
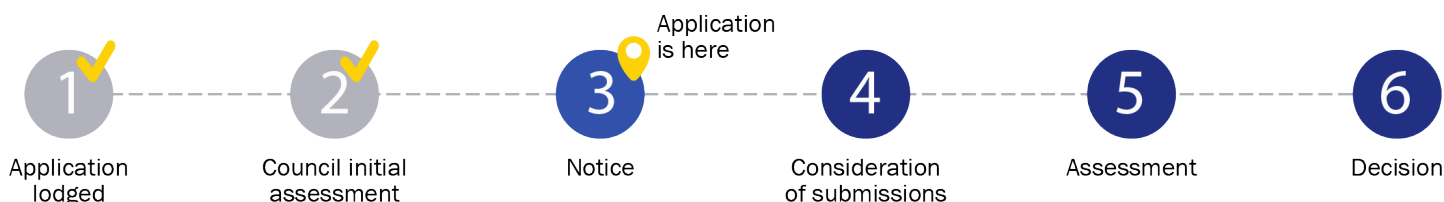


Notice of Application for a Planning Permit

The land affected by the application is located at:	L1 PS825169 V12340 F710 1A Livestock Way, Pakenham VIC 3810	
The application is for a permit to:	Use of Land for Equestrian Supplies, Construction and Display of Signage and a Reduction to the Number of Car Parking Spaces Required	
A permit is required under the following clauses of the planning scheme:		
33.01-1	Use of the land for Equestrian Supplies	
52.05-2	Construct or put up for display a sign in Section 2	
52.06-3	Reduce the number of car parking spaces required	
APPLICATION DETAILS		
The applicant for the permit is:	Canter Town Planning	
Application number:	T250053	
<p>You may look at the application and any documents that support the application at the office of the responsible authority:</p> <p>Cardinia Shire Council, 20 Siding Avenue, Officer 3809.</p> <p>This can be done during office hours and is free of charge.</p> <p>Documents can also be viewed on Council's website at cardinia.vic.gov.au/advertisedplans or by scanning the QR code.</p>		
HOW CAN I MAKE A SUBMISSION?		
<p>This application has not been decided. You can still make a submission before a decision has been made. The Responsible Authority will not decide on the application before:</p>		24 May 2025
<p>WHAT ARE MY OPTIONS?</p> <p>Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.</p> <p>If you object, the Responsible Authority will notify you of the decision when it is issued.</p>	<p>An objection must:</p> <ul style="list-style-type: none"> • be made to the Responsible Authority in writing; • include the reasons for the objection; and • state how the objector would be affected. 	<p>The Responsible Authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.</p>



Application for a Planning Permit

If you need help to complete this form, read MORE INFORMATION at the end of this form.

⚠ Any material submitted with this application, including plans and personal information, will be made available for public viewing, including electronically, and copies may be made for interested parties for the purpose of enabling consideration and review as part of a planning process under the *Planning and Environment Act 1987*. If you have any questions, please contact Council's planning department.

⚠ Questions marked with an asterisk (*) must be completed.

⚠ If the space provided on the form is insufficient, attach a separate sheet.

i Click for further information.

Clear Form

The Land **i**

Address of the land. Complete the Street Address and one of the Formal Land Descriptions.

Street Address *

Unit No.:	St. No.: 1A	St. Name: Livestock Way
Suburb/Locality: Pakenham		Postcode: 3810

Formal Land Description *

Complete either A or B.

⚠ This information can be found on the certificate of title.

If this application relates to more than one address, attach a separate sheet setting out any additional property details.

A	Lot No.: 1	<input type="radio"/> Lodged Plan	<input type="radio"/> Title Plan	<input checked="" type="radio"/> Plan of Subdivision	No.: 825169H
OR					
B	Crown Allotment No.:		Section No.:		
Parish/Township Name:					

The Proposal

⚠ You must give full details of your proposal and attach the information required to assess the application. Insufficient or unclear information will delay your application.

i For what use, development or other matter do you require a permit? *

use of the land for a Restricted Retail Premises (equestrian supplies), Car Parking Reduction and business identification Signage

⚠ Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

Cost \$ 0

⚠ You may be required to verify this estimate. Insert '0' if no development is proposed.

If the application is for land within **metropolitan Melbourne** (as defined in section 3 of the *Planning and Environment Act 1987*) and the estimated cost of the development exceeds \$1 million (adjusted annually by CPI) the Metropolitan Planning Levy **must** be paid to the State Revenue Office and a current levy certificate **must** be submitted with the application. Visit www.sro.vic.gov.au for information.


i Estimated cost of any development for which the permit is required *

Existing Conditions

Describe how the land is used and developed now *

For example, vacant, three dwellings, medical centre with two practitioners, licensed restaurant with 80 seats, grazing.

Warehouse - previous business here was Swag Camper Trailers (sale of off Road Campers, trailers and caravans)


 Provide a plan of the existing conditions. Photos are also helpful.

Title Information

Encumbrances on title *

Does the proposal breach, in any way, an encumbrance on title such as a restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope?

- ☐ Yes (If 'yes' contact Council for advice on how to proceed before continuing with this application.)
- ☒ No
- ☐ Not applicable (no such encumbrance applies).

 Provide a full, current copy of the title for each individual parcel of land forming the subject site. The title includes: the covering 'register search statement', the title diagram and the associated title documents, known as 'instruments', for example, restrictive covenants.

Applicant and Owner Details

Provide details of the applicant and the owner of the land.

Applicant *

The person who wants the permit.

Name:			
Title:	First Name:	Surname:	
Organisation (if applicable): Canter Town Planning PTY LTD			
Postal Address:		If it is a P.O. Box, enter the details here:	
Unit No.:	St. No.: 23	St. Name: Ellis Street	
Suburb/Locality: Frankston		State: vic	Postcode: 3199

Please provide at least one contact phone number *

Where the preferred contact person for the application is different from the applicant, provide the details of that person.

Contact person's details*			Same as applicant <input checked="" type="checkbox"/>
Name:			
Title:	First Name:	Surname:	
Organisation (if applicable):			
Postal Address:		If it is a P.O. Box, enter the details here:	
Unit No.:	St. No.:	St. Name:	
Suburb/Locality:		State:	Postcode:

Owner *


The person or organisation who owns the land

Where the owner is different from the applicant, provide the details of that person or organisation.

		day / month / year
--	--	--------------------

Declaration

This form must be signed by the applicant *

 Remember it is against the law to provide false or misleading information, which could result in a heavy fine and cancellation of the permit.

Need help with the Application?

General information about the planning process is available at planning.vic.gov.au

Contact Council's planning department to discuss the specific requirements for this application and obtain a planning permit checklist. Insufficient or unclear information may delay your application.


Has there been a pre-application meeting with a council planning officer?

Checklist

Have you:

☐ Filled in the form completely?

☐ Paid or included the application fee?

 Most applications require a fee to be paid. Contact Council to determine the appropriate fee.

 Provided all necessary supporting information and documents?

☐ A full, current copy of title information for each individual parcel of land forming the subject site.

☐ A plan of existing conditions.

☐ Plans showing the layout and details of the proposal.

☐ Any information required by the planning scheme, requested by council or outlined in a council planning permit checklist.

☐ If required, a description of the likely effect of the proposal (for example, traffic, noise, environmental impacts).

☐ If applicable, a current Metropolitan Planning Levy certificate (a levy certificate expires 90 days after the day on which it is issued by the State Revenue Office and then cannot be used). Failure to comply means the application is void.

☐ Completed the relevant council planning permit checklist?

☐ Signed the declaration?

Lodgement

Lodge the completed and signed form, the fee and all documents with:

Cardinia Shire Council
PO Box 7
Pakenham VIC 3810

In person: 20 Siding Avenue, Officer

Contact information:

Telephone: 1300 787 624

Email: mail@cardinia.vic.gov.au

DX: 81006

Deliver application in person, by post or by electronic lodgement.

**REGISTER SEARCH STATEMENT (Title Search) Transfer of
Land Act 1958**

Page 1 of 2

VOLUME 12340 FOLIO 710

Security no : 124121525340S
Produced 28/01/2025 02:06 PM

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 825169H.
PARENT TITLE Volume 10425 Folio 897
Created by instrument PS825169H 09/11/2021

REGISTERED PROPRIETOR

Es
Sc

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AV686711G 31/05/2022
WESTPAC BANKING CORPORATION

COVENANT W046040M 13/05/1999
VARIATION OF COVENANT AR381908V 24/08/2018

Any encumbrances created by Section 98 Transfer of Land Act 1958 or Section 24 Subdivision Act 1988 and any other encumbrances shown or entered on the plan set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE PS825169H FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

-----END OF REGISTER SEARCH STATEMENT-----

Additional information: (not part of the Register Search Statement)

ADMINISTRATIVE NOTICES

NIL

eCT Control 16320Q WESTPAC BANKING CORPORATION
Effective from 31/05/2022

OWNERS CORPORATIONS

The land in this folio is affected by
OWNERS CORPORATION 1 PLAN NO. PS825169H



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The Victorian Government acknowledges the Traditional Owners of Victoria and pays respects to their ongoing connection to their Country, History and Culture. The Victorian Government extends this respect to their Elders, past, present and emerging.

REGISTER SEARCH STATEMENT (Title Search) Transfer of Land Act 1958

Page 2 of 2

DOCUMENT END

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Document Identification	PS825169H
Number of Pages (excluding this cover sheet)	2
Document Assembled	28/01/2025 12:03

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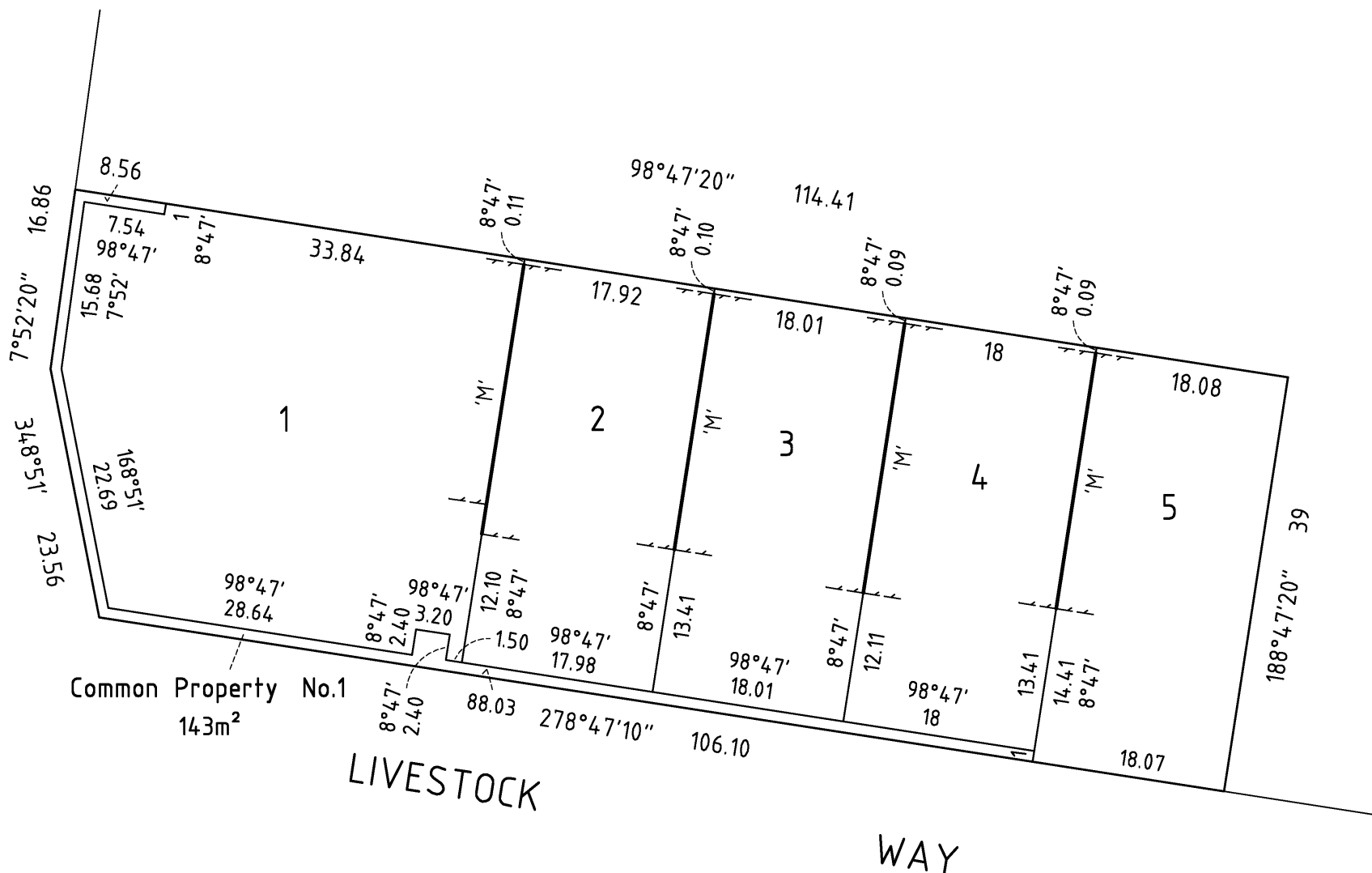
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PLAN OF SUBDIVISION			EDITION 1	PS 825169 H	
LOCATION OF LAND PARISH: Nar Nar Goon TOWNSHIP: --- SECTION: --- CROWN ALLOTMENT: 31 (Part) CROWN PORTION: --- TITLE REFERENCE: Vol. 10425 Fol. 897 LAST PLAN REFERENCE: Lot 2 on PS 422350 T POSTAL ADDRESS: 1 - 3 Livestock Way, PAKENHAM 3810 (at time of subdivision) MGA CO-ORDINATES: E: 367 580 ZONE: 55 (of approx centre of land GDA 2020 in plan) N: 5 782 230			Council Name: Cardinia Shire Council Council Reference Number: S18-221 Planning Permit Reference: T180823 SPEAR Reference Number: S133944E Certification This plan is certified under section 6 of the Subdivision Act 1988 Public Open Space A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made Digitally signed by: Simone Norbury for Cardinia Shire Council on 18/11/2020 Statement of Compliance issued: 09/12/2020		
VESTING OF ROADS AND/OR RESERVES			NOTATIONS		
IDENTIFIER	COUNCIL/BODY/PERSON		Building Boundaries are defined by thick continuous lines. <u>Location of Boundaries defined by Buildings</u> Median : Denoted thus 'M' Exterior Face of Wall: All other Boundaries LOTS IN THIS PLAN MAY BE AFFECTED BY ONE OR MORE OWNERS CORPORATIONS. FOR DETAILS OF ANY OWNERS CORPORATIONS INCLUDING PURPOSE, RESPONSIBILITY, OR ENTITLEMENT & LIABILITY SEE OWNERS CORPORATION SEARCH REPORT, OWNERS CORPORATION ADDITIONAL INFORMATION AND IF APPLICABLE, OWNERS CORPORATION RULES.		
Nil	Nil				
NOTATIONS					
DEPTH LIMITATION: DOES NOT APPLY					
SURVEY: This plan is based on survey. STAGING: This is not a staged subdivision. Planning Permit No. T180823 This survey has been connected to permanent marks No(s). 328 In Proclaimed Survey Area No. 71					
EASEMENT INFORMATION					
LEGEND: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road)					
Easements and rights implied by Section 12(2) of the Subdivision Act 1988 apply to all of the land in this plan.					
Easement Reference	Purpose	Width (Metres)	Origin	Land Benefited/In Favour Of	
NOBELIUS LAND SURVEYORS  P.O. BOX 461 PAKENHAM 3810 Ph 03 5941 4112 mail@nobelius.com.au		SURVEYORS FILE REF: 17045 Digitally signed by: Benjamin Stephen Nobelius, Licensed Surveyor, Surveyor's Plan Version (A), 24/04/2020, SPEAR Ref: S133944E		ORIGINAL SHEET SIZE: A3	SHEET 1 OF 2
		PLAN REGISTERED TIME: 11:43am DATE: 09/11/2021 L.Hawkins Assistant Registrar of Titles			

PS 825169 H

KOO WEE RUP ROAD

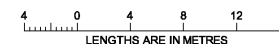


NOBELIUS LAND SURVEYORS



P.O. BOX 461
PAKENHAM 3810
Ph 03 5941 4112
mail@nobelius.com.au

SCALE
1:400



Digitally signed by: Benjamin Stephen Nobelius, Licensed
Surveyor,
Surveyor's Plan Version (A),
24/04/2020, SPEAR Ref: S133944E

ORIGINAL SHEET
SIZE: A3

SHEET 2

Digitally signed by:
Cardinia Shire Council,
18/11/2020,
SPEAR Ref: S133944E

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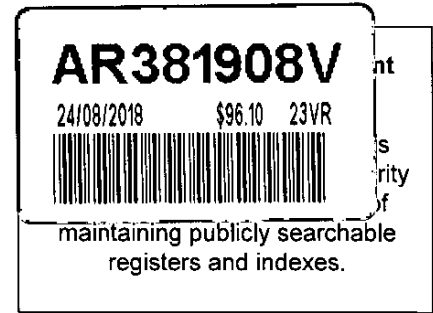
Document Type	Instrument
Document Identification	AR381908V
Number of Pages (excluding this cover sheet)	3
Document Assembled	31/03/2025 14:03

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Restriction: creation, removal or variation
Section 23 Subdivision Act 1988



Lodged by

Name: ANDREW GRAY & ASSOCIATES
Phone: (03) 9707 5255
Address: 102 HIGH STREET, BERWICK VICTORIA 3806
Reference: AG:JDP:18879
Customer code: 3194Q

The applicant applies to register a **VARIATION** restriction under section 23 of the Subdivision Act 1988.

Burdened land: (volume and folio or other land description as necessary)

VOLUME 10425 FOLIO 897

Council in which land is located: CARDINIA SHIRE COUNCIL

SPEAR ref: S126374T

Benefited land: (only complete if restriction is being created) (volume and folio or other land description as necessary)

Applicant: (full name and address, including postcode)

GIROTTO & SONS PTY LTD (ACN 069 905 237)

103 GRAVES ROAD NARRE WARREN SOUTH 3805

Signing:

35271702A

23RSA

Page 1 of 2

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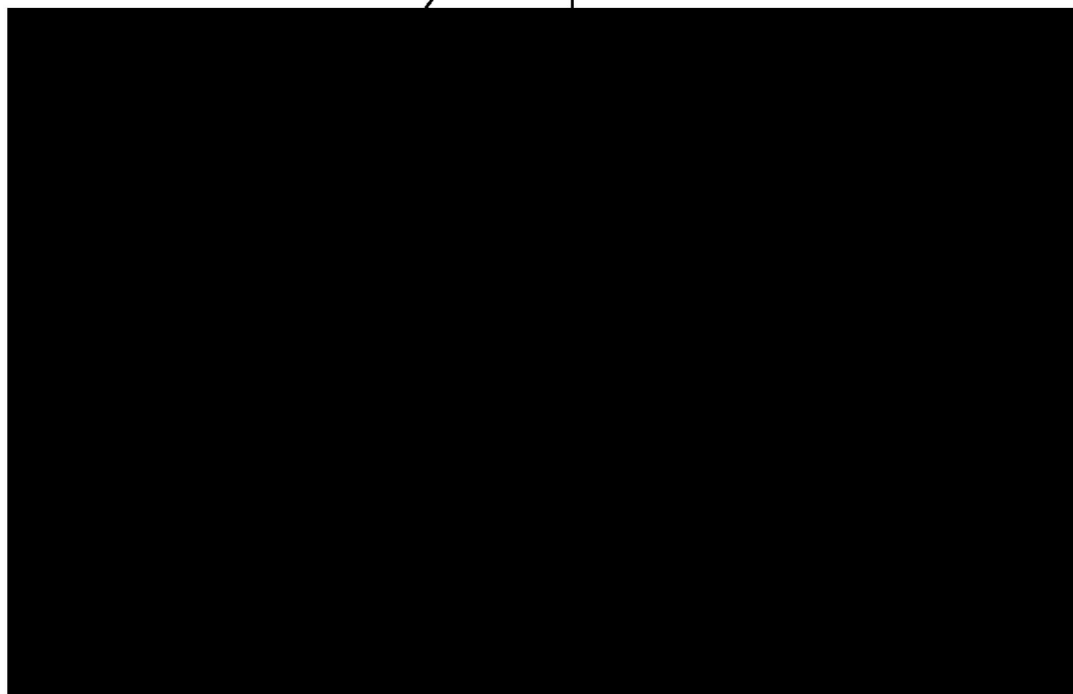
Land Use Victoria contact details: www.delwp.vic.gov.au/property>Contact us

Restriction: creation, removal or variation
Section 23 Subdivision Act 1988



Certifications

- 1.The Certifier has taken reasonable steps to verify the identity of the applicant.
- 2.The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
- 3.The Certifier has retained the evidence supporting this Registry Instrument or Document.




35271702A

23RSA

Page 2 of 2

THE BACK OF THIS FORM MUST NOT BE USED

Land Use Victoria contact details: www.delwp.vic.gov.au/property>Contact us

<h1>PLAN FOR VARIATION OF RESTRICTIVE COVENANT</h1>		EDITION 1	AR381908V
LOCATION OF LAND PARISH: --- TOWNSHIP: --- SECTION: --- CROWN ALLOTMENT: --- CROWN PORTION: --- TITLE REFERENCE: Vol. 10425 Fol. 897 LAST PLAN REFERENCE: Lot 2 PS 422350T POSTAL ADDRESS: 1-3 Livestock Way, Pakenham VIC 3810 (at time of subdivision) MGA CO-ORDINATES: E: 367 581 ZONE: 55 (of approx centre of land N: 5 782 231 GDA 94 in plan)		Council Name: Cardinia Shire Council Council Reference Number: S18/138 Planning Permit Reference: T180144 SPEAR Reference Number: S126374T Certification This plan is certified under section 6 of the Subdivision Act 1988 Statement of Compliance This is a statement of compliance issued under section 21 of the Subdivision Act 1988 Public Open Space A requirement for public open space under section 18 of the Subdivision Act 1988 has not been made Digitally signed by: Simone Norbury for Cardinia Shire Council on 25/07/2018	
NOTATIONS			
<p>Upon registration of this plan the following covenant is to be varied.</p> <p>The removal is regulated or authorized by the Cardinia Planning Scheme Planning Permit No. T180144</p> <p><u>LAND OVER WHICH THE RESTRICTION IS TO BE VARIED:</u></p> <p>CERTIFICATE OF TITLE VOLUME 10425 FOLIO 897, LOT 2 ON PS 422350.</p> <p><u>IDENTITY OF COVENANT:</u></p> <p>The Covenant created in Inst. No. W046040M shall be varied as follows:</p> <p>Clause (a)</p> <p>The proprietor shall not erect on the land any building or buildings the total ground area of which (measured from the outermost extremity of any building at any level) including any under cover car parking, terrace, pergola or veranda is more than sixty-five (65%) of the land;</p> <p>Clause (e)</p> <p>The proprietor shall not within the distance specified of any boundary specified build, erect or establish any building, fence, landscaping works or carpark:</p> <p>(iii) Buildings - 10m from any title boundary abutting Healesville, Koo Wee Rup Road, north of Livestock Way.</p> <p>And;</p> <p>Delete Clause (f) (i) (ii) and (iv)</p>			
NOBELIUS LAND SURVEYORS  P.O. BOX 461 PAKENHAM 3810 Ph 03 5941 4112 mail@nobelius.com.au		SURVEYORS FILE REF: 17045 Digitally signed by: Benjamin Stephen Nobelius (Nobelius Land Surveyors Pty Ltd), Surveyor's Plan Version (Version A), 24/07/2018, SPEAR Ref: S126374T	ORIGINAL SHEET SIZE: A3 SHEET 1 OF 1 PLAN REGISTERED TIME: 2:18 PM DATE: 17/09/2018 G. ANGELINI Assistant Registrar of Titles

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TRANSFER OF LAND

Section 45 Transfer of Land Act 1958

Lodged by:

Name:

DUFFY + Simon

Address:

Phone:

Ref:

Customer Code:

0756P

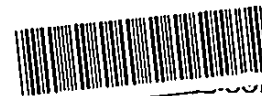


Approved Form T2

Office

W046040M

130599 1321 45 210



MADE A

CONTROL

Land Titles Office Use Only

The Transferor at the direction of the directing party (if any) transfers to the transferee the estate and interest specified in the land described for the consideration expressed
-together with any easements created by this transfer;
-subject to the encumbrances affecting the land including any created by dealings lodged for registration before the lodging of this transfer; and
-subject to any easements reserved by this transfer or restrictive covenant contained or covenant created pursuant to statute and included in this transfer.

Land: (volume and folio reference)

Certificate of Title Volume 10425 Folio 897

Estate and Interest: (e.g. "all my estate in fee simple")

ALL ITS ESTATE IN FEE SIMPLE

IMAGED

Consideration:

\$210,000.00

Transferor: (full name)

VICTORIAN LIVESTOCK EXCHANGE LIMITED (A.C.N. 078 839 031)

Transferee: (full name and address including postcode)

WINGA PTY LTD (A.C.N. 005 838 335)
of 62 Station Street, Pakenham, 3810



DW046040M-1-8

Directing Party: (full name)

Not Applicable

Creation and/or Reservation and/or Covenant:

"AND the said Transferees with the intent that the benefit of this covenant shall be attached to and run at law and in equity with each and every lot on Plan of Subdivision No. 417883K and Plan of Subdivision No. 422350T other than the said lot hereby transferred and that the burden of this covenant shall be annexed to and run at law and equity with the said lot hereby transferred DO HEREBY for ourselves, our heirs, executors, administrators, transferees, registered proprietors for the time being of the land hereby transferred hereby and as separate covenants jointly and severally covenant with the said transferor and other the registered proprietor or proprietors for the time being of each and every lot on the said Plan of Subdivision other than the said Lot hereby transferred that:-

Continued on T2 Page 2

Approval No. 1053988A

ORDER TO REGISTER
Please register and issue title to

STAMP DUTY USE ONLY

ORIGINAL

T2



Signed

Cust. Code:

Victorian stamp duty
\$ 8260-
Stamps Act 1958
AP number AP 258
Transaction number 130599
Date 26/1/99
Signature DUFFY + SIMON SOLICITORS

THE BACK OF THIS FORM MUST NOT BE USED

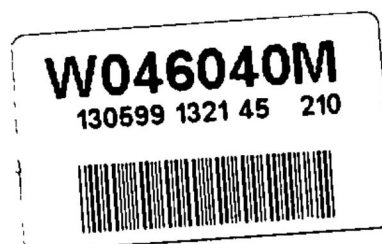
P.V.
25/5/99 2006.99

- (a) The proprietor shall not erect on the land any building or buildings the total ground area of which (measured from the outermost extremity of any building at any level) including any under cover car parking, terrace, pergola or verandah is more than forty five percent (45%) of the area of the land.
- (b) The proprietor shall not use more than ten percent (10%) of the area of the land other than as landscaped garden open space properly kept, in keeping with the subdivision as a superior industrial development. The proprietor shall not plant or grown nor permit to be planted or grown within or upon the landscaped garden open space trees other than trees indigenous to southern Australia (with the exception of mature trees growing upon the land at the date hereof).
- (c) The proprietor shall not plant or grow or permit to be grown within three (3) metres of any title boundary abutting a roadway any landscaped garden other than open grassed land generally conforming with the natural contour of the land.
- (d) The proprietor shall not operate or permit the operation of any brothel or similar business or activity on or from the land.
- (e) The proprietor shall not within the distance specified of any boundary specified build, erect or establish any building, fence, landscaping works or carpark:

continued page 3

Dated: 18th February, 1999

Execution and attestation



- (i) Buildings - 7.5 metres from any title boundary abutting Livestock Way;
- (ii) Buildings - 7.5 metres from any title boundary abutting Exchange Drive;
- (iii) Buildings - 15 metres from any title boundary abutting Healesville, Kooweerup Road, north of Livestock Way.
- (f) The proprietor shall not erect or permit to be erected on the land any building, fence or associated works with;
- (i) not less than ten percent (10%) of the total roof area of any building having a pitch of not less than fifteen degrees measured from the horizontal;
- (ii) not less than fifteen (15%) of the floor area of same capable of being used as an office, showroom or retail outlet. For the purposes of this covenant, in calculating the total building floor area of such building, a structure which is substantially adjacent to another shall be treated as one building.
- (iii) external walls, vertical structures and vertical services (including but not limited to plumbing and ventilation) excluding windows, constructed of materials or finished with a surface other than a material or finish having a matt or low reflective appearance;
- (iv) more than eighty-five (85%) of such external walls, vertical structures and vertical services (all by the collective area of all such external walls, vertical structure or vertical services substantially facing the title boundary) being of any one colour (treating tones or shades of a colour as one colour).
- (v) wire, metal or other material of less than five millimetres diameter or face measurement used as fencing, nor with any support structures for such fencing (other than wooden supports) or any other component connected therewith (and in all respects including gates) being untreated or covered, coated or encased in any treatment other than dark green or black polyvinyl chloride (PVC) or polycarbonate or similar substance.
- (g) The proprietor shall not erect or permit to be erected any sign having an area of more than one square metre for each five metres of the title boundaries abutting any road or being of a height greater than five lineal metres above the surface of the surrounding land, measured from the height of the land adjoining the property at the nearest title boundary.

AND IT IS INTENDED that this covenant shall be set out as an encumbrance on the Certificate of Title issued OR to issue for the said lot HEREBY transferred and shall run with the land."

Approval No. 1053988A



1. If there is insufficient space to accommodate the required in *Approved Form* insert the words "See Annexure Page 2" (or all the information on the Annexure Page under the appropriate heading). **OF THE ANNEXURE PAGE IS NOT TO BE USED.**
2. If multiple copies of a mortgage are lodged, original *A* each.
3. The Annexure Pages must be properly identified and *Form* to which it is annexed.
4. All pages must be attached together by being stapled

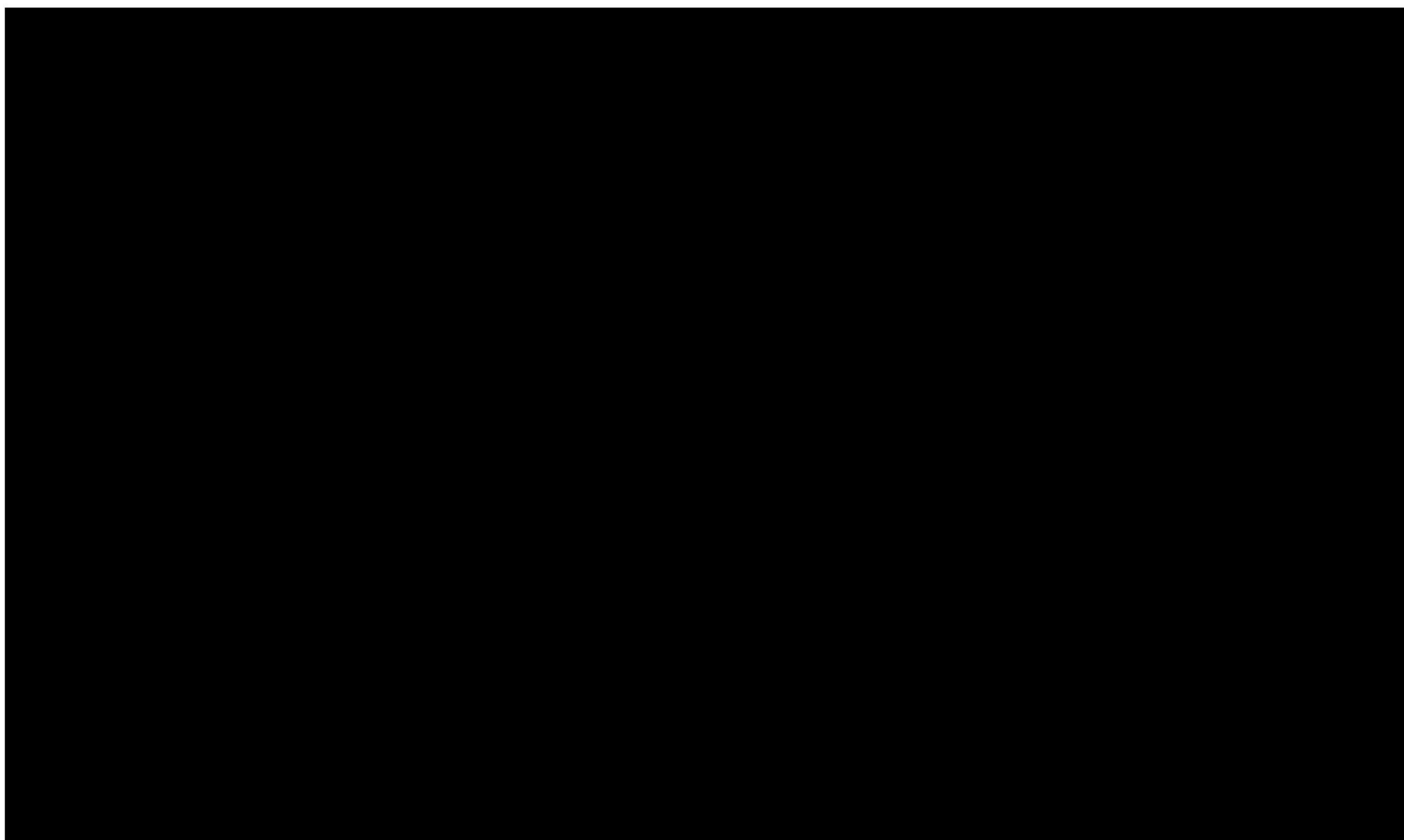
W046040M
130599 1321 45 210



ANNEXURE PAGE

Transfer of Land Act 1958

Approved Form A1
Victorian Land Titles Office



DW046040M-4-0

Approval No: 531965A

A1



* Law Perfect Pty Ltd

1. If there is insufficient space to accommodate the required information in a panel of the *Approved Form* insert the words "See Annexure Page 2" (or as the case may be) and enter all the information on the Annexure Page under the appropriate panel heading. **THE BACK OF THE ANNEXURE PAGE IS NOT TO BE USED**
2. If multiple copies of a mortgage are lodged, original Annexure Pages must be attached to each.
3. The Annexure Pages must be properly identified and signed by the parties to the *Approved Form* to which it is annexed.
4. All pages must be attached together by being stapled in the top left corner.



Department of Environment, Land, Water & Planning

Owners Corporation Search Report

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OWNERS CORPORATION 1
PLAN NO. PS825169H

The land in PS825169H is affected by 1 Owners Corporation(s)

Land Affected by Owners Corporation:

Common Property 1, Lots 1 - 5.

Limitations on Owners Corporation:

Unlimited

Postal Address for Services of Notices:

5 ELGIN STREET BERWICK VIC 3806

OC053846R 09/11/2021

Owners Corporation Manager:

NIL

Rules:

Model Rules apply unless a matter is provided for in Owners Corporation Rules. See Section 139(3) Owners Corporation Act 2006

Owners Corporation Rules:

NIL

Additional Owners Corporation Information:

OC053846R 09/11/2021

Notations:

NIL

Entitlement and Liability:

NOTE – Folio References are only provided in a Premium Report.

Land Parcel	Entitlement	Liability
Common Property 1	0	0
Lot 1	20	20
Lot 2	20	20
Lot 3	20	20
Lot 4	20	20
Lot 5	20	20
Total	100.00	100.00



Department of Environment, Land, Water & Planning

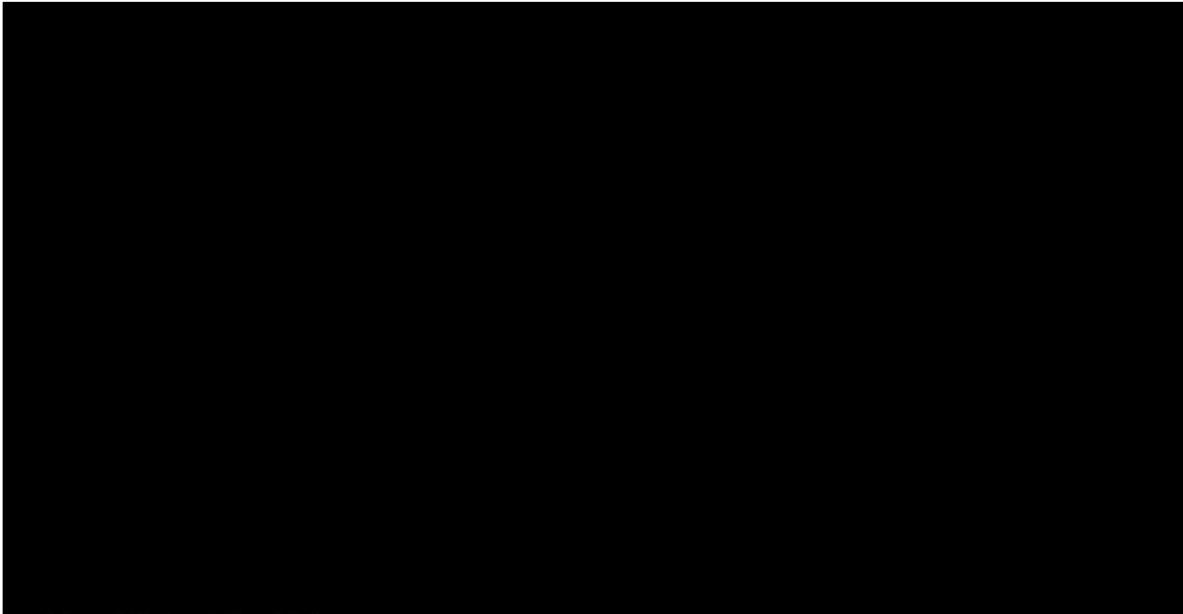
Owners Corporation Search Report

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OWNERS CORPORATION 1
PLAN NO. PS825169H

From 31 December 2007 every Body Corporate is deemed to be an Owners Corporation. Any reference to a Body Corporate in any Plan, Instrument or Folio is to be read as a reference to an Owners Corporation.

Statement End.



Dear Michael Stockigt,

We write in response to Council's request for further information dated 3 March 2025, pursuant to Section 54 of the Planning and Environment Act 1987, regarding the planning permit application for the use of land for equestrian supplies, construction and display of signage, and a reduction in car parking spaces at 1A Livestock Way, Pakenham VIC 3810. Below are our responses addressing the requested information and preliminary concerns:

1. Title and Land Information

A complete copy of the title, including copies of Covenant W046040M and variation AR381098V, is provided. This title has been searched within the last three months. The proposal does not breach any covenant or restriction on title as outlined below.

2. Amended Traffic Impact Assessment

The amended Traffic Impact Assessment includes a detailed Car Parking Demand Assessment, incorporating an empirical case study demonstrating anticipated patron and staff parking demand. The proposal is considered to be able to satisfactorily cater for the car parking demand due to the specifics of the land use as detailed in the accompanying submitted traffic documentation.

3. Amended Site Plan

The revised site plan (A3 size) now includes clearly marked signage locations, provision for shared areas and bollards in compliance with AS2890.6-2009, and adjustments based on the Waste Management Plan.

The updated elevation plan now includes clearly dimensioned signage heights above natural ground level, the full display area of 'Sign 2' including corporate colors, and details of illuminated signage such as type, hours of operation, and luminance levels. The signage amounts have been drastically reduced to comply with Covenant and respond to Council's concerns.

4. Waste Management Plan

A Waste Management Plan prepared by a qualified consultant is enclosed, detailing estimated waste volumes, bin types and sizes, truck access requirements, and collection frequency, including swept path diagrams for waste vehicles.

5. Signage Adjustments

The signage elements have been significantly redesigned to ensure full compliance with the existing restrictive covenant and to directly respond to Council's concerns. The total signage area has been substantially reduced, and the updated signage is now modest, non-illuminated, and limited to standard business identification signs located only on the southern and western facades of the building. This redesign ensures that the signage is visually unobtrusive and sensitive to the existing built form and surrounding character.

6. Site Access and Existing Permit Compliance

Delivery vehicles will comply with the 6.4m length restriction. We also submit a legal letter indicating that the concern relating waste vehicle length is incorrect as a matter of fact and law. The proposal is fully compliant and does not require modification of existing permit conditions.

A response is also provided to the preliminary concerns raised by Council as follows:

- Car Parking Reduction

The submitted Traffic Impact Assessment has been revised to provide an empirical assessment of parking demand based on case studies from similar establishments. The analysis demonstrates that the proposed parking provision is sufficient to accommodate peak demand without negatively impacting surrounding areas. Given the nature of the business and expected patron turnover, the reduced parking is justified, and any additional impact will be mitigated through efficient site management practices.

- Bicycle Facilities

The planning report has been updated to clarify that the proposal does not require bicycle facilities under Clause 52.34-5, as the leasable floor area is below 1000 square metres. Consequently, no reduction or waiver is necessary.

- Site Access Clarification

It has been confirmed that all deliveries will be undertaken using vans or vehicles within the 6.4-metre length restriction specified in Condition 3 of Planning Permit T180695. We submit a legal letter from Mahl Lawyers indicating that the concern relating waste vehicle length and relevant comments pertaining to an amendment to existing planning permit conditions is incorrect as a matter of fact and law. The proposal is fully compliant with conditions under Planning Permit T180695 and does not require modification of existing permit conditions.

- Signage Compliance and Adjustments

In response to Council's concerns and to ensure full compliance with the restrictive covenant, the proposed signage has been extensively redesigned. The display areas have been drastically reduced, with each individual sign now measuring well under 10m². No internally illuminated signage is proposed, in keeping with Council's preferences and the conditions of the covenant. Signage is now limited to modest, business-identification signs located only on the western and southern façades of the building, with no signage proposed on the eastern or northern elevations. All signs have been strategically repositioned to be visually unobtrusive and to better integrate with both the built form and the surrounding streetscape. These modifications ensure alignment with Clause 22.09-3 (Signs), the *Advertising Signage Design Guidelines* (Cardinia Shire, 2020), and the registered covenant.

- Compliance with Covenant

All components of the revised proposal have been vetted to ensure strict compliance with the covenant W046040M and its registered variation.

Section G of Covenant W046040M states the following:

- (g) The proprietor shall not erect or permit to be erected any sign having an area of more than one square metre for each five metres of the title boundaries abutting any road or being of a height greater than five lineal metres above the surface of the surrounding land, measured from the height of the land adjoining the property at the nearest title boundary.

The title boundary facing Livestock Way measures 33.8m allowing 6sqm of signage on the southern façade with 5.76sqm of signage provided/proposed thus complying with Section (g) of the covenant. The sign is also less than 5 lineal meters from ground level as required and demonstrated clearly on the plans.

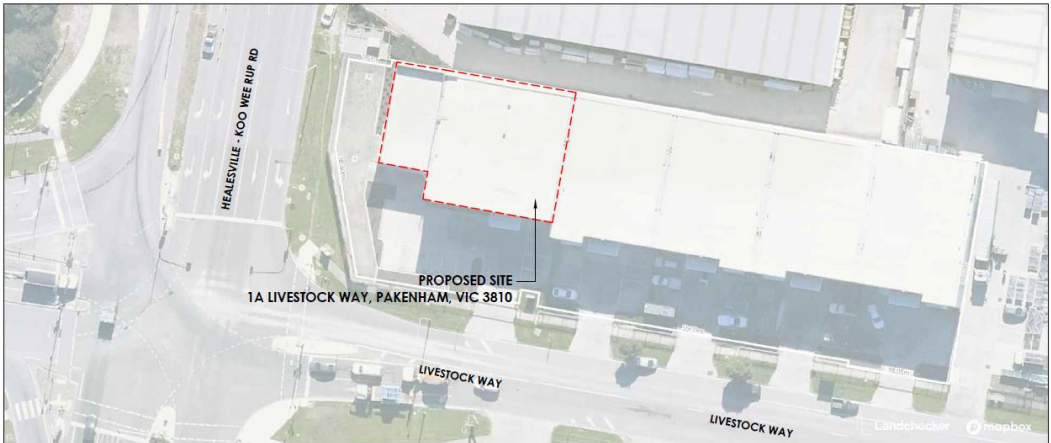
The title boundaries adjoining the western boundary is 38.5m enabling 7.7sqm of signage to the west. We have provided 7.7sqm of signage and the height is under 5m.

The proposal is fully compliant with all elements of the covenant.

Full compliance with all planning requirements and covenant has been ensured, and the necessary documentation is included in the RFI response package. Please advise if any additional clarifications are required.

We trust the above information satisfies Council's requirements.





PROJECT ADDRESS:
1a LIVESTOCK WAY, PAKENHAM,
VIC 3810

PROJECT TYPE:
LOCATION PLAN

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TOWN PLANNING SUBMISSION

1a Livestock Way, Pakenham Vic 3810

January, 2025
Prepared for
Horseland Saddlery
PTY LTD

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Conclusion	20

Document Control

Report Drafted By	DC
Reviewed By	RT

Version Control

Version Details	Version 1.0 (1/2/2024) Drafted for application lodgement
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1.0 Introduction and Overview

Canter Town Planning PTY LTD have been engaged by Horseland Saddlery PTY LTD to prepare a Town Planning Assessment Report for use of the land for a Restricted Retail Premises (equestrian supplies), Car Parking Reduction and business identification Signage, at 1a Livestock Way, Pakenham Vic 3810.

The applied planning permit triggers are:

Clause 33.01-1	A permit is required to use the land as a Restricted Retail Premises (equestrian supplies) [Section 2 Use] as identified by the zone provisions of the Industrial 1 Zone (IN1Z).
Clause 52.06-3	A permit is required to reduce the number of car parking spaces required under Clause 52.06-5.
Clause 52.05-12	A permit is required for business identification signage exceeding a total display area of 8sqm.
Clause 52.34-2	A permit is required to vary, reduce or waive any requirement of Clause 52.34-5 and 52.34-6.

2.0 Subject Site and Surrounds

The subject site is located on the northern side of Livestock Way. A number of planning permit applications have been issued at the land, relating to the construction and subdivision of the warehouse at the site.

The Planning Permit application relates to use of the premises for a restricted retail premises (equestrian supplies). The subject site contains one warehouse, with a total of eleven (11) car spaces located on site.



Figure 1: Subject Site Location

The surrounding area incorporates industrial, restricted recreation, warehousing typical types of uses. There has been warehousing and restricted retail premises approved in the area. This indicates that this industrial precinct is supportive of a range of different Section 2 uses. The below figure provides an overview of the surrounding zones to the site.



Figure 2: Surrounding Zoning (Source: LandChecker)

3.0 Title Details

Title Volume 10425, Folio No. 897 relating to Lot 1 on Plan of Subdivision 825169H has a registered Covenant W046040M which has been submitted with the application. The proposal is not in breach of this covenant.

4.0 Overview of the Proposal

The application seeks approval for use of the land for the purposes of a restricted retail premises (equestrian supplies), car parking reduction and business identification signage at the land.

Details of the proposed use are as follows:

- The proposed restricted retail premises will sell equestrian supplies.
- Hours of operation are :
 - Monday to Friday 9.00am – 5:30pm
 - Saturday 9:00am – 4:00 pm
 - Sunday 10:00 am- 3:00 pm
- Private waste Management company will be involved to pick up waste as required. Picked up twice weekly.
- Deliveries and dispatch will take place daily, 3-4 small van deliveries per day.
- A maximum of two (2) staff members will be on site at any one time. One will be full time and the other will be part time employee.
- There are eleven (11) car spaces available for use on site.
- Maximum number of patrons expected to be on site at any one time: 8
- Deliveries to the site will be accepted during normal business hours of 8am to 5pm.
- No external buildings and works or increase in floor area proposed.
- The internal use layout has been demonstrated within submitted site layout plan.
- Signage display details will include the following:
 - 13660mm x 980mm for the wording area

- Logo – 9000mm x 3000mm for the logo and wording area
- Image below logo 9650mm x 3600mm (3200mm x 700mm wording area)

The proposed internal layout is shown in the plans below:

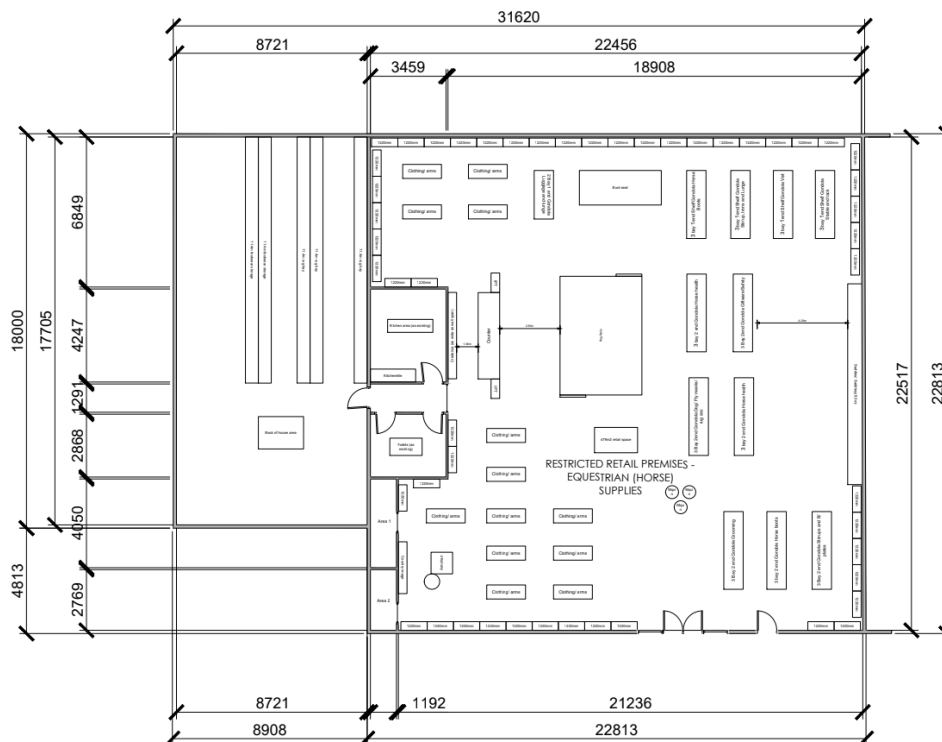


Figure 3: Ground Floor Layout



PROPOSED SIGNAGE 1
(ALONG HEALESVILLE KOO WEE RUP RD)
ILLUMINATED WHITE LETTERING



PROPOSED SIGNAGE 2
(ALONG LIVESTOCK WAY)
ILLUMINATED WHITE LETTERING



**PROPOSED SIGNAGE 3 & 4
(ALONG LIVESTOCK WAY)
WALL SIGNAGE**

SIGNAGE 3	34.87
SIGNAGE 4	2.34
TOTAL	55.36



WEST FACADE



SOUTH FACADE

[illegible]

Figure 4: Elevational drawings for signage representation

5.0 Zoning & Overlays

5.1 Zoning

Industrial 1 Zone - Schedule 1 [IN1Z]

The subject site is located within the Industrial 1 Zone - Schedule 1, which, as identified by, a Planning Permit is required to use the land for the purposes of a restricted retail premises (equestrian sales).

Zone Purpose:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

Relevant Decision Guidelines:

Pursuant to Clause 33.01-2, an application to change the use of the land must be assessed (as appropriate) against the following decision guidelines:

Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- The Municipal Planning Strategy and the Planning Policy Framework.
- Any natural or cultural values on or near the land.
- Streetscape character.
- Built form.
- Landscape treatment.
- Interface with non-industrial areas.
- Parking and site access.
- Loading and service areas.
- Outdoor storage.
- Lighting.
- Stormwater discharge.

In response:

The proposed use is considered appropriate for the site and compliant with the Zone provisions. The proposed use involves converting a large warehouse into a premises for sale of equestrian equipment. This amount of space is critical for the specific land use as larger amount of space is required to accommodate the bulky goods associated with the restricted retail land use. It is considered that the proposed use will complement the surrounding industrial uses, as well as Pakenham. There are similar land uses approved in the same zone within 200m of the site (T200384 for use of land for restricted retail premises (equestrian supplies) and reduction in car-parking approved in 2020) which set a precedence for this land use typology.

Using the land for the purpose of Restricted Retail Premises will provide enormous net benefit to the surrounding area by providing premises for people to purchase larger bulky products. This is considered a beneficial community use within the locality as well as surrounding

municipalities. The proposed use is not expected to have any detrimental effects on the surrounds, with regards to noise, drainage or traffic.

5.2 Overlays

No Overlays are associated with the subject site.

Clause 11.02-1S: Supply of Urban Land

Objective

To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.

Relevant Strategies

- Ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.
- Ensure that sufficient land is available to meet forecast demand.
- Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur.
- Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.
- Monitor development trends and land supply and demand for housing and industry.
- Maintain access to productive natural resources and an adequate supply of well-located land for energy generation, infrastructure and industry.

Clause 11.03-1S: Activity Centres

Objective

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Relevant Strategies

- Build up activity centres as a focus for high-quality development, activity and living.
- Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.
- Undertake strategic planning for the use and development of land in and around activity centres.
- Give clear direction on preferred locations for investment.
- Encourage a diversity of housing types at higher densities in and around activity centres.
- Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.
- Encourage economic activity and business synergies.
- Improve the social, economic and environmental performance and amenity of activity centres.

Clause 13.07-1S: Land Use Compatibility

Objective

To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Relevant Strategies

- Ensure that use or development of land is compatible with adjoining and nearby land uses.
- Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.
- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.
- Protect existing commercial, industrial and other uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.

Clause 15.01-1S Urban Design

Objective

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Relevant Strategies

- Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.
- Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.
- Ensure the interface between the private and public realm protects and enhances personal safety.
- Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.
- Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.
- Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.
- Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.
- Promote good urban design along and abutting transport corridors.

Clause 15.01-2S: Building Design

Objective

To achieve building design outcomes that contribute positively to the local context and enhance the public realm

Relevant Strategies

- Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale and massing of new development.
- Ensure development responds and contributes to the strategic and cultural context of its location.
- Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.
- Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.
- Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.
- Ensure development is designed to protect and enhance valued landmarks, views and vistas.
- Ensure development provides safe access and egress for pedestrians, cyclists and vehicles.
- Ensure development provides landscaping that responds to its site context, enhances the built form and creates safe and attractive spaces.
- Encourage development to retain existing vegetation.

Clause 17.01-1S Diversified Economy

Objective

To strengthen and diversify the economy.

Relevant Strategies

- Protect and strengthen existing and planned employment areas and plan for new employment areas.
- Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.
- Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.
- Improve access to jobs closer to where people live.

Clause 17.02-1S: Business

Objective

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Relevant Strategies

- Plan for an adequate supply of commercial land in appropriate locations.
- Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.
- Locate commercial facilities in existing or planned activity centres.
- Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.
- Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.
- Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.

Clause 18.02-4S: Car Parking

Objective

To ensure an adequate supply of car parking that is appropriately designed and located.

Relevant Strategies

- Allocate or require land to be set aside for car parking subject to the existing and potential modes of access including public transport, the demand for off-street car parking, road capacity and the potential for demand management of car parking.
- Encourage the efficient provision of car parking by consolidating car parking facilities.
- Design and locate local car parking to:
 - Protect the role and function of nearby roads.
 - Enable easy and efficient use.
 - Enable the movement and delivery of goods.
 - Achieve a high standard of urban design and protect the amenity of the locality, including the amenity of pedestrians and other road users.
 - Create a safe environment, particularly at night.
 - Facilitate the use of public transport.
- Protect the amenity of residential precincts from the effects of road congestion created by on-street parking.

In Response:

The proposed development responds in a satisfactorily sense to the Planning Policy Framework. The proposal provides for local employment opportunities and provides a larger space for display and sale of bulky goods, resulting in benefit to the community in accordance with State Planning Policy Framework.

The subject site provides appropriate car parking in accordance with the purpose of Clause 18.02. It is considered that the proposal will integrate well with the existing uses and reflect a desirable outcome with the provision of appropriate car parking spaces to be an asset for the surrounding area. The amount of car parking spaces is considered adequate for the low patronage demanded from this specific land use type which differs from other restricted retail premises.

The restricted retail land use is considered an appropriately situated use that appropriately responds to the site's planning context, as well its surrounds. As mentioned earlier in the report, the immediately surrounding uses consist of a variety of industrial, commercial and mixed-use operations.

The proposed restricted retail land use will strengthen the functionality and provide net community benefit in relation to the viability, accessibility and efficient use of infrastructure. This will enable the site to contribute to a diversified economy and provide additional local employment opportunities as mentioned above. Further to this, the business has been successfully operating without knowledge of the planning permit requirements so an opportunity for Cardinia Council to support such an asset and because that not only aligns with the provisions and purpose of the PPF but also aligns with the City of Cardinia's values, as stated on their website.

6.0 Local Planning Policies

Municipal Strategic Statement:

Clause 21.01 Snapshot of Cardinia

The Cardinia Shire is located on the southeast fringe of Melbourne and is one of eight 'interface Councils' which form the perimeter of metropolitan Melbourne, providing a transition between urban and rural areas. The municipality has an area of approximately 1,280 square kilometres, comprising a variety of landforms and landscapes.

The northern part of the Cardinia Shire is set in the foothills of the Dandenong Ranges and includes the Bunyip State Park and the Cardinia Reservoir. The red volcanic soils around Gembrook have been historically significant for potato production. The area is located within two water catchments being the Yarra Valley and Westernport catchments.

The Koo Wee Rup swamp and Western Port form the significant features of the southern part of the Cardinia Shire and includes high quality agricultural land of State significance. The land is generally flat alluvial plains which have been substantially cleared of vegetation. The exception to this is the Heath Hill area, which is recognised as being of landscape significance by the National Trust.

The Princes Highway and the Princes Freeway corridor runs east-west through the centre of the Cardinia Shire and provides a demarcation between the hills in the northern part of the municipality and the alluvial plains to the south. The corridor is a key road and rail link between Melbourne, the Latrobe Valley and Gippsland. The South Gippsland Highway is a key link to South Gippsland and a tourist route to Phillip Island.

The majority of the Cardinia Shire's population is located within the urban areas of Beaconsfield, Officer and Pakenham. These areas are within the Cardinia and will accommodate the majority of future residential and commercial growth. The remainder of the population is located within Cardinia's townships and rural residential areas.

The population within the Cardinia growth area is expected to grow 82% from a current population of around 109,000 people (2018) to approximately 198,000 people in 2041.

The future Officer-Pakenham Industrial Precinct, located south of the Princes Freeway, has been identified by *Plan Melbourne 2050* as a State-significant Industrial Precinct. When developed, this 2,500 hectare employment corridor will be a major provider of employment and business opportunities for Melbourne's south-east region.

Cardinia Shire Council's corporate plan *Creating the Future, Cardinia Council Plan 2018 - 2023* describes the following vision for the municipality:

"Cardinia Shire will be developed in a planned manner to enable present and future generations to live healthy and productive lives and to enjoy the richness of the diverse and distinctive characteristics of the Shire"

Council is committed to fostering the sustained wellbeing of the community and environment in the Cardinia Shire. In doing this, it seeks to balance the competing needs of the environment, economic development and the community by

- Developing a strong economic base.
- Recognising and protecting the diverse and significant environmental and cultural heritage values in the municipality.
- Providing opportunities to create and maintain a cohesive, safe and robust community.
- Enhancing the experience of people who live, work and visit the municipality.

In Response:

The proposed development is generally consistent with Cardinia's vision for future land use and development. As previously discussed, the subject site falls into a large industrial precinct, and the proposed land use has provided for an appropriate use in accordance with the Council's vision for the industrial precinct. The proposal will also provide for employment growth in the area, increase community health and support to those most in need and will contribute positively to the existing streetscape.

Clause 22.09 Signage **Policy Guidelines:**

Consider as relevant:

- Limiting business identification signage on buildings to signs that:
 - Are located on walls, awning fascias, verandahs fascias or parapets.
 - Are located at the front and sides of buildings.
 - Are consistent in size and form, where there is more than one sign.
 - Front a Road Zone 1 for freestanding premises in industrial areas.
 - Are no greater than 30% of the combined (street facing) or 50% of a wall or parapet above an awning or verandah.
- Comprise a maximum signage area of 10 square metres or a maximum area of 20 square metres where the frontage is greater than 40 metres wide and is set back by 10 metres or more from a road.

- Avoiding sign types that have an adverse effect on the visual amenity of the area including above verandah/awning (or roof), sky, bunting, animated, electronic and reflective signs.
- Providing for no more than one pole sign or freestanding panel sign of no greater than 7 metres in height for:
 - An industrial area where multiple tenants exist on a site.
 - An industrial building or restricted retail premises (or complex) that is freestanding.
 - A grouping of restricted retail premises (such as in a homemaker centre).
- Incorporating pole or freestanding panel signs into a landscaped area.

Industrial and Restricted Retail Areas (Advertising Signage Design Guidelines)

Decision Guidelines:

Design guidelines: Signs on land zoned for industrial and restricted retail uses should:

- Be located on buildings, awnings or within built elements.
- Be limited to the front and sides of buildings. Business Identification Signs are discouraged at the rear of buildings.
- Should not appear as a dominant feature of building facades, walls, parapets or landscaped surroundings.
- Have a maximum area of 10 square metres.
- Where frontage greater than 40 metres and is set back by 10m or more from a road, consideration will be given for signage with a maximum area of 20 square metres.
- Not include Above Verandah (or roof), Sky, Bunting, Animated, Electronic and Reflective Signs due to the adverse impact such signs have on visual amenity and result in visual clutter in industrial and restricted retail areas.

Signs in industrial areas must:

- Where multiple tenants exist on a site, coordinate one main pole/ pylon / free standing panel sign to identify the various businesses located within the site.
- Pole Signs in industrial areas must: - Be located at large free standing premises fronting a Road Zone Category 1 (RDZ1) and be well set back from the road.
 - Display only business identification information and are limited to one Pole Sign per premises.
 - Be shared between tenants in industrial estates
 - Be incorporated into a landscaped area.
 - Be less than seven metres in height.

Signs on Industrial buildings (or complexes) that are freestanding should:

- Be limited to one Pole/ Pylon Sign or Free-Standing Panel Sign may be permitted provided it is no greater than seven metres in height, and identifies the company name and logo only.
- Where dual road frontage, a Fascia / Wall Mounted Sign is permitted on each road abuttal (provided the road is located at the front or the side of the site) which identifies the company name (and logo if applicable).

Signage in restricted retail areas must:

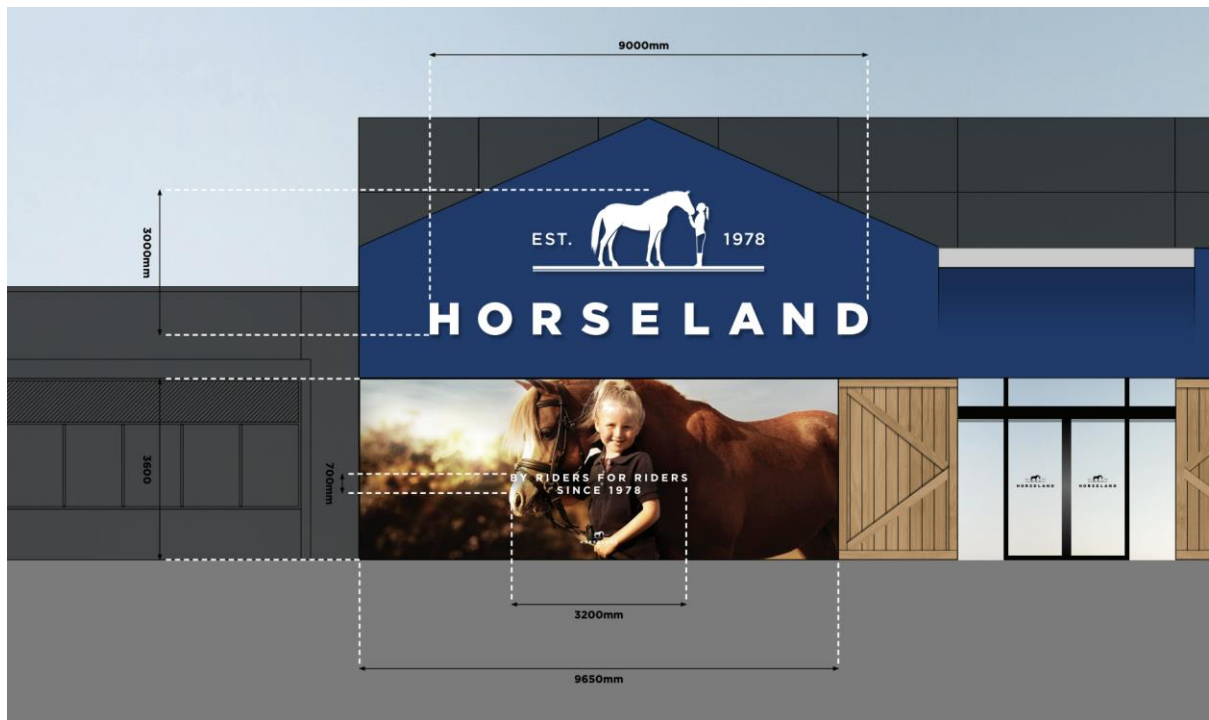
- Where there is a grouping of restricted retail premises (such as in a homemaker centre) business identification signage will only be permitted where the retail premise has direct frontage to the exterior of the centre on to a carpark. Signs within the grouping should be consistent and uniform in area and preferably located on the building's verandah fascia / parapet area.
- For individual restricted retail premises, the advertising area will not exceed 12 square metres for the premise.
- Where restricted retail premises are collocated (i.e. homemaker centre), only one major Pole or Free-Standing Panel sign will be allowed to provide a register of business. The sign must be no greater than seven metres in height.
- For free-standing restricted retail sales premises, one Pole Sign is permitted, but only when the site's frontage exceeds 40 metres in length.

In Response:

The proposed signage responds to the guidelines above in the following ways:

- The proposed signage will be located on the building and within built elements.
- The proposed signage will be located on the front and side of the building.
- The proposed signage will not be illuminated or moving in any way.
- The proposed signage will not be reflective.
- While the proposed signage will exceed 20 square metres of the frontage, it is considered appropriate in this instance due to the size and minimalist design of the signage.

In this instance, it is argued that the signage is reflective of similar scaled restricted retail premises in the area. The signage is minimalist in nature and is mostly comprised on company colors and does not feature distracting details, especially at the skyline level.



8.0 Particular Provisions

Clause 52.05 – Signs

Pursuant to Clause 33.01-5, signage within the Industrial 1 Zone falls under the Category 2 requirements within Clause 52.05 (Signage).

Pursuant to Clause 52.05-11, Category 2 of signage refers to commercial areas with minimum limitation. This seeks to provide for identification and promotion signs and signs that add vitality and colour to commercial areas.

Within Category 2, a planning permit is required for signage exceeding a total display area of over 8sqm.

Decision guidelines

- The character of the area including:
 - The sensitivity of the area in terms of the natural environment, heritage values, waterways and open space, rural landscape or residential character.
 - The compatibility of the proposed sign with the existing or desired future character of the area in which it is proposed to be located.
 - The cumulative impact of signs on the character of an area or route, including the need to avoid visual disorder or clutter of signs.
 - The consistency with any identifiable outdoor advertising theme in the area.
- Impacts on views and vistas:
 - The potential to obscure or compromise important views from the public realm.
 - The potential to dominate the skyline.
 - The potential to impact on the quality of significant public views.
 - The potential to impede views to existing signs.
- The relationship to the streetscape, setting or landscape:
 - The proportion, scale and form of the proposed sign relative to the streetscape, setting or landscape.
 - The position of the sign, including the extent to which it protrudes above existing buildings or landscape and natural elements.
 - The ability to screen unsightly built or other elements.
 - The ability to reduce the number of signs by rationalising or simplifying signs.
 - The ability to include landscaping to reduce the visual impact of parts of the sign structure.
- The relationship to the site and building:
 - The scale and form of the sign relative to the scale, proportion and any other significant characteristics of the host site and host building.
 - The extent to which the sign displays innovation relative to the host site and host building.
 - The extent to which the sign requires the removal of vegetation or includes new landscaping.
- The impact of structures associated with the sign:
 - The extent to which associated structures integrate with the sign.
 - The potential of associated structures to impact any important or significant features of the building, site, streetscape, setting or landscape, views and vistas or area.
- The impact of any illumination:
 - The impact of glare and illumination on the safety of pedestrians and vehicles.
 - The impact of illumination on the amenity of nearby residents and the amenity of the area.
 - The potential to control illumination temporally or in terms of intensity.
- The impact of any logo box associated with the sign:

- The extent to which the logo box forms an integral part of the sign through its position, lighting and any structures used to attach the logo box to the sign.
- The suitability of the size of the logo box in relation to its identification purpose and the size of the sign.
- The need for identification and the opportunities for adequate identification on the site or locality.
- The impact on road safety. A sign is a safety hazard if the sign:
 - Obstructs a driver's line of sight at an intersection, curve or point of egress from an adjacent property.
 - Obstructs a driver's view of a traffic control device, or is likely to create a confusing or dominating background that may reduce the clarity or effectiveness of a traffic control device.
 - Could dazzle or distract drivers due to its size, design or colouring, or it being illuminated, reflective, animated or flashing.
 - Is at a location where particular concentration is required, such as a high pedestrian volume intersection.
 - Is likely to be mistaken for a traffic control device, because it contains red, green or yellow lighting, or has red circles, octagons, crosses, triangles or arrows.
 - Requires close study from a moving or stationary vehicle in a location where the vehicle would be unprotected from passing traffic.
 - Invites drivers to turn where there is fast moving traffic or the sign is so close to the turning point that there is no time to signal and turn safely.
 - Is within 100 metres of a rural railway crossing.
 - Has insufficient clearance from vehicles on the carriageway.
 - Could mislead drivers or be mistaken as an instruction to drivers.

In Response:

The proposed signage being non-illuminated is considered consistent with the above provisions and decision guidelines.

The proposed signage is considered appropriate to the site and does not dominate the building façade or streetscape. Clause 52.05 emphasizes the importance of the character of the area, including its sensitivity in terms of natural environment, heritage values, and compatibility with the desired future character. In this case, the subject site accommodates various businesses and falls within an Industrial zoned precinct. The proposed signage increases serve the purpose of identification and promotion within a commercial and industrial context. Moreover, it aligns with the character of an industrial area that often requires larger and more conspicuous signage for businesses to thrive.

Whilst the provisions also discuss impacts on views and vistas, it's important to note that the proposed signs are intended to be viewed from a distance, and they aim to improve the visibility of businesses in a commercial setting. They don't obscure important views, dominate the skyline, or significantly impede public views.

The proposed signage has been carefully considered and is considered appropriate for the building, the existing use and the surrounding area and properties. The sign will remain uncluttered and will not detract from the streetscape character or the character of the area.

Clause 52.06 – Car Parking

Clause 52.06 applies before a new use is to commence. The purpose of this clause is as follows:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

Number of car spaces required:

Table 1 under Clause 52.06-5 outlines the statutory requirements related to car parking which are applicable to the commencement of a new use. Use of the land for a restricted retail premises generates a car parking requirement based off floor area. The following table outlines the car parking requirements pursuant to this Clause as it is located within Cloumn A outside the PPTN area:

Use	Rate	Spaces required
Restricted Retail Premises	3 per 100sqm 668 sqm leasable floor area	3x6 = 18 spaces

In Response:

As there are a total of 11 car spaces on site, the proposal is seeking a reduction of seven (7) car spaces. This is considered a very minor dispensation, considering the context of the site, the low patronage demanded from the land use. The use proposes to have a maximum of two (2) staff members on site at any one time. There is ample opportunity for on streetcar parking within close vicinity to the site. This also indicates that the proposed reduction of car parking will not be detrimental to the surrounding area. A traffic impact has been produced to justify traffic movements and the dispensations by a qualified traffic engineer from RedSquare Traffic.

9.0 Conclusion

The above proposal at 1a Livestock way, Pakenham, is compliant with the abovementioned planning zone, as well as local, state policies and particular provisions.

We trust that Council has received all of the required information to assess the application.

We therefore kindly request a planning permit to be issued for the proposal. If any questions arise, please do not hesitate to contact the applicant to discuss the proposal.



RedSquare
Traffic

Creativity in Transport Engineering

1A LivestockWay, Pakenham Traffic Impact Assessment



Prepared for Horseland Saddlery Pty Ltd

23 March 2025

Reference J787RT1070-0125

REVISION HISTORY

REVISION No.	DATE	PREPARED BY	REVIEWED BY	APPROVED FOR ISSUE BY

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6.1 TRAFFIC GENERATION 31

When estimating the parking demand for the proposed development, it was determined that 10 spaces would be adequate. However, data from the former Narre Warren store indicates that peak customer numbers could reach approximately 17-19 per hour, based on observations from its busiest day of the year (December 26, 2023). 31

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1 INTRODUCTION

1.1 BACKGROUND

RedSquare Traffic has been engaged by [Horseland Saddlery Pty Ltd](#) ('Client') to prepare a Traffic Impact Assessment (TIA) for the proposed Equestrian Supplies Store at 1A Livestock Way, Pakenham ('Subject Site', 'Site').

This package of work includes the preparation of a Traffic Impact Assessment report to investigate traffic, parking, and road safety related implications, to consider parking layouts, access, loading and waste collection arrangements, to analyse car/bicycle parking demands together with the adequacy of proposed provisions and to provide transport engineering solutions to mitigate any adverse outcomes on the surrounding road network.

This document has been prepared in accordance with the requirements specified in [Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments](#) and applicable Department of Transport Guidelines.

1.2 REFERENCES

The following documents have been reviewed and referred to in this report:

- Austroads Guide to Traffic Management (AGTM) Part 3: Transport Studies and Analysis Methods.
- Austroads Guide to Traffic Management Part 12: Integrated Transport Assessments for Developments.
- NSW Roads and Traffic Authority Guide to Traffic Generating Developments.
- VicRoads Traffic Volumes – Open Data Hub.
- VicRoads Map of Declared Road – Open Data Hub.
- Cardinia Shire Planning Scheme – Clause 52.06.
- Cardinia Shire Planning Scheme – Clause 52.34.
- Traffic Engineering and Management, K W Ogden and S Y Taylor, 2017, Section 34.6.
- Australian Standard Parking Facilities Part 1: Off-Street Parking Facilities AS2890.1-2004.
- Australian Standard Parking Facilities Part 3: Bicycle Parking AS2890.3-2015.
- Australian Standard Parking Facilities Part 5: On-Street Parking AS2890.5-2020.
- Australian Standard Parking Facilities Part 6: Off-street Parking for People with Disabilities AS2890.6-2009.



2 EXISTING CONDITIONS

2.1 SUBJECT SITE

The subject site, located at 1A Livestock Way, Pakenham, falls under the jurisdiction of the Cardinia Shire Council. The site's frontage extends along Livestock Way to the south, situated between Healesville-Koo Wee Rup Road to the west and Exchange Drive to the east, as illustrated in Figure 1. Currently, the site is part of a warehouse complex consisting of five warehouses, with access provided via a crossover connected to Livestock Way. The subject site includes on-site car parking provisions comprising 11 spaces.

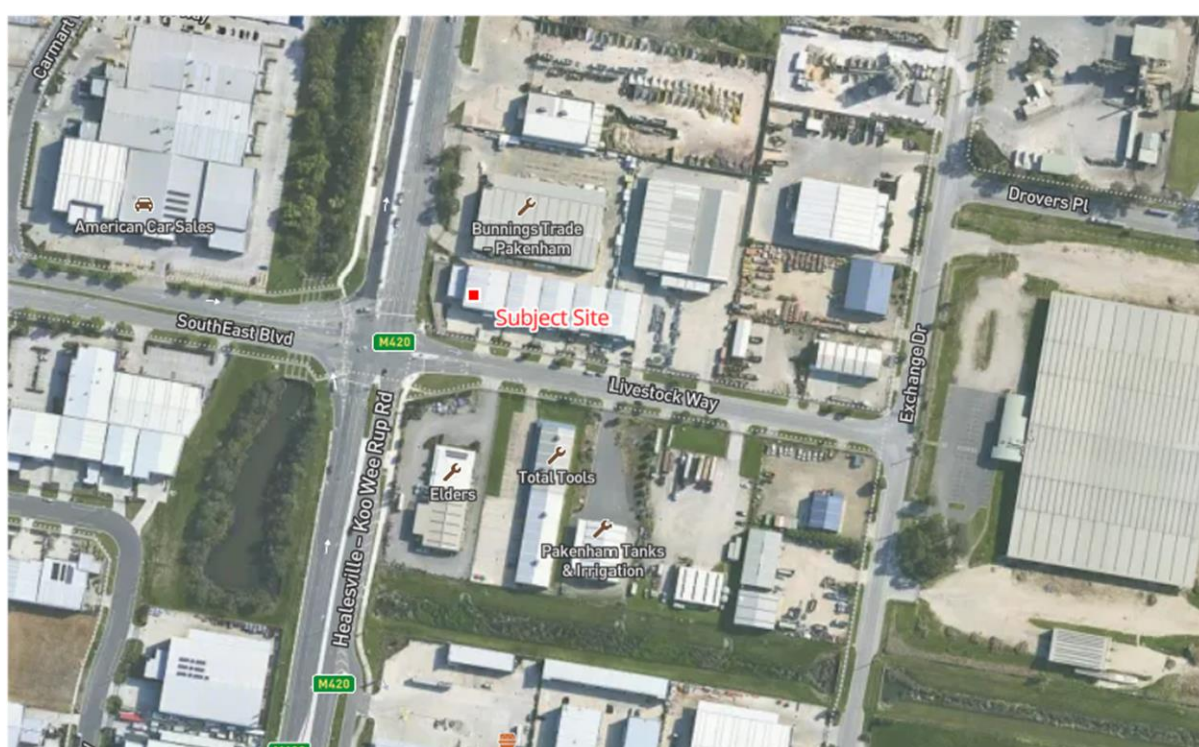


FIGURE 1: AERIAL VIEW OF SUBJECT SITE (SOURCE: METROMAP)





FIGURE 2: SUBJECT SITE (SOURCE: SITE INSPECTIONS)

2.2 LAND USE

The subject land and its surroundings are designated exclusively as Industrial 1 Zone (INZ1). The subject site is bordered in the west by a Transport 2 Zone (TRZ2), as depicted in Figure 3. The site is not subject to any overlays relevant to traffic, parking, or access-related matters.



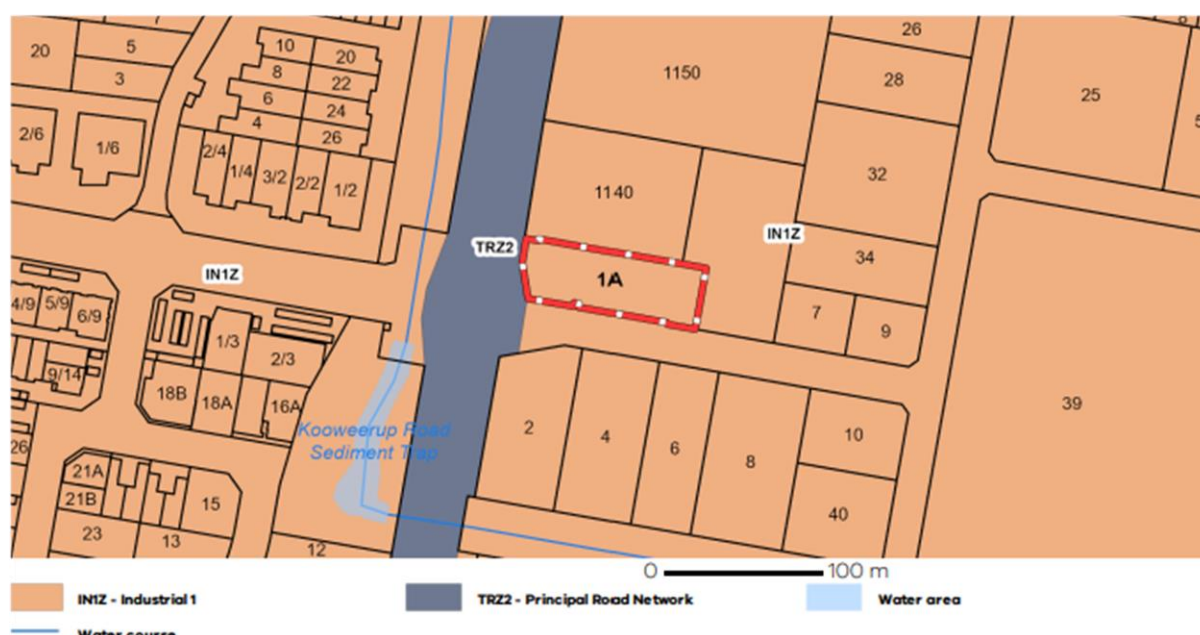


FIGURE 3: PLANNING ZONES (SOURCE: VICPLAN)

The subject site at 1A Livestock Way Pakenham, is surrounded by a variety of land uses. Notable nearby establishments include:

- **Total Tools Pakenham**
 - Address: 4 Livestock Way, Pakenham VIC 3810.
 - Operating Hours:
 - Monday to Friday: 7:30 am – 5:30 pm, Saturday: 8:00 am – 4:00 pm, Sunday: 10:00 am – 3:00 pm.
- **Stubbs Auto**
 - Address: 1e Livestock Way, Pakenham VIC 3810.
 - Operating Hours: Monday to Friday: 8:00 am – 5:30 pm, Saturday: 8:00 am – 4:00 pm, Sunday: Closed.
- **Suburban Sounds**
 - Address: 1b Livestock Way, Pakenham VIC 3810.
 - Operating Hours: Monday to Friday: 8:30 am – 5:00 pm, Saturday: 9:00 am – 1:00 pm, Sunday: Closed
- **Nathan Gibbon Livestock PTY Ltd.**
 - Address: Office 1 1140 Koo Wee Rup Rd, Pakenham VIC 3810
 - Operating Hours: Monday to Friday: 8:30 am – 4:30 pm, Weekends: Closed.
- **Bowens**



- Address: 1140 Koo Wee Rup Rd, Pakenham VIC 3810
- Operating Hours: Monday to Friday, 6 am–5 pm Weekends: Closed
- **EQ Saddlery Pakenham**
 - Address: 2/3 Southeast Blvd, Pakenham VIC 3810.
 - Operating Hours: Monday to Friday: 8:30 am – 5:30 pm, Saturday: 9 am–5 pm, Sunday: 10 am–3 pm.

2.3 ROAD NETWORK

2.3.1 Livestock Way

Livestock way, designated as a local traffic street by the Cardinia Shire Council, runs in an east-west direction, connecting Southeast Boulevard in the west to Exchange Drive in the east. The road features a trafficable width of approximately 12 meters and accommodates bi-directional vehicular movement within a single carriageway configuration. It offers unrestricted kerbside parking on both sides and includes pedestrian footpaths along both sides of the road. The road is subject to a posted speed limit of 60 km/h. Figures 4 and 5 provide images captured during the site inspection.



FIGURE 4: LIVESTOCK WAY LOOKING WEST (SOURCE: SITE INSPECTION)





FIGURE 5: LIVESTOCK WAY LOOKING EAST (SOURCE: SITE INSPECTION)

Figure 6 presents an excerpt from Melway Online, illustrating the road hierarchy surrounding the subject site. Livestock Way is designated as a local traffic street, with the nearest arterial road connection being Healesville–Koo Wee Rup Road, located to the west of the site. This arterial road provides a direct link for traffic accessing the Princes Freeway.



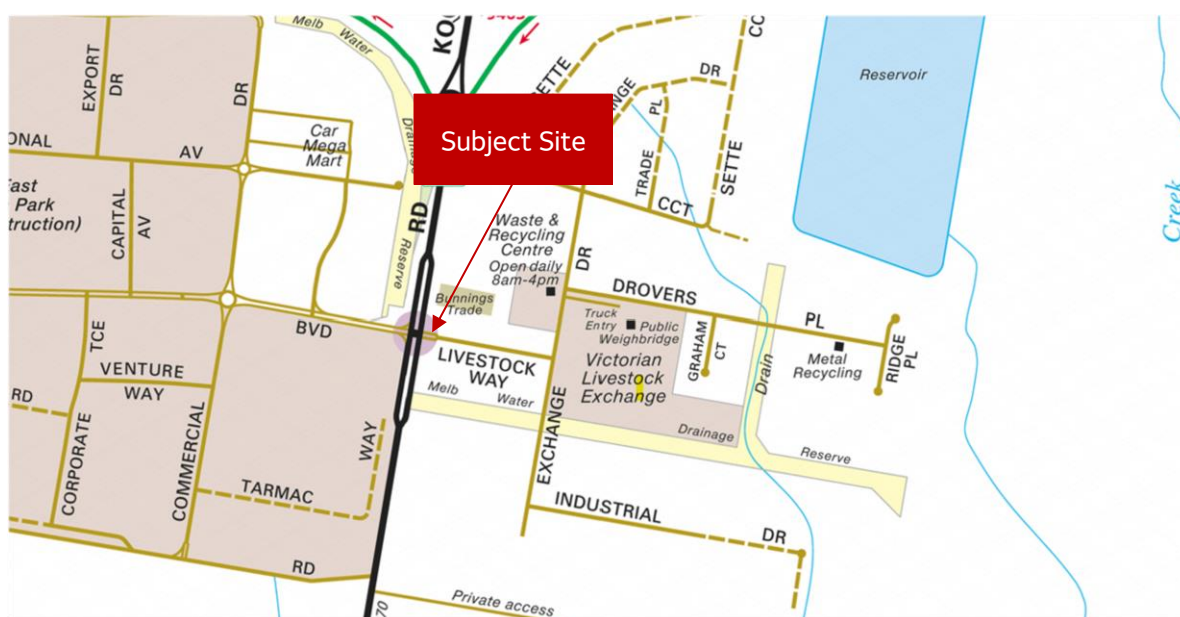


FIGURE 6: ROAD HIERARCHY (SOURCE: MELWAY ONLINE)

2.4 SUSTAINABLE TRANSPORT

As illustrated in the figure below, the subject site is located outside the Principal Public Transport Network (PPTN) of the Cardinia Shire. However, it benefits from access to the Pakenham–Koo Wee Rup bus service, which travels via Pakenham Station, offering connectivity to several bus routes and the Pakenham and Traralgon train services.





FIGURE 7: PPTN OF CARDINIA SHIRE (SOURCE: PTV)

The nearest access point for this service is a bus stop on Southeast Boulevard/Healesville–Koo Wee Rup Road, approximately 210 meters from the subject site.



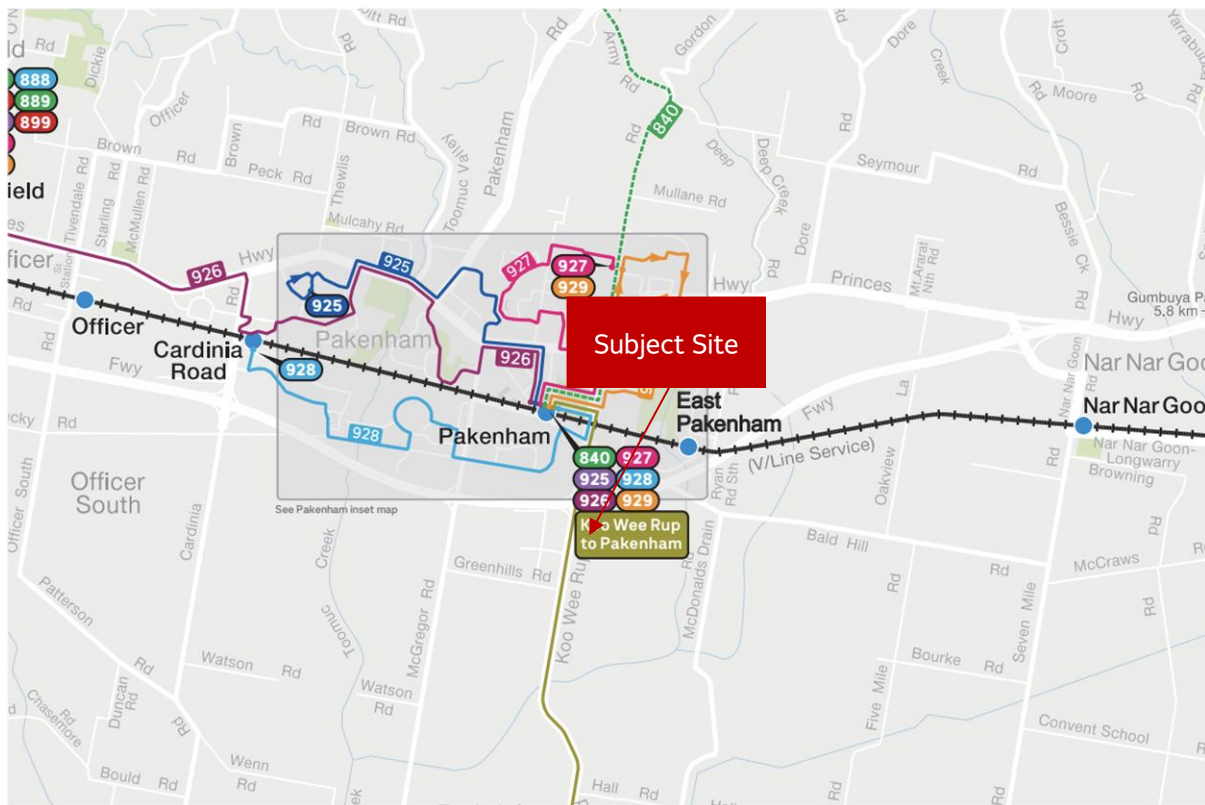


FIGURE 8: NETWORK OF CARDINIA (SOURCE: PTV)

The industry-recognized WalkScore database rates the location as "Car-Dependent," indicating that nearly all errands require a car. Additionally active transport facilities are present in the form of footpaths on both sides of Livestock Way, supporting pedestrian accessibility within the area.

2.5 PARKING SUPPLY

The subject site provides a total of 11 on-site car parking spaces, including one designated accessible space. In addition to the on-site parking, unrestricted kerbside parking is available along both sides of Livestock Way.

RedSquare Traffic undertook a car parking occupancy survey during a typical weekday (Thursday, 19 December 2024) to understand the car parking inventory in the immediate surroundings of the Subject Site. The survey covered the following areas between 11:00 AM and 5:00 PM, with counts recorded every 30 minutes, as illustrated in Figure 9:

- Livestock Way Between Koo Wee Rup Road and Exchange Drive.
- Exchange Drive Between Drovers Place and Vic Mitsubishi Wreckers.





FIGURE 9: SURVEY AREAS (SOURCE: METROMAPS)

Detailed survey results are illustrated via Table 1 below.

TABLE 1: SURVEY RESULTS

Time	Livestock Way Between Koo Wee Rup Road and Exchange Drive		Exchange Drive Between Drovers Place and Vic Mitsubishi Wreckers		Total	
11:00	4	32	13	12	17	44
11:30	7	29	14	11	21	40



12:00	7	29	13	12	20	41
12:30	6	30	12	13	18	43
13:00	5	31	12	13	17	44
13:30	7	29	10	15	17	44
14:00	6	30	12	13	18	43
14:30	6	30	11	14	17	44
15:00	6	30	11	14	17	44
15:30	5	31	12	13	17	44
16:00	7	29	12	13	19	42
16:30	10	26	13	12	23	38
17:00	12	24	16	9	28	33

The parking data demonstrates that vacant spaces range from 17 to 28 throughout the day, ensuring consistent availability even during peak occupancy periods. **The highest occupancy of 44 spaces occurs between 12:30 PM and 2:30 PM, leaving 17 vacant spaces available during these times.** Toward the end of the day, vacant spaces increase significantly, reaching a peak of 28 spaces at 5:00 PM - 5:30 PM, with occupancy dropping to 33 spaces. This steady availability of vacant spaces across the day highlights the capacity of the parking system to accommodate existing demand while providing sufficient flexibility to absorb any additional parking requirements, including any potential overflow from the proposed development.



3 PROPOSAL

RedSquare Traffic acknowledges that the application seeks approval for the use of the land at 1 Livestock Way for the purpose of an equestrian supplies store. The proposed development will feature a total floor area of 686 sqm, including a small office space, and provide 11 on-site car parking spaces, one of which is designated as accessible.

Key Operational Details:

- Hours and Days of Operation:
 - Monday to Friday: 9:00 AM – 5:30 PM.
 - Saturday: 9:00 AM – 4:00 PM.
 - Sunday: 10:00 AM – 3:00 PM.
- Dispatchments:
 - No dispatchments will occur directly from the site; outgoing post will be managed by the store manager and taken to the post office.
- Maximum number of staff members at any given time – 2.
- Estimated maximum number of patrons at any given time – 8.

Figure 10 illustrates the site plan of the subject site.



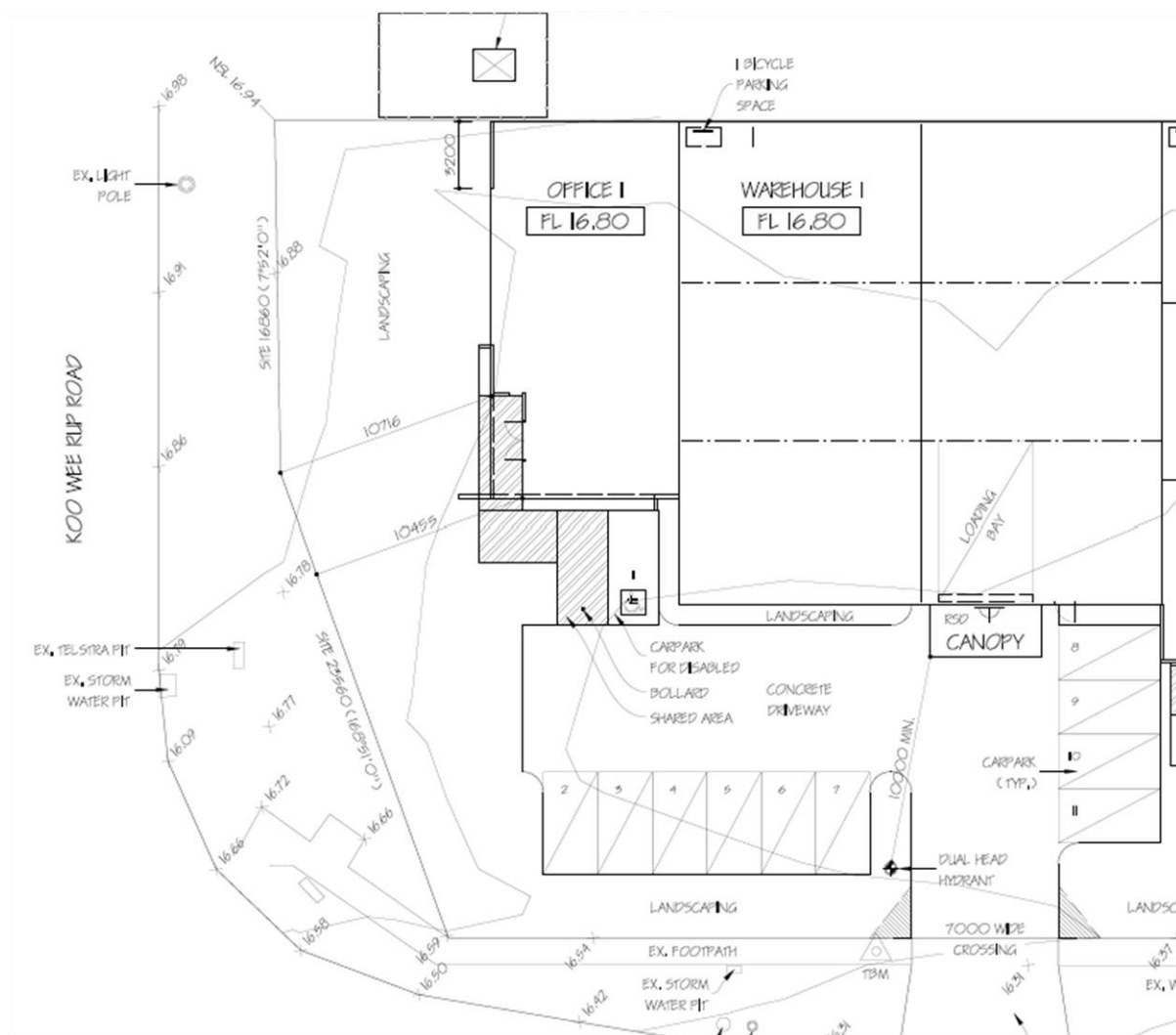


FIGURE 10: SITE DEVELOPMENT PLAN (SOURCE: STEPHEN D' ANDREA PTY LTD)



4 PARKING REQUIREMENTS

4.1 STATUTORY REQUIREMENTS

4.1.1 Car Parking Requirements

The relevant Statutory Car Parking Requirements for this land use proposal are outlined under Clause 52.06 of the Cardinia Shire Planning Scheme. The aims of Clause 52.06 are:

- To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.
- To support sustainable transport alternatives to the motor car.
- To promote the efficient use of car parking spaces through the consolidation of car parking facilities.
- To ensure that car parking does not adversely affect the amenity of the locality.
- To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.

To satisfy the above purpose, Clause 52.06 of the Cardinia Planning Scheme specifies requirements relating to the provision and design of car parking.

Table 1 of Clause 52.06-05 of the Cardinia Planning Scheme outlines car parking rates for various land uses. As the specific land use term 'Equestrian Supplies' is not listed within Table 1, the rate applicable to the parent term 'Restricted Retail Premises' is applied to determine car parking requirements.

Since the subject site is located outside the Principal Public Transport Network (PPTN) of Cardinia, a parking rate of 3 car parking spaces per 100 sqm was applied. Based on a total floor area of 686 sqm, this results in a statutory requirement of 20 car parking spaces. With the provision of 11 on-site parking spaces, a shortfall of nine (9) spaces is identified in relation to the statutory requirements.

4.2 CAR PARKING DEMAND ASSESSMENT

4.2.1 Parking Demand Projections

While statutory requirements (reference rate) identify a need for twenty (20) car parking spaces, the realistic demand is expected to be lower due to the following reasons.



- **Maximum Number of Patrons and Staff on site.**
 - At any given time, the maximum number of staff on-site is two (2), with an anticipated maximum of eight (8) patrons present simultaneously. This results in a total projected parking demand of 10 spaces during peak periods (allocating 1 car per individual), which is notably below the statutory requirement of 20 spaces. The existing on-site provision of 11 spaces is sufficient to accommodate this demand without the need for external parking. Additionally, employee carpooling may further reduce the overall parking requirement, ensuring efficient utilisation of the available spaces.
- **Niche Market and Specialized Customer Base.**
 - The proposed equestrian supplies store caters to a highly specialised clientele, including horse owners, trainers, and riding enthusiasts. This focused customer base significantly reduces the overall demand for parking compared to general retail establishments, which serve a wider audience. Customers of equestrian stores tend to visit with a specific purpose, such as purchasing essential items or collecting pre-ordered goods. These visits are typically pre-planned rather than spontaneous, resulting in a steady and manageable flow of vehicles. Additionally, repeat customers familiar with the store's offerings often make targeted visits, avoiding unnecessary browsing and minimising parking durations.
- **Bulk Purchases Reducing Visit Frequency**
 - Customers of equestrian supplies stores frequently purchase bulky equipment. These products are typically purchased less frequently due to their size and cost, reducing the overall number of visits. Unlike general restricted retail outlets, where short-term parking demand is high due to frequent and casual shopping, equestrian supply purchases are made on an as-needed basis. This behaviour results in planned, predictable customer visits that reduce the strain on available parking spaces.
- **Commercial and Institutional Clients**
 - A significant portion of the store's clientele comprises commercial and institutional customers, including riding schools, equestrian facilities, and training centres. These clients often depend on delivery services for their bulk orders, eliminating the need for on-site parking entirely. For clients who opt to pick up their purchases, visits are typically pre-arranged and scheduled, ensuring that parking demand remains efficient and manageable. This reliance on delivery and coordinated pick-ups further reduces the overall parking requirement.
- **Seasonal and Event-Driven Purchases**



- Equestrian supplies store's client base exhibits purchasing patterns driven by seasonal or event-based needs. For example, customers may stock up equipment ahead of the colder months, resulting in predictable and manageable peaks in demand. Similarly, purchases related to equestrian shows, competitions, or training camps are event-specific and can be anticipated. These patterns allow for effective parking management and reduce the likelihood of unexpected surges in parking requirements.
- **Group Trips and Consolidated Visits**
 - Many customers are part of equestrian networks or clubs, which often coordinate group trips to the store. This results in shared transportation, reducing the number of vehicles requiring parking.
- **Complementary Nearby Businesses**
 - The store's location within an industrial and retail cluster provides opportunities for customers to combine their trips with visits to other nearby businesses. For example, customers may run errands or make additional purchases in the area during their visit to the equestrian supplies store. This combined trip behaviour optimises the use of parking spaces across multiple destinations, reducing the need for dedicated parking at the equestrian supplies store.

Based on the reasons outlined above, we believe that the provision of 11 car parking spaces will sufficiently meet the needs of the proposed equestrian supplies store. The specialised nature of the business, combined with its niche clientele, bulk purchasing habits, and reliance on deliveries, results in significantly lower parking demand compared to a typical retail store. In the unlikely event of an overflow, the availability of unrestricted kerbside parking along Livestock Way and the site's location within an industrial area provide additional support for this reduced parking provision. This approach is practical, aligns with the store's operational needs, and meets the intent of the Cardinia Planning Scheme.

4.3 CLAUSE 52.06-7 RESPONSES

A discussion of the relevant items from Clause 52.06-7 are provided as follows

TABLE 2: CAR PARKING DEMAND ASSESSMENT

No.	Factor	Response
1	The likelihood of multi-purpose trips within the	There is a moderate likelihood that trips to the proposed equestrian supplies store will be combined with visits to other



<p>locality which are likely to be combined with a trip to the land in connection with the proposed use.</p>	<p>nearby businesses or services within the locality. For example, a customer visiting the store to purchase equestrian supplies may also stop by a neighbouring retailer, such as Total Tools Pakenham, or access nearby services like Stubbs Auto for vehicle maintenance. This potential for multi-purpose trips can contribute to a reduction in the parking demand specific to the site, as a single trip serves multiple purposes. The store's location within an industrial and retail precinct supports this behaviour and promotes the efficient use of parking resources.</p>
<p>2 The variation of car parking demand likely to be generated by the proposed use over time.</p>	<p>The car parking demand for the proposed equestrian supplies store is expected to vary over time, influenced by seasonal, daily, and weekly factors. Seasonal peaks may occur during winter months, when customers stock up on feed supplements, or prior to equestrian events, leading to temporary increases in parking usage. Daily demand is anticipated to align with standard business hours, with potential peaks in the morning and late afternoon to accommodate the schedules of equestrian professionals and hobbyists. Weekend visits may also see a slight increase as rural and semi-rural customers take advantage of their availability. However, the provision of delivery services and pre-order pickup options is likely to distribute parking demand more evenly, minimising peak congestion. These patterns reflect the specialized nature of the business and support the adequacy of the proposed parking provision.</p>
<p>3 The short-stay and long-stay car parking demand likely to be generated by the proposed use.</p>	<p>The proposed equestrian supplies store is expected to generate predominantly short-stay parking demand, with most customers spending 10 to 30 minutes on-site for routine purchases. Pre-order pickup services will further reduce the duration of these visits, ensuring efficient turnover of parking spaces. Long-stay parking demand will mainly be generated by employees, who are expected to park on-site for the duration of their shifts.</p>



<p>4 The availability of public transport in the locality of the land.</p>	<p>Despite being outside the Principal Public Transport Network (PPTN) of Cardinia, the subject site has access to the Pakenham–Koo Wee Rup bus route, which connects to Pakenham Station. The nearest access point for this service is located approximately 210 meters from the site at the Southeast Boulevard/Healesville–Koo Wee Rup Road intersection. From Pakenham Station, employees and customers can connect to additional bus routes and train services on the Pakenham and Traralgon lines, providing access to the broader region. This connectivity enhances travel options for staff and visitors despite the site's location outside the PPTN.</p>
<p>5 The convenience of pedestrian and cyclist access to the land.</p>	<p>The subject site offers convenient pedestrian access, with footpaths provided on both sides of Livestock Way. These footpaths connect the site to nearby areas, supporting accessibility for employees and customers.</p>
<p>6 The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.</p>	<p>There is no provision for bicycle parking or end-of-trip facilities for cyclists in the locality of the subject site.</p>
<p>7 The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.</p>	<p>Analysis of the car ownership of the households in Pakenham Precinct in 2021 compared to Cardinia Shire shows that 90.7% of the households owned at least one car, while 4.0% did not, compared with 92.4% and 2.5% respectively in Cardinia Shire.</p> <p>Of those that owned at least one vehicle, there was a larger proportion who owned just one car; a smaller proportion who owned two cars; and a smaller proportion who owned three cars or more.</p> <p>Overall, 34.9% of the households owned one car; 37.8% owned two cars; and 18.0% owned three cars or more, compared with 27.7%; 40.4% and 24.4% respectively for Cardinia Shire.</p>



8 Empirical Assessment

Refer to Section 4.3.1 demonstrating supporting data from the previous lane use, a similar business and a case study (also discussed in the addendum).

4.3.1 Comparable Properties

Previous Land uses

According to Google Maps, the subject site was previously used as a Campervan and Caravan Dealer. The most appropriate land use type for this is Restricted Retail Premises, as the specific category "Motor Vehicle, Boat or Caravan Sales" is not listed in the planning scheme. This classification suits the operational needs of the business, which requires significant space for displaying, handling, and storing large items like campervans and caravans.

Based on the statutory parking rate for Restricted Retail Premises, the site's floor area triggers a requirement for 20 parking spaces. With 11 on-site spaces currently available, this results in a shortfall of 9 spaces. However, the site has historically operated with reduced parking without any known issues, suggesting that the current parking provision will be sufficient to meet the needs of the proposed use.

Similar Businesses

As mentioned under land uses in Section 2.2, a similar business, EQ Saddlery Pakenham, operates at 2/3 Southeast Blvd, Pakenham VIC 3810, in close proximity to the subject site. With a floor area of 1,316 sqm, the statutory parking requirement for this business is 39 spaces. However, aerial imagery indicates that this site provides only 34 spaces and operates effectively with minimal reliance on surrounding parking. This demonstrates that businesses of this nature can function efficiently with parking provisions below statutory requirements, supporting the conclusion that the proposed 11 on-site spaces for the subject site will be sufficient to meet the operational needs of the equestrian supplies store.

Case Study

Refer to the Addendum which discusses a case study where real-world transaction data acquired from the past Narre Warre store indicates a maximum of 8 patrons observed during the busiest day of the year; i.e. Boxing Day. This provides sufficient justification for the maximum of 8 patron numbers quoted parking calculations.



4.4 ADEQUACY OF PARKING PROVISIONS

Based on the operational data related to the proposed development, a realistic demand of 10 parking spaces has been estimated. With the provision of 11 on-site parking spaces, this demand can be fully accommodated without any reliance on street parking. However, in the highly unlikely scenario of an overflow, the ample availability of unrestricted parking along Livestock Way and Exchange Drive can effectively absorb any excess demand, ensuring seamless operation and minimal impact on the surrounding area. Survey data further supports this conclusion, indicating that a minimum of 17 vacant spaces were consistently available along Exchange Drive and Livestock Way at any given time.

4.5 BICYCLE PARKING REQUIREMENTS

The purpose of Clause 52.34 is to encourage cycling as a mode of transport by providing secure, accessible, and convenient bicycle parking spaces along with associated shower and change facilities. However, Clause 52.34 does not specify bicycle parking rates for the land use type Restricted Retail Premises. As a result, a formal bicycle parking requirement is not triggered for the proposed use of the subject site.



5 CAR PARK DESIGN

Clause 52.06 of the Cardinia Shire Planning Scheme specifies design guidelines with respect to accessways, access points and car parking spaces which are relevant to this development.

5.1 DESIGN STANDARD 1 – ACCESSWAYS

Accessways must:

TABLE 3: DESIGN STANDARD 1 REVIEW

Requirement	Design Response
Be at least 3m wide.	Complies. The provided accessways have widths exceeding 6 meters, ensuring compliance with the requirement that accessways must have a minimum width of 3 meters.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2 meters wide.	Complies. At least 4.2m wide at all changes of direction or provides an internal radius of 4m.
Allow vehicles parked in the last space of a dead end accessway in public car parks to exit in a forward direction with one manoeuvre.	Complies. Sufficient space available at the dead-end to allow for comfortable exit movements.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8m.	Not applicable. Overhead obstructions are not found.
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or a Transport	Complies.



Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Accessway are designed such that all vehicles are able to exit the site in a forward direction.
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more carparking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or a Transport Zone 3.	Complies. As the accessway serves ten or more car parking spaces, a passing area is provided at the start of the accessway way that is 7.5m wide.
Have a corner splay or area at least 50 percent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Complies. Appropriate corner splay areas are available.

5.2 DESIGN STANDARD 2 – CAR PARKING SPACES

TABLE 4: DESIGN STANDARD 2 REVIEW

Requirement	Design Response
Car parking spaces and accessways must have minimum dimensions as per Table 2 of Design Standard 2 – Clause 52.20.	Complies. Car parking spaces and accessways meet minimum dimensions specified in Table 2 of Design Standard 2 – Clause 52.06. Where the accessway measures a width of 6.4m and the car parking spaces measure a length of 4.9m and width of 2.6m.



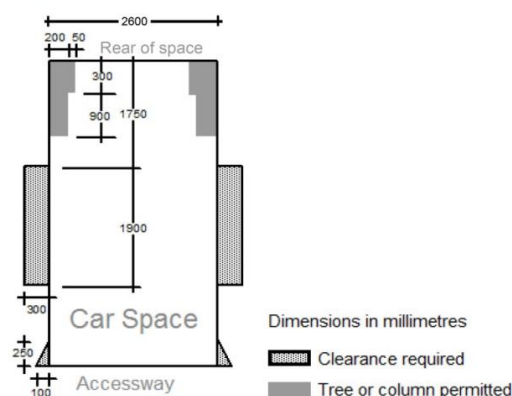
A wall, fence, column, tree, tree guard or any other structure that abuts a car space must not encroach into the area marked 'clearance required' on Diagram 1 – Clearance to car parking spaces (Clause 52.06-9), other than:

- A column, tree, or tree guard, which may project into a space if it is within the area marked 'tree or column permitted' on Diagram 1.
- A structure, which may project into the space if it is at least 2.1 metres above the space.

Complies.

No structures are abutting car spaces nor encroaching on to the areas marked as 'clearance required'.

Diagram 1 Clearance to car parking spaces



Car spaces in garages or carports must be at least 6 metres long and 3.5 metres wide for a single space and 5.5 metres wide for a double space measured inside the garage or carport.

Not applicable.

Car spaces are not provided in garages or carports.

Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.

Not applicable.

Car parking spaces are not provided in tandem.

Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled

Complies.

DDA car parking spaces have been designed and constructed in



carparking spaces may encroach into an accessway
width specified in Table 2 by 500mm.

accordance with the specifications of
AS2890.6.



6 TRAFFIC IMPACT ASSESSMENT

6.1 TRAFFIC GENERATION

With reference to the NSW RTA Guide to Traffic Generating Developments, in the absence of a similar guide specific to Victoria, the peak hour trip generation for hardware and bulky goods stores is typically estimated as follows:

- Site Peak Hour: 4.44 vehicle trips per 100m² of gross leasable floor area (GLFA).
- PM Peak Hour: 1.63 vehicle trips per 100m² of GLFA.
- Daily: 26.10 vehicle trips per 100m² of GLFA.

However, the proposed development operates differently from a typical restricted retail premises due to its niche clientele and specialised operations. As such, trip generation has been estimated using first principles to better reflect the specific characteristics of this use.

When estimating the parking demand for the proposed development, it was determined that 10 spaces would be adequate. However, data from the former Narre Warren store indicates that peak customer numbers could reach approximately 17-19 per hour, based on observations from its busiest day of the year (December 26, 2023).

6.2 TRAFFIC DISTRIBUTION

The directional distribution and assignment of traffic generated by the Equestrian Supplies Store are shaped by the surrounding road network, the site's proximity to key arterial roads, and its location within Pakenham. Livestock Way is expected to serve as the primary access route to the site, accommodating both northbound and southbound traffic flows.

Figure 11 highlights the traffic distribution and connectivity of the site at 1A Livestock Way, demonstrating how the surrounding road network facilitates access from the broader Pakenham region. The anticipated directional flows are as follows:

- Eastbound on Livestock Way (70%)
 - Approximately 70% of the total traffic is expected to approach the site from the west, originating from major routes such as Princes Highway, Healesville-Koo Wee Rup Road, and Southeast Boulevard, as indicated in green on Figure 10.
- Westbound on Livestock Way (30%)



- The remaining 30% of the traffic is expected to approach the site from the east, traveling via Exchange Drive, as marked in red on Figure 10.

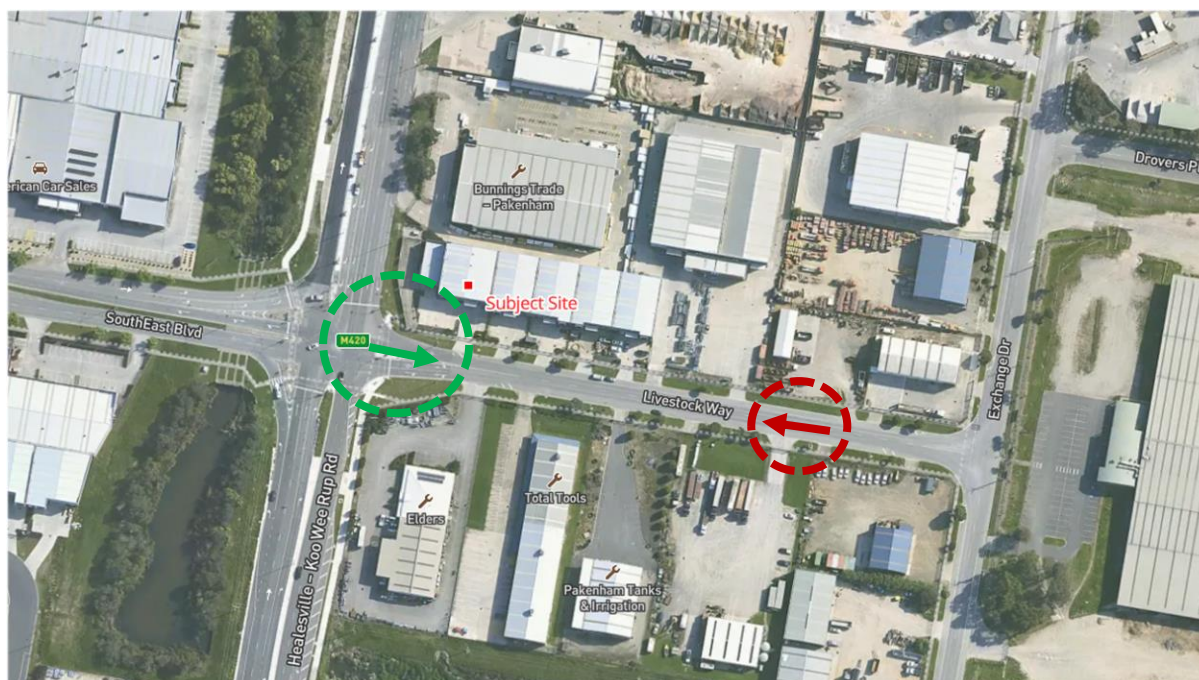


FIGURE 11: PROPOSED ACCESS POINT CONFIGURATION

The projected traffic distribution reflects the efficiency of the surrounding road network in providing balanced and convenient access to the site. This distribution pattern is aligned with the site's strategic position near major arterial roads, ensuring seamless connectivity for patrons and employees.

6.3 TRAFFIC IMPACTS

The proposed development's traffic generation is anticipated to have no significant impact on Livestock Way or its intersections with adjoining streets. Livestock Way currently experiences low traffic volumes, and the additional traffic generated during the site's operating hours will remain well within the capacity of the existing road infrastructure.

As illustrated in Figure 12, data from the Department of Transport and Planning indicates that Healesville-Koo Wee Rup Road accommodates approximately 6,900 vehicles southbound and 7,300 vehicles northbound (AADT) across a typical day. This key arterial road is designed to handle significant traffic volumes efficiently, even during peak periods, without congestion.



Given its function as a primary arterial route, Healesville–Koo Wee Rup Road has sufficient capacity to absorb the additional vehicle trips generated by the proposed development, ensuring minimal impact on overall traffic conditions in the surrounding area.

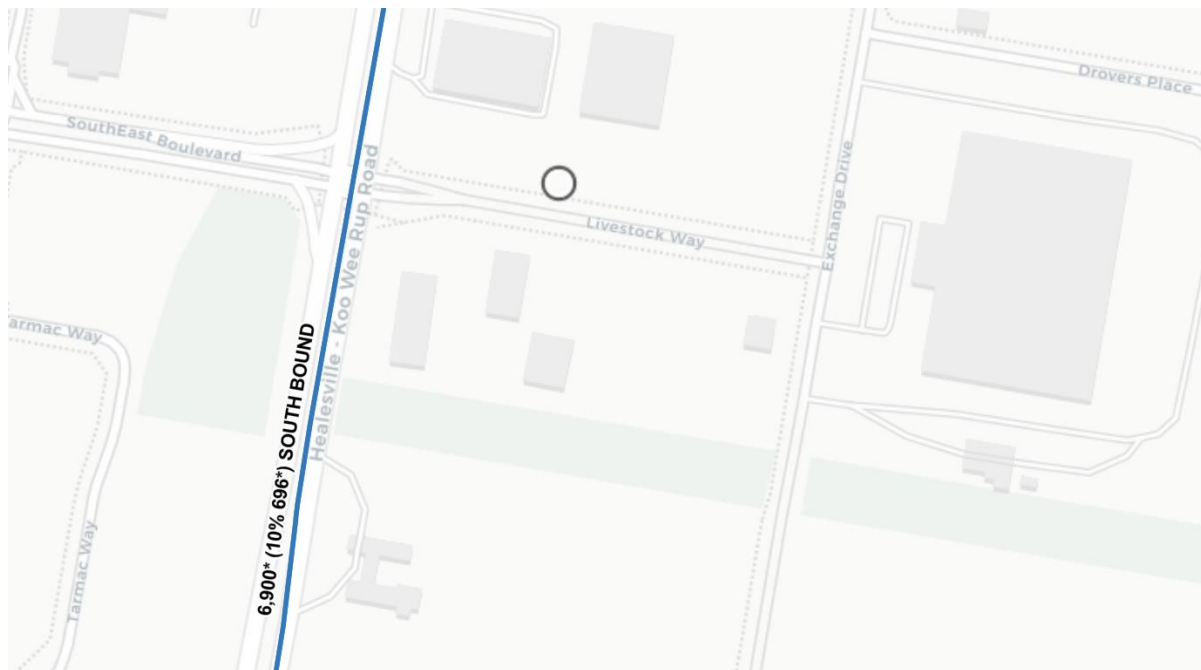


FIGURE 12: VICROADS TRAFFIC VOLUMES – HEATHERTON ROAD

6.4 RECOMMENDATIONS

Based on the assessment of traffic generation, parking demand, and road network capacity, the following recommendations are proposed to support the successful implementation of the proposed development at 1A Livestock Way, Pakenham:

- Clearly mark and allocate the 11 on-site parking spaces amongst staff and visitors to ensure efficient use and minimise vehicle circulation within the site.
- While not mandated by Clause 52.34, the provision of secure bicycle parking spaces can encourage cycling as a sustainable transport option, particularly for local residents.
- Install appropriate traffic control measures, such as clear directional signage at the site entrance and exit, to facilitate smooth vehicle movements and minimise disruptions to the surrounding road network.
- Schedule operational activities, deliveries, and peak staff changes outside typical peak traffic periods on Healesville–Koo Wee Rup Road to reduce strain on this key arterial road.



7 CONCLUSION

RedSquare Traffic has been engaged by [Horseland Saddlery](#) ('Client') to prepare a Traffic Impact Assessment (TIA) for the proposed Equestrian Supplies Store at 1A Livestock Way, Pakenham ('Subject Site', 'Site').

Provided below are the findings of this Traffic Impact Assessment.

- The proposed development provides 11 on-site spaces against a statutory requirement (reference rate only) of 20, resulting in a shortfall of 9 spaces.
- The peak parking demand is estimated at 10 spaces, which aligns with the provision of 11 on-site spaces, resulting in no shortfall.
- However, in the unlikely event of an overflow in parking demand, this can be effectively absorbed by the availability of unrestricted on-street parking along Livestock Way and Exchange Drive.
- Clause 52.34 does not specify bicycle parking rates for Restricted Retail Premises; however, the inclusion of bicycle parking spaces demonstrate a proactive effort to support cycling in line with the development's scale and operational needs.
- The specialised operations, niche clientele, and historical operation with reduced parking suggest that the demand can be effectively managed within the available spaces.
- The proposed car park design complies with the relevant Design Standards of Clause 52.06 and the applicable Clauses of AS2890.1.
- The level of traffic generation is expected to cause no noteworthy impacts to Livestock Way or the intersections and roads in the surrounding area.
- Recommendations to further support the development are provided in Section 6.4.

Subject to any recommendations provided via this assessment report, RedSquare Traffic considers the proposed land use at 1A Livestock Way, Pakenham to be satisfactory under traffic engineering considerations.

RedSquare Traffic Pty Ltd



Dinith (Dane) Wanninayake

Principal Traffic Engineer



B.Eng. (Civ)(Hons)/B.Com – Monash University

DoT (VIC) & TMR (QLD) Accredited Senior Road Safety Auditor

DoT (VIC) Recommended Safe System Assessor

23 March 2025

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23 March 2025

From: Dinith (Dane) Wanninayake of RedSquare Traffic

To: Cardinia Shire Council

C/- Canter Town Planning

Subject: 1A Livestock Way, Pakenham

I have prepared this addendum to address Item 5a of the Request for Further Information (RFI) issued by the Shire of Cardinia regarding Planning Permit Application No. T250053 PA. The RFI outlines the following traffic engineering-related concerns raised by the Shire:

- An updated Traffic Impact Assessment (“TIA”) including:
 - A Car Parking Demand Assessment (CPDA) including an empirical assessment or case study, in accordance with the requirements of Clause 52.06-7 (Car Parking).
- Preliminary Assessment Concerns (Car Parking Reduction):
 - Council notes a substantial reduction (9) to the required number of car parking spaces (20) is proposed as part of the application. Although noted the submitted Traffic Impact Assessment (TIA) includes a section labelled ‘Car Parking Demand Assessment’ (CPDA), this section does not include an empirical assessment or case study predicting patronage or car parking demand for the proposed use. It is strongly encouraged to undertake a case study, given the proposed use has other locations that are operating in the Melbourne area. It is further noted the TIA infers that the maximum number of patrons proposed for the use is eight (8). Given the nature of the use, Council is not willing to include a condition on permit (should one issue in future) restricting customer numbers, as it is not considered to be enforceable. While staffing numbers are considered a more operational requirement (and therefore easily controlled), restriction on patron numbers is not. Even if a maximum occupancy is proposed, patrons queuing outside the building (waiting to enter) must still ‘park’ in the surrounding area. It is therefore strongly encouraged to reconsider the CPDA – without a patron limitation. Alternatively, it is encouraged to provide further



justification (in the form of a case study) as to why the maximum patronage (customers) of the site will be eight persons. Please note if the TIA is not substantially revised in response to the above, the proposal is unlikely to be supported by Council.

RFI Responses

To address these concerns, RedSquare Traffic has collaborated closely with Horseland Saddlery Pty Ltd to conduct a comprehensive analysis of past patron numbers (2023-24 FY) at another Horseland Saddlery location (420 Princes Highway, Narre Warren).

Note: The Narre Warren Store (420 Princes Highway, Narre Warren) was destroyed by fire on August 28, 2024. The proposed store at 1A Livestock Way, Pakenham, serves as its replacement. Since both locations are within the same area, it is anticipated that former Narre Warren customers will transition to shopping at the Pakenham store.

This analysis provides strong justification for the maximum of eight patrons cited in the original Traffic Impact Assessment (TIA). Due to the extensive volume of raw data collected (exceeding 5,000 pages), we have provided a summarised version highlighting the relevant details. However, the raw data can be made available upon request if needed.

Following the Council's advice, Horseland Saddlery has compiled a detailed breakdown of customer attendance data covering various days throughout the year. The data indicates that December 26 (Boxing Day) was the busiest day in the past year, with Saturdays consistently being the busiest day of the week.

The records confirm that customer attendance at any given time has never exceeded the eight-patron limit outlined in the TIA. The highest recorded attendance was eight customers on December 26, 2023, at 1:00 PM. Notably, Horseland Saddlery's peak periods typically occur on weekends and Boxing Day, when street parking remains largely available. However, reliance on street parking is not necessary in this case.



Busiest day of year 26th December 2023					
Time	Count of Customer No.	Transaction timeline over the hour			
		15mins	30mins	45mins	60mins
10am	17	6	3	3	5
11am	19	4	6	3	6
12pm	12	5	4	3	0
1pm	16	8	2	2	4
2pm	17	5	2	8	2
3pm	10	6	2	1	1
Total customers	91				

Busiest day in June 29th June 2024					
Time	Count of Customer No.	Transaction timeline over the hour			
		15mins	30mins	45mins	60mins
10 AM	6	0	2	0	4
11 AM	12	2	2	3	5
12 PM	13	2	3	2	6
1 PM	7	1	2	1	3
2 PM	2	0	2	0	0
3 PM	8	0	2	1	4
4 PM	5	0	1	1	2
5 PM	3	2	0	0	0
Total customers	56				

FIGURE 1: DATA PROVIDED BY THE CLIENT FROM A COMPARABLE STORE – NARRE WARREN



	11 AM	4	0	4	3	17		
	12 PM	3	3	5	4	15		
	1 PM	5	3	6	3	17		
	2 PM	4	1	4	3	12		
	3 PM	4	3	4		11		
	4 PM	2	1	2		5		
23/12/2023 Total		25	19	29	16	89		
Ⓢ 24/12/2023	10 AM	3	2	3	2	10		
	11 AM	2	3	1	3	9		
	12 PM	3	1	3	2	9		
	1 PM	6	1	5	1	13		
	2 PM			2	3	5		
	3 PM		1	2	4	7		
24/12/2023 Total		14	8	16	15	53		
Ⓢ 26/12/2023	10 AM	3	6	3	5	17		
	11 AM	6	4	3	6	19		
	12 PM	4	5	3		12		
	1 PM	2	8	2	4	16		
	2 PM	3	5	7	2	17		
	3 PM	2	6	1	1	10		
26/12/2023 Total		20	34	19	18	91		
Ⓢ 27/12/2023	9 AM				2	2		
	10 AM		3	2	1	6		
	11 AM	2	1	1	1	5		
	12 PM	1	4	3	2	10		
	1 PM		3	3		6		
	2 PM	5	3	3	2	13		
	3 PM	4	2	3	2	11		
	4 PM	2	2	1		5		
	5 PM		2			2		
27/12/2023 Total		14	20	16	10	60		
Ⓢ 28/12/2023	9 AM	1		1		2		
	10 AM		1	2	1	4		
	11 AM	1	2	4	2	9		
	12 PM	5		2	4	11		

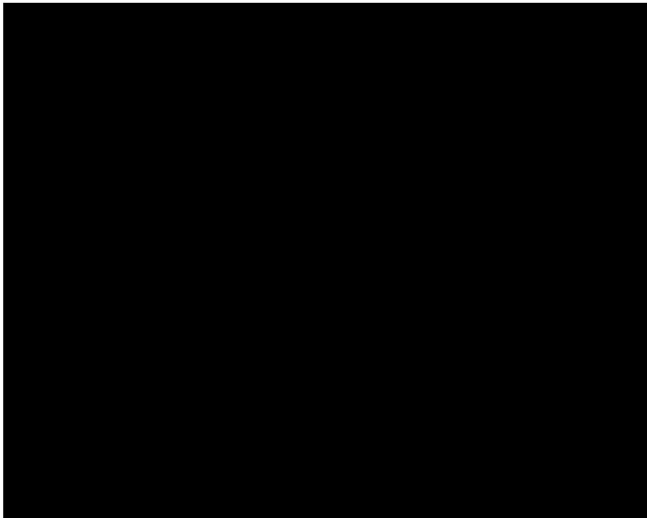
FIGURE 2: BUSIEST DAY OF THE YEAR - 26 DECEMBER 2023 (COLUMNS CORRESPOND TO 15-MIN INTERVALS)

It is important to emphasise that this data is not a projection but actual real-world data obtained directly from a transaction register. As such, the information is accurate and reliable for assessing the car parking demand at 1A Livestock Way, Pakenham.

On this basis, I am confident that car parking will not be an issue at 1A Livestock Way, Pakenham.

RedSquare Traffic Pty Ltd







RedSquare Traffic

Creativity in Transport Engineering

1A Livestock Way, Pakenham Waste Management Plan



Prepared for Horseland Saddlery Pty Ltd

09 April 2025

Reference J787RT1070-0125

REVISION HISTORY

REVISION No.	DATE	PREPARED BY	REVIEWED BY	APPROVED FOR ISSUE BY
1.0	20/03/2025	Dinuka K.	Dane W.	Dane W.
2.0	09/04/2025	Dinuka K.	Dane W.	Dane W.

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Horseland Saddlery Pty Ltd09 April 2025

The information presented in this document shall remain the property of: **Horseland Saddlery Pty Ltd** only.

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1 INTRODUCTION

RedSquare Traffic has been engaged by [Horseland Saddlery Pty Ltd](#) ('Client') to prepare a Waste Management Plan in relation to the proposed Equestrian Supplies Store at 1A Livestock Way, Pakenham ('Subject Site', 'Site').

On 3rd of March 2025 Cardinia Shire Council issued a Request for Further Information (RFI) pertaining to Application No T250053, requesting the following:

A Waste Management Plan prepared by a suitably qualified professional, including:

- Anticipated volumes of waste and/or recycling that will be generated and how they are calculated.
- The type, number, size and volume of waste bins.
- The type and size of truck(s) required for waste collection, including swept path diagrams for the relevant waste collection vehicle(s) showing the vehicle entering and exiting the site in a forwards facing direction.
- A plan (drawn to a stated scale) detailing adequate areas for waste bin storage (internal to the existing building) and collection for the required type and number of bins.
- Details of the intended frequency of waste collection.

The report reviews the waste management strategies for the development, estimates the waste and recyclable volumes, reviews the on-site bin provision and assesses the proposed removal of waste from the site.

This Waste Management Plan does not cover waste management during the construction phase of the development but outlines how the development will manage waste during its occupation and operation.

1.1 REFERENCES

The following documents have been reviewed and referred to in this report:

- Waste Management and Recycling in Multi-Unit Developments – Better Practice Guide – Sustainability Victoria.



- Waste guidelines for new residential, commercial and mixed-use developments – Cardinia Shire Council (2020).
- Waste and Recycling Guide - Cardinia Shire Council.



2 LAND USE

The subject site, located at 1A Livestock Way, Pakenham, falls under the jurisdiction of the Cardinia Shire Council. The site's frontage extends along Livestock Way to the south, situated between Healesville-Koo Wee Rup Road to the west and Exchange Drive to the east, as illustrated in Figure 1. Currently, the site is part of a warehouse complex consisting of five warehouses, with access provided via a crossover connected to Livestock Way. The subject site includes on-site car parking provisions comprising 11 spaces.

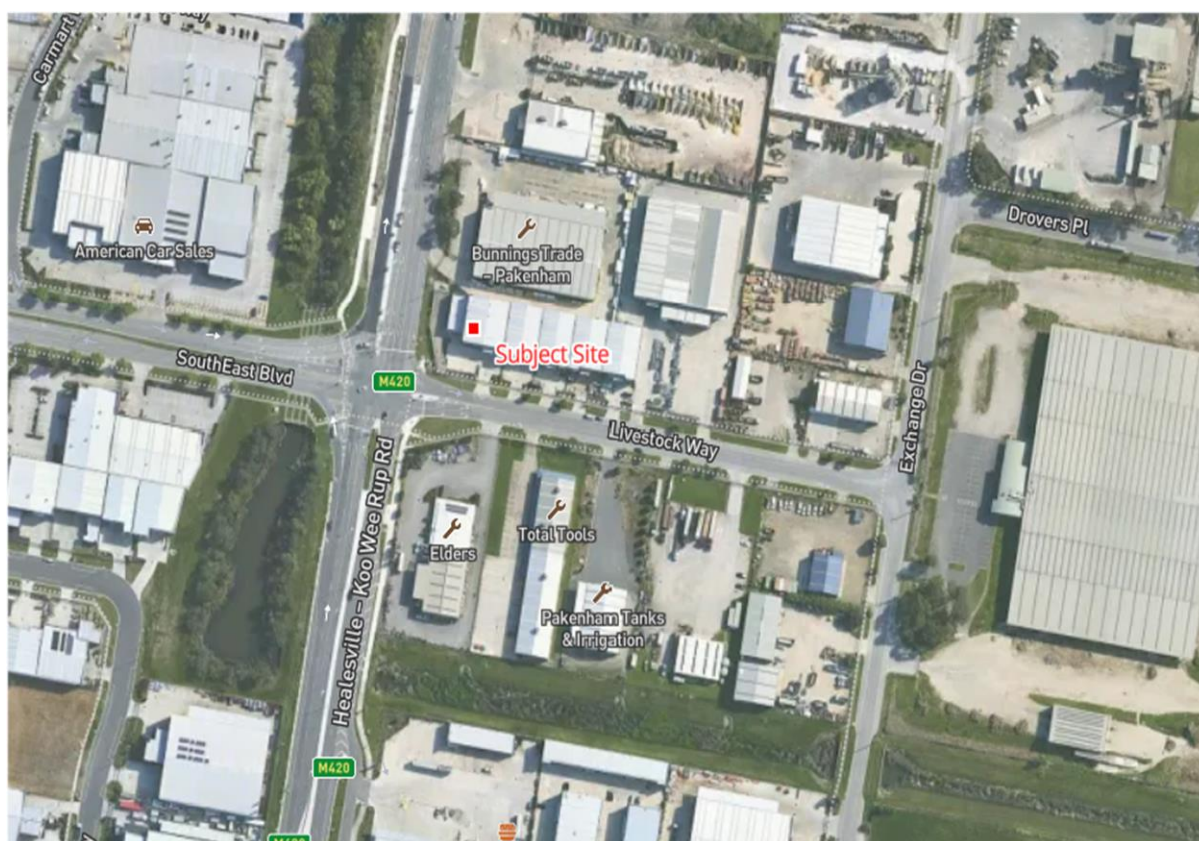


FIGURE 1: AERIAL VIEW OF SUBJECT SITE (METROMAP)

Figure 2 provides an image of the subject site captured during the site inspection.





FIGURE 2: STREET VIEW OF THE SITE (SOURCE: GOOGLE MAPS)

RedSquare Traffic acknowledges that the application seeks approval for the use of the land at 1 Livestock Way for the purpose of an equestrian supplies store. The proposed development will feature a total floor area of 686 sqm, including a small office space, and provide 11 on-site car parking spaces, one of which is designated as accessible.

Key Operational Details:

- Hours and Days of Operation:
 - Monday to Friday: 9:00 AM – 5:30 PM.
 - Saturday: 9:00 AM – 4:00 PM.
 - Sunday: 10:00 AM – 3:00 PM.
- Dispