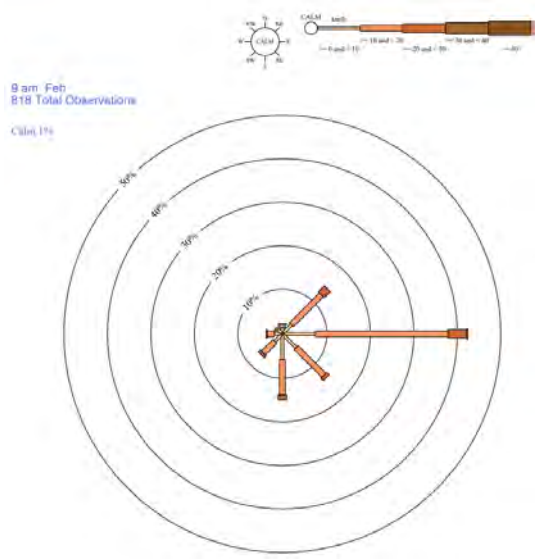


Plate 5: wind directions as at 9 am

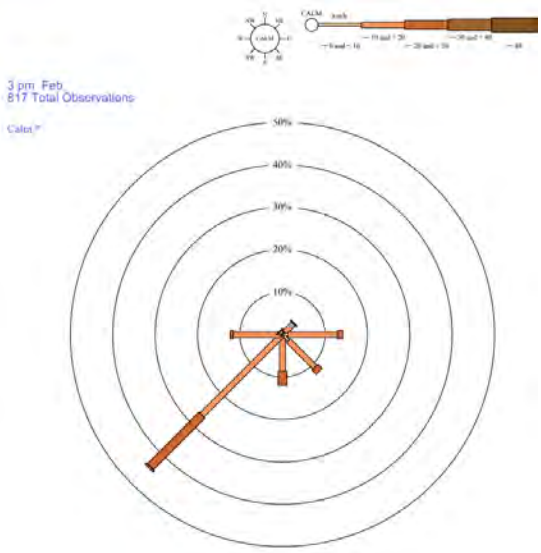


Plate 6: wind directions as at 3 pm

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Site Context

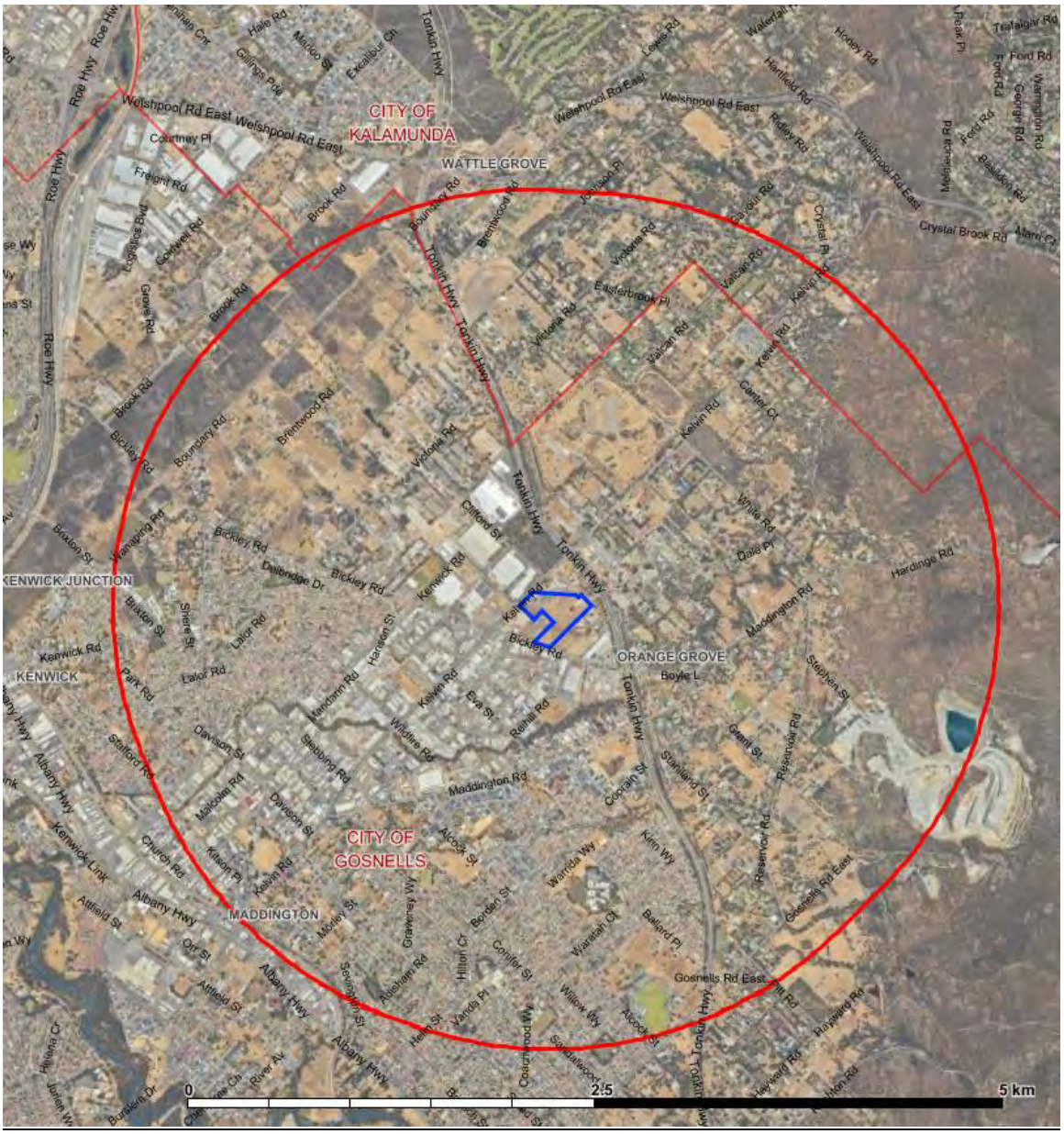


Plate 7: Illustrates the surrounding area within 2.5 k m is predominantly urban, top the west and south, industrial immediately north followed by pasture grass and mixed land uses (transitioning urban) and mixed land uses (transitioning urban) east up to 1.5 km followed by the Darling Scarp.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Topography

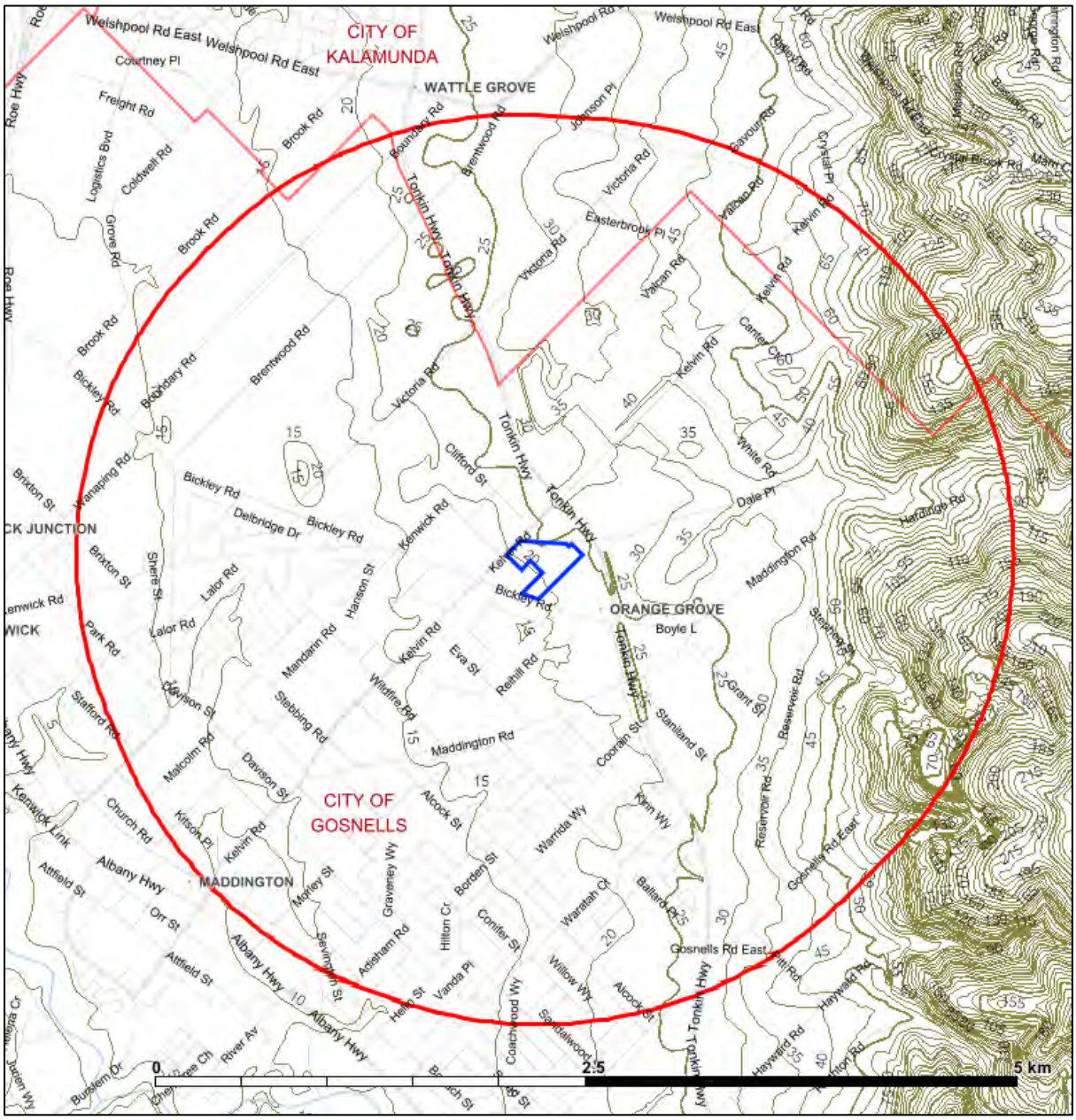


Plate 8: The site is within ostensibly flat land, and within 1.5 km from the steeply inclined Darling Scarp, which is characterised by forest. Historically fires in the Darling Ranges travel from the east, and katabatic winds cat the slope can affect local fire behaviour, promoting dispersal of embers to the east.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

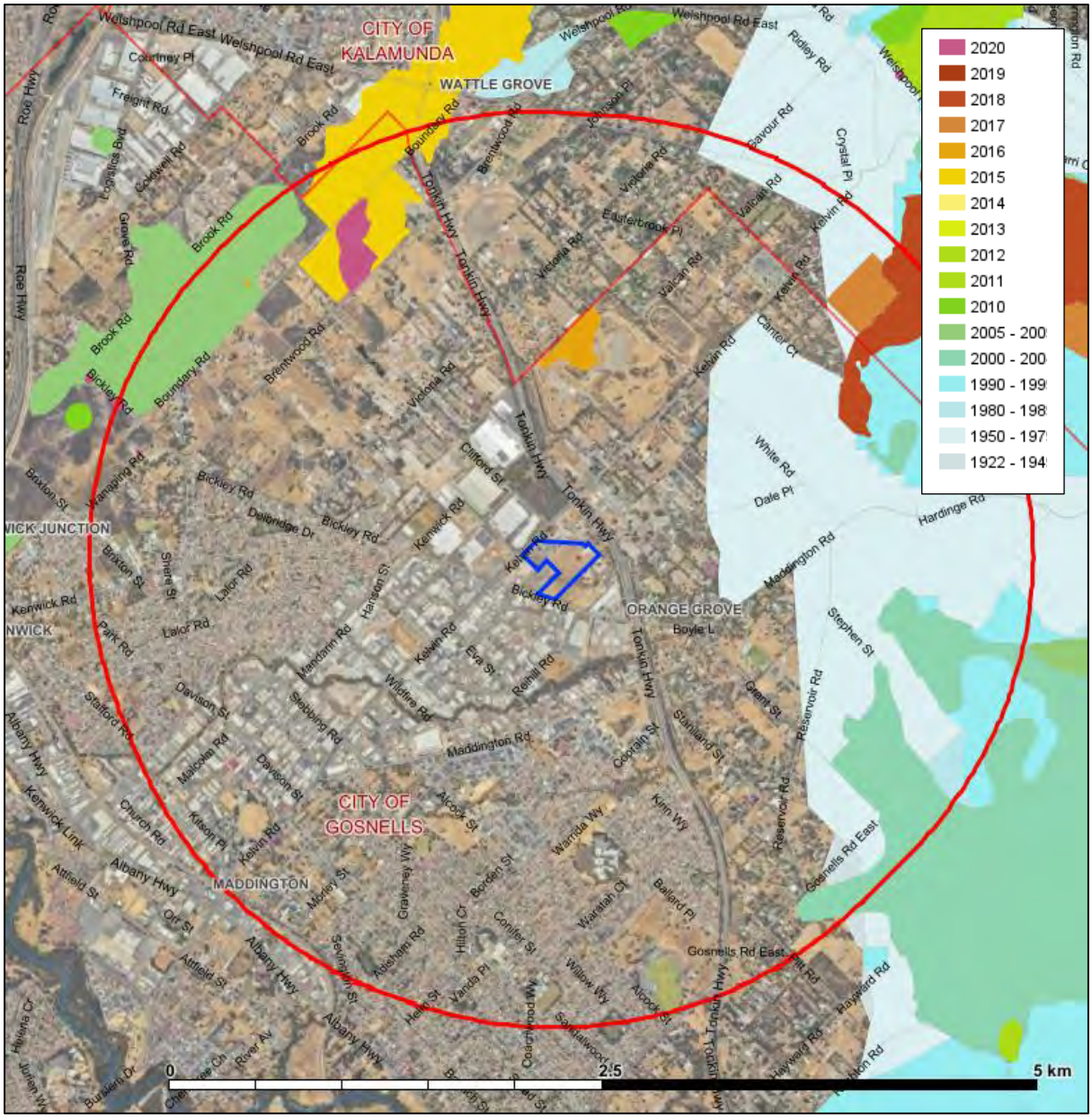


Plate 9: DBCA landscape fire history, is not a determinant of risk but only an indicator of activity. Ignitions generally increase with human activity, but counterbalancing in the urbanized area is a shorter discovery time and response, extinguishing the fire or a lack of continuity for an ignition to develop into a large landscape fire. The site is east from the darling Ranges and the Scarp and could be affected by a dispersed ember attack, along with its surrounding area.

Plate 9; when combined with Plates 5 and 6, suggests a bushfire attack (ember attack) that is most likely to affect the site, would arrive from the east.

The Bushfire Prone Area Map, in the vicinity is drawn 100 m around classified vegetation, it does not take in to account breaks in continuity such as Tonkin Highway.

Embers are responsible for more damage and loss than firefront flame and radiant heat, and embers can travel up to 5 km from the fire front, exceeding the Bushfire Prone Area map distance.

The risk to the proposal is the presence of flammable materials that may be ignited by embers, if the ignition of those materials may transfer to heavier flammable materials that in turn lead to building ignition.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

In this instance the site will be developed as low threat, primarily paved surfaces and buildings. There are no external fuel stores proposed. The power substation whilst not a habitable building addressed by SPP 3.7 is potentially within flame contact, within 8 m from its east and south boundary.

The power substation may be damaged by fire, but it is isolated from the data centre buildings. Power substations can also have failures, which whilst localised can spread fire if contiguous materials are present. Whilst not within the scope of the application of SPP 3.7 it is recommended that the surface of the substation is maintained as low threat and provided with a perimeter vehicle access; to promote access and to effect a discontinuation to fuels outside the site.

The site is within an urban area. Access to the site is available from multiple directions for the support of emergency services. The site also has access to fire fighting resources, it is within the reticulated water supply network and in compliance with the Building Act 2011, hydrants will be distributed through the site.

The likelihood of a bushfire disrupting the site is considered low. It is not expected that the building operation would be disrupted beyond the immediate bushfire event. The consequence to human harm is considered minor because there is an opportunity to evacuate the site in a direction away from the approaching fire.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

5. BUSHFIRE PROTECTION MEASURES

5.1 State Planning Policy 3.7 - Planning in Bushfire Prone Areas (SPP 3.7)

SPP 3.7 applies to all subdivision applications in designated bushfire prone areas.

SPP 3.7 Objectives

Policy Measure 5 contains the objectives of SPP 3.7. The following demonstrates how the proposed development meets each of the objectives.

Objective 1: Avoid any increase in the threat of bushfire to people, property, and infrastructure. The preservation of life and management of bushfire impact is paramount.

Development Response

The nature of the proposed activity does not (inherently) increase the occurrence or intensity of bushfire within its locality.

Objective 2: Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.

Development Response

The site is partially affected by the bushfire prone area map. The Data Centre will largely comprise building and paved surface that are low threat. Landscaping notwithstanding it is outside of the bushfire prone area should be low threat. to avoid the potential to be a conduit of ignition from ember attack.

Objective 3: Ensure that higher order strategic planning documents, strategic planning proposals, subdivision and development applications take into account bushfire protection requirements and include specified bushfire protection measures.

Development Response

Objective 3 is satisfied through the compliance of the proposed development with the Bushfire Protection Criteria addressed in Section 5.2 below.

Objective 4: Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values, environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change.

Development Response

The proposal is consistent with the intended use (zoning) and does not require the modification of vegetation outside the site.

5.2 Guidelines for Planning in Bushfire Prone Areas Version 1.4 (the Guidelines)

The Guidelines apply to development applications located within designated bushfire prone areas. The Guidelines provide supporting information for implementation of SPP 3.7. Specifically, they provide the Bushfire Protection Criteria to be addressed for all applications.

5.3 Bushfire Protection Criteria

The bushfire risk mitigation strategies detailed in (Table 2 below) are designed to comply with the Bushfire Protection Criteria detailed in Guidelines for Planning in Bushfire Prone Areas v1.4 (the Guidelines WAPC 2021) at Appendix 4.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Table 2: Bushfire Protection Criteria assessment.

For each of the elements listed within Appendix 4 of the Guidelines for Planning in bushfire-prone areas, the 'intent' must be achieved either by the proposal meeting the acceptable solutions; or where these acceptable solutions cannot be fully met, then by a performance-based solution that can achieve the 'intent.'

The acceptable solutions do not apply to all stages of development. Where these items are not applicable, they have been identified. Commentary may however be made but it is not a determinant.

✓	Acceptable solution provided	C	An Acceptable Solution to be conditioned
N/A	Not Applicable	P	Performance Principle solution see 5.2

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
Element 1: Location **Intent:** To ensure that strategic planning proposals, subdivision and development applications are located in areas with the least possible risk of bushfire to facilitate the protection of people, property and infrastructure				
P1 The strategic planning proposal, subdivision and development application is located in an area where the bushfire hazard assessment is or will, on completion, be moderate or low, or a BAL–29 or below, and the risk can be managed. For unavoidable development in areas where BAL–40 or BAL–FZ applies, demonstrating that the risk can be managed to the satisfaction of the decision-maker	**A1.1 Development location** The strategic planning proposal, subdivision, and development application is located in an area that is or will, on completion, be subject to either a moderate or low bushfire hazard level, or BAL–29 or below.	✓		The site adjoins an area that is predominantly vacant land, awaiting development (grassland) and low threat paved and built surfaces(urban). The site is largely outside the designated Bushfire Prone Area map. The site is assessed as a Low bushfire hazard level in accordance with Appendix 2 in the Guidelines v1.4
Element 2: Siting and Design of Development **Intent:** To ensure that the siting and design of development minimises the level of bushfire impact				

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
P2 The siting and design of the strategic planning proposal, subdivision or development application, including roads, paths and landscaping, is appropriate to the level of bushfire threat that applies to the site. The proposal incorporates a defendable space and significantly reduces the heat intensities at the building surface thereby minimising the bushfire risk to people, property and infrastructure, including compliance with AS 3959 if appropriate.	**A2.1 Asset Protection Zone** Every habitable building is surrounded by, and every proposed lot can achieve, an APZ depicted on submitted plans, which meets the following requirements: • Width: Measured from any external wall or supporting post or column of the proposed building, and of sufficient size to ensure the potential radiant heat impact of a bushfire does not exceed 29kW/m² (BAL-29) in all circumstances. • Location: the APZ should be contained solely within the boundaries of the lot on which the building is situated, except in instances where the neighbouring lot or lots will be managed in a low-fuel state on an ongoing basis, in perpetuity (see explanatory notes). • Management: the APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones.' (see Schedule 1). ***Defendable space**: A three-metre-wide area adjacent to a building that is kept free from vegetation (excluding ground covers and grass) and provides a relatively safe space from which firefighters and appropriately prepared homeowners may defend the property.*	✓		No habitable building is sited to exceed BAL 29, as a consequence of adjoining or retained vegetation on the site. The proposal does not include the introduction of a bushfire threat, i.e. revegetation of classified vegetation. The buildings habitable will be surrounded by paved surfaces and managed vegetation (excluded), no Asset Protection Zones are required. The substation is not a habitable building and it is not required to achieve BAL 29.
Element 3: Vehicular Access **Intent:** To ensure that the vehicular access serving a subdivision/development is available and safe during a bushfire event.				

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
P3i The design and capacity of vehicular access and egress is to provide for the community to evacuate to a suitable destination before a bushfire arrives at the site, allowing emergency services personnel to attend the site and/or hazard vegetation.	**A3.1 Public roads** The minimum requirements under this acceptable solution are applicable to all proposed and existing public roads. Public roads are to meet the minimum technical requirements in Table 6, Column 1. The trafficable (carriageway/pavement) width is to be in accordance with the relevant class of road in the Local Government Guidelines for Subdivisional Development (IPWEA Subdivision Guidelines), Liveable Neighbourhoods, Austroad standards and/or any applicable standards for the local government area.	✓		The site is bound by Tonkin Highway (east), Kelvin Road (west) and Bickley Road (south); paved roads compliant with the IPWEA Subdivision Guidelines.
	A3.2a Multiple access routes Public road access is to be provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access). If the public road access to the subject site is via a no-through road which cannot be avoided due to demonstrated site constraints, the road access is to be a maximum of 200 metres from the subject lot(s) boundary to an intersection where two-way access is provided. The no-through road may exceed 200 metres if it is demonstrated that an alternative access, including an emergency access way, cannot be provided due to site constraints and the following requirements are met: – the no-through road travels towards a suitable destination; and – the balance of the no-through road, that is greater than 200 metres from the subject site,	✓		Entry to the data centre is proposed from Kenwick Road, with a secondary access to Bickley Road providing a throughway within the site. The site is within the Perth urban road network providing public through roads to multiple destinations (for safe evacuation) and the site will be accessible for emergency services throughout a bushfire event.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
	is wholly within BAL-LOW, or is within a residential built-out area – Figure 23.			
	A3.2b Emergency access way	N/A		The proposal has direct access to a public road.
	A3.3 Through-roads	N/A		A3.3 applies to a subdivision, where new roads are to be created, but does not apply to a development application
P3ii The design of vehicular access and egress provides: • access and egress for emergency service vehicles while allowing the community to evacuate; • a defendable space for emergency services personnel on the interface between classified vegetation and development site; and • hazard separation between classified vegetation and the subject site to reduce the potential radiant heat that may impact a lot(s).	**A3.4a Perimeter roads**	N/A		A3.4a applies to a subdivision but does not apply to a development application
	A3.4b Fire service access route	N/A		A3.4b applies to a subdivision but does not apply to a development application.
P3iv Vehicular access is provided which allows emergency service	**A3.5 Battle-axe access legs**	NA		A3.5 applies to a subdivision, to create a battle axe, but does not apply to a development application

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
vehicles to directly access all habitable buildings and water supplies and exit the lot without entrapment.	**A3.6 Private driveways** There are no private driveway technical requirements where the private driveway is: • within a lot serviced by reticulated water; • no greater than 70 metres in length between the most distant external part of the development site and the public road measured as a hose lay; and • accessed by a public road where the road speed limit is not greater than 70 km/h. In circumstances where all of the above conditions are not met, or the private driveway is in a non-reticulated water area, the private driveway is to meet all the following require: • requirements in Table 6, Column 4; • passing bays every 200 metres with a minimum length of 20 metres and a minimum additional trafficable width of two metres (i.e. the combined trafficable width of the passing bay and constructed private driveway to be a minimum six metres); and • turn-around area as shown in Figure 28 and within 30 metres of the habitable building.	✓		The site is large and includes perimeter vehicle access provided for all large, isolated buildings. The site is largely outside of the Bushfire Prone Area Map and SPP 3.7 does not apply. The standards AS/NZS 2890.1:2004 Parking Facilities and Off-street Carparking, and the Perimeter Vehicle Access Requirements under the *Building Act 2011* will achieve an outcome consistent with the technical requirements for private driveways.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Bushfire Protection Criteria	Method of Compliance	AS	PP	Proposed Bushfire Management Strategies
Element 4: Water **Intent:** To ensure that water is available to the subdivision, development or land use to enable people, property and infrastructure to be defended from bushfire				
P4 Provide a permanent water supply that is: – sufficient and available for firefighting purposes; – constructed from non-combustible materials (e.g. steel), or able to maintain its integrity throughout a bushfire; and – accessible, with legal access for maintenance and re-filling by tankers and emergency service vehicles.	**A4.2 Provision of water for firefighting purposes** Where a reticulated water supply is existing or proposed, hydrant connection(s) should be provided in accordance with the specifications of the relevant water supply authority. Where these specifications cannot be met, then the following applies: The provision of a water tank(s), in accordance with the requirements of Schedule 2; and Where the provision of a strategic water tank(s) is applicable, then the following requirements apply: – land to be ceded free of cost to the local government for the placement of the tank(s); – the lot or road reserve where the tank is to be located is identified on the plan of subdivision; – tank capacity, construction, and fittings, provided in accordance with the requirements of Schedule 2; and – a strategic water tank is to be located no more than 10 minutes from the subject site (at legal road speeds). Where a subdivision includes an existing habitable building(s) that is to be retained, a water supply should be provided to this existing habitable building(s), in accordance with the requirements listed above.	✓		The site has access to a Water Corporation WA reticulated water supply. Hydrans are located adjacent the site at Kelvin Road/Kenwick Road and the secondary entrance at Bickley Road Hydrant for firefighting will be addressed through authorisation under the Building Act 2011.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

5.4 Bushfire Management Strategies

No Further bushfire management strategies to those addressed under the bushfire protection criteria are required in this instance.

5.5 Spatial representation of the bushfire management strategies

Further to the assessment against the bushfire protection criteria, the key features demonstrating compliance should be represented spatially in the *Spatial representation of the bushfire management strategies*. It represents the required bushfire risk management measures that must be implemented and maintained.

The Spatial representation of the bushfire management strategies is provided in Figure EX1.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

6. RESPONSIBILITIES FOR IMPLEMENTATION AND MANAGEMENT OF THE BUSHFIRE MEASURES

The responsibilities for implementation and management of the bushfire measures, summarises the measures identified to achieve compliance with the bushfire protection measures following SPP 3.7.

The details contained within the planning application authorised by the responsible decision maker are enforceable under section 214 of the *Planning and Development Act 2005*. The items addressed in the table responsibilities for implementation and management of the bushfire measures form part of the planning authorisation (to be provide prior to occupation and maintained thereafter) and where there is conflict supersede the detail of the planning application.

Owner – Prior to occupation

1. The establishment/maintenance of the site as low threat (AS3959:2018 s.2.2.3.2 (e). To the extent that is affected by the mapped Bushfire Prone Area (OBRM 2021).

2. All vehicle movement areas within the site are to be constructed and line marked (where sealed) to ensure vehicle movement area are compliant with the technical requirements for Private driveways described in Table 6 Column of the Guidelines for Planning in Bushfire Prone Areas v1.4. To the extent that is affected by the mapped Bushfire Prone Area (OBRM 2021).

Advisory notes

1. The landowner acknowledges the site may be affected by a dispersed ember attack and throughout the bushfire season should ensure flammable materials are not stored where their ignition may affect the adjacent building.
2. The landowner acknowledges the site may be affected by a dispersed ember attack,
    a. The site will be developed as low threat AS3959:2018, s.2.2.3.2(f) – paved surfaces and buildings.
    b. All landscaping is to be provided compliant with the definition of Low Threat at AS3959:2018, s.2.2.3.2(f), or as described by the Standards for Asset Protection Zone (Guideline v1.4) as a default guide.

    For the purpose of avoiding ignition and spread of fire resulting from ember attack.
3. The landowner acknowledges their duty of care to protect any visitors to the site from harm, from a bushfire affecting the property and for the safe direction of evacuation from the site.

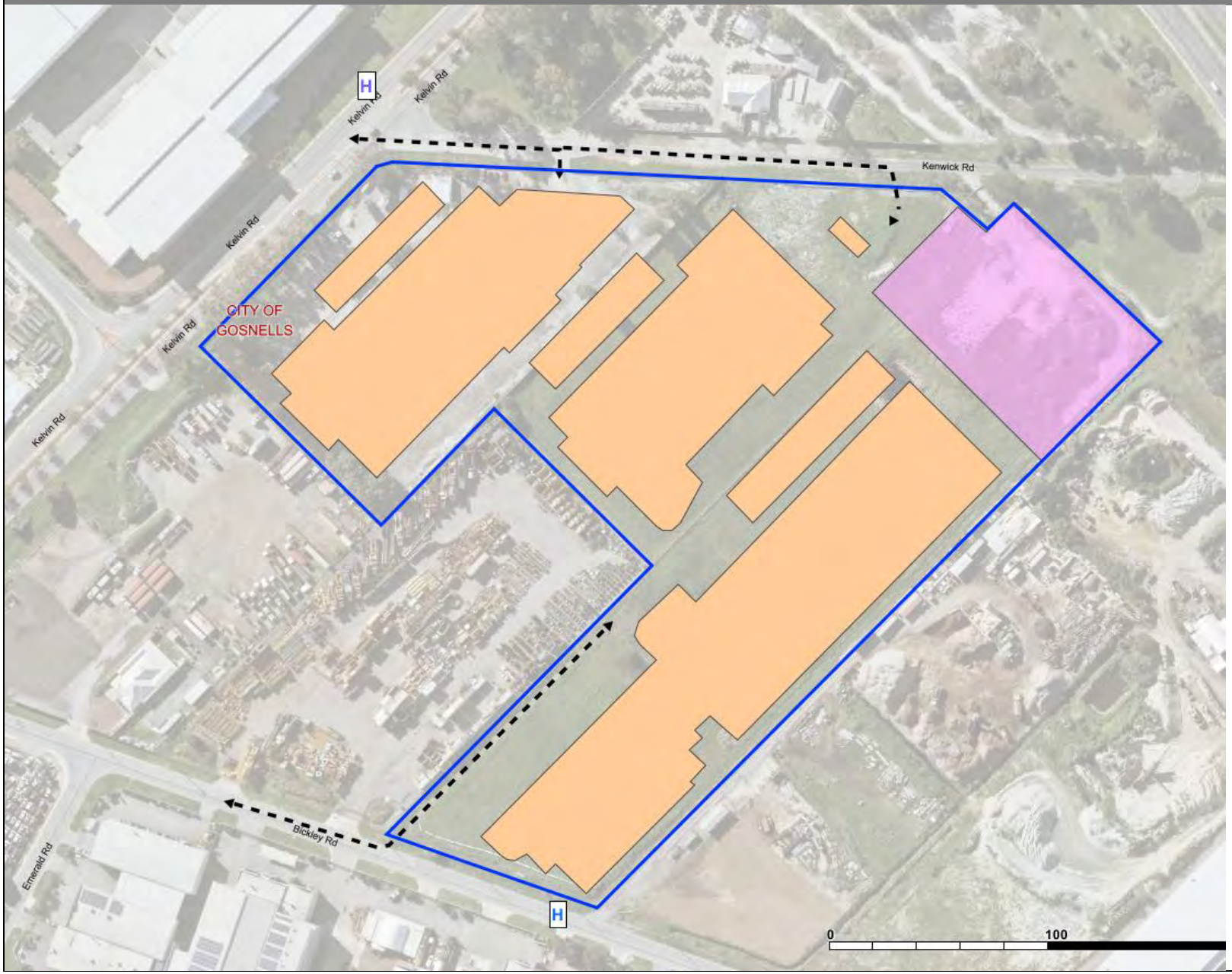
4. The landowner is responsible for availing themselves of any promotions and information to assist owners in preparing for and responding to a bushfire event as may be made by the City or the Department Fire and Emergency Services

Acknowledgment - Proponent

The proponent acknowledges the responsibilities as listed above and the requirement to ensure that should the land transfer to a new owner, that the new owner is aware of the BMP and their ongoing responsibility.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Figure Ex 1 - Spatial representation of the proposed risk management strategies – 582 Bickley Road Maddington



Responsibilities for implementation and management of the bushfire measures

1. The establishment/maintenance of the site as low threat (AS3959:2018 s.2.2.3.2 (e). To the extent that is affected by the mapped Bushfire Prone Area (OBRM 2021).

2. All vehicle movement areas within the site are to be constructed and line marked (where sealed) to ensure vehicle movement areas are compliant with the technical requirements for Private driveways described in Table 6 Column of the Guidelines for Planning in Bushfire Prone Areas v1.4. To the extent that is affected by the mapped Bushfire Prone Area (OBRM 2021).

Advisory

The site may be affected by a dispersed ember attack:

The site will be developed as low threat AS3959:2018, s.2.2.3.2(f) – paved surfaces and buildings.

All landscaping is to be provided compliant with the definition of Low Threat at AS3959:2018, s.2.2.3.2(f), or as described by the Standards for Asset Protection Zone (Guideline v1.4) as a default guide.

Legend

- Site Boundary
- Extent of Bushfire Prone Area
- H — Hydrant

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

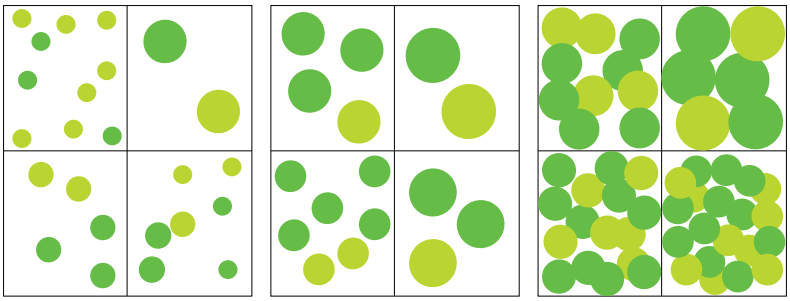
Attachment 1 –Standard for Asset Protection Zones

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025



ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

OBJECT	REQUIREMENT
Fences within the APZ	• Should be constructed from non-combustible materials (for example, iron, brick, limestone, metal post and wire, or bushfire-resisting timber referenced in Appendix F of AS 3959).
Fine fuel load (Combustible, dead vegetation matter <6 millimetres in thickness)	• Should be managed and removed on a regular basis to maintain a low threat state. • Should be maintained at <2 tonnes per hectare (on average). • Mulches should be non-combustible such as stone, gravel or crushed mineral earth or wood mulch >6 millimetres in thickness.
Trees* (>6 metres in height)	• Trunks at maturity should be a minimum distance of six metres from all elevations of the building. • Branches at maturity should not touch or overhang a building or powerline. • Lower branches and loose bark should be removed to a height of two metres above the ground and/or surface vegetation. • Canopy cover within the APZ should be <15 per cent of the total APZ area. • Tree canopies at maturity should be at least five metres apart to avoid forming a continuous canopy. Stands of existing mature trees with interlocking canopies may be treated as an individual canopy provided that the total canopy cover within the APZ will not exceed 15 per cent and are not connected to the tree canopy outside the APZ. **Figure 19:** Tree canopy cover – ranging from 15 to 70 per cent at maturity  15% 30% 70%
Shrub* and scrub* (0.5 metres to six metres in height). Shrub and scrub >6 metres in height are to be treated as trees.	• Should not be located under trees or within three metres of buildings. • Should not be planted in clumps >5 square metres in area. • Clumps should be separated from each other and any exposed window or door by at least 10 metres.
Ground covers* (<0.5 metres in height. Ground covers >0.5 metres in height are to be treated as shrubs)	• Can be planted under trees but must be maintained to remove dead plant material, as prescribed in 'Fine fuel load' above. • Can be located within two metres of a structure, but three metres from windows or doors if >100 millimetres in height.

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025



ELEMENT 2: SITING AND DESIGN OF DEVELOPMENT

SCHEDULE 1: STANDARDS FOR ASSET PROTECTION ZONES

OBJECT	REQUIREMENT
Grass	• Grass should be maintained at a height of 100 millimetres or less, at all times. • Wherever possible, perennial grasses should be used and well-hydrated with regular application of wetting agents and efficient irrigation.
Defendable space	• Within three metres of each wall or supporting post of a habitable building, the area is kept free from vegetation, but can include ground covers, grass and non-combustible mulches as prescribed above.
LP Gas Cylinders	• Should be located on the side of a building furthest from the likely direction of a bushfire or on the side of a building where surrounding classified vegetation is upslope, at least one metre from vulnerable parts of a building. • The pressure relief valve should point away from the house. • No flammable material within six metres from the front of the valve. • Must sit on a firm, level and non-combustible base and be secured to a solid structure.

** Plant flammability, landscaping design and maintenance should be considered – refer to explanatory notes*

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Attachment 2 – Technical Requirements for Private Driveways

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

From Element 3 in the Guidelines for Planning in Bushfire Prone Areas v1.4

Table 6: Vehicular access technical requirements

TECHNICAL REQUIREMENTS	1 Public roads	2 Emergency access way[1]	3 Fire service access route[1]	4 Battle-axe and private driveways[2]
Minimum trafficable surface (metres)	In accordance with A3.1	6	6	4
Minimum horizontal clearance (metres)	N/A	6	6	6
Minimum vertical clearance (metres)	4.5			
Minimum weight capacity (tonnes)	15			
Maximum grade unsealed road[3]	As outlined in the IPWEA Subdivision Guidelines	1:10 (10%)		
Maximum grade sealed road[3]		1:7 (14.3%)		
Maximum average grade sealed road		1:10 (10%)		
Minimum inner radius of road curves (metres)		8.5		

Notes:

[1] To have crossfalls between 3 and 6%.

[2] Where driveways and battle-axe legs are not required to comply with the widths in A3.5 or A3.6, they are to comply with the Residential Design Codes and Development Control Policy 2.2 Residential Subdivision.

[3] Dips must have no more than a 1 in 8 (12.5% -7.1 degree) entry and exit angle.

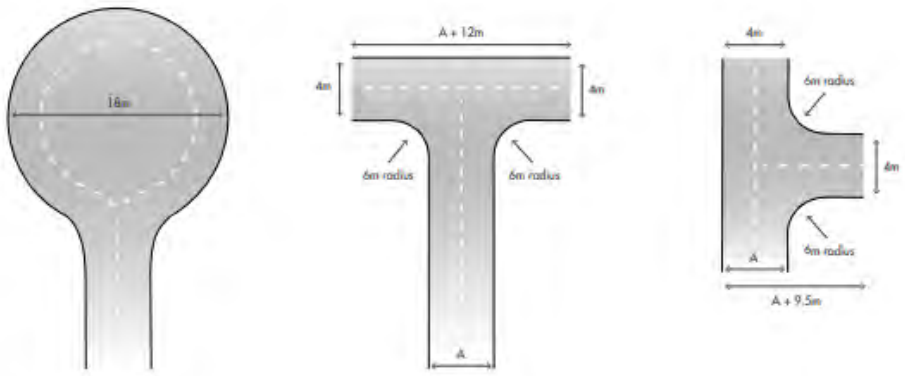


Figure 28: Design requirements for a turn-around area for a private driveway or battle-axe

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Attachment 3 – City Fire Break Notice

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

Annual Fire Hazard Reduction Notice
Bush Fires Act 1954 Section 33(1)

To prevent bush fires and to minimise the spread of a bush fire, all owners and occupiers of land within the City's district are required to comply with the requirements of this Annual Fire Hazard Reduction Notice.

For the purposes of this Notice, flammable matter includes, but is not limited to, vegetation (except for living trees, shrubs, plants and lawns under cultivation), prunings, cardboard, wood, paper, general rubbish and any other combustible material.

1. For all land NOT zoned 'General Rural', 'Special Rural', 'Parks and Recreation' or 'Public Open Space'

At all times throughout the year, all owners or occupiers of land zoned other than 'General Rural', 'Special Rural', 'Parks and Recreation' or 'Public Open Space' under the Scheme are required to clear and maintain the land free of all flammable matter to a height no greater than 10cm.

2. For all land that IS zoned 'General Rural', 'Special Rural', 'Parks and Recreation' or 'Public Open Space'

On or before **30 November** each year, all owners or occupiers of land zoned 'General Rural', 'Special Rural', 'Parks and Recreation' or 'Public Open Space' under the City of Gosnells Town Planning Scheme No. 6 (Scheme) are required to:

a. Clear and maintain the land free of all flammable matter to a height no greater than 10cm; **or**

b. Maintain a mineral earth firebreak as close as practicable to the inside of all external boundaries of each lot on the land and maintain a mineral earth firebreak within 20m of all stockpiled flammable matter.

Mineral earth firebreaks must be continuous (no dead ends) and maintained to a minimum standard of 3m wide by 4m high (vertical clearance) to provide unimpeded access for emergency vehicles. Driveways must also be maintained to these standards.

Firebreaks are intended to provide safe access on your property for emergency vehicles and to ensure fire does not travel under the vehicles or underfoot.

Note: The firebreaks and requirements set out above must be maintained up to and including **30 April** in the following year.

Permission needed to vary requirements

If, due to constraints on your land, you are unable to comply with the requirements set out in this Notice, you may apply in writing to the City no later than **1 November** each year for permission to provide firebreaks in alternative locations or take alternative measures.

Unless and until permission in writing is granted by the City, you shall comply with the requirements of this Notice.

All land owners

Further to the above minimum requirements, the landowner may receive a separate written notice, sent to the address shown on the City of Gosnells rates record, requiring additional works which may be considered necessary by an Authorised Officer of the City.

Penalty for non-compliance

Failing to comply with the requirements of this Notice is an offence under the *Bush Fires Act 1954*, which carries a penalty of up to $5,000. In addition, where the owner or occupier of the land fails to comply with a Notice given pursuant to Section 33(1), the City may enter the land to carry out the work required to comply with the Notice and also recover any costs and expenses incurred in carrying out that work from the owner or occupier of the land.

Attachment 4 – References

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

GENERAL REFERENCES

Blanchi R., Whittaker J., Haynes K., Leonard J., Opie K., Holland M., Dreyfuss S., 2015 *Sheltering practices during bushfire,* CSIRO Land and Water Report to the Emergency Management Victoria Natural Disaster Resilience Grants Scheme.

SA Department of Environment and Natural Resources, Government of South Australia, 2012 *Overall Fuel Hazard Guide for South Australia*

Standards Australia, *Australian Standard AS 3745:2010 Planning for emergencies in facilities*

Standards Australia, *AS 3959:2018 Construction of buildings in bushfire-prone areas*, Sydney

Western Australian Planning Commission (WAPC) 2019 *A Guide to developing a Bushfire Emergency Evacuation Plan* October 2019.

Western Australian Planning Commission (WAPC) *Position Statement: Planning in bushfire prone areas – Demonstrating Element 1: Location and Element 2: Siting and design* November 2019

WA Department of Planning Land and Heritage 2016*, Visual Guide for bushfire risk assessment in Western Australia*

Western Australian Planning Commission (WAPC) 2015, *State Planning Policy 3.7 Planning in Bushfire Prone Areas*, Western Australian Planning Commission, Perth, Perth

Western Australian Planning Commission and Department of Fire and Emergency Services (WAPC and DFES) 2017, *Guidelines for Planning in Bushfire Prone Areas Version 1.4*, Western Australia

Online references

Office of Bushfire Risk management (OBRM), Map of Bush Fire Prone Areas,
< https://maps.slip.wa.gov.au/landgate/bushfireprone/>

Document Set ID: 8758959
Version: 2, Version Date: 28/08/2025

PART C – OTHER BUSINESS

1. State Administrative Tribunal Applications and Supreme Court Appeals

2. Meeting Closure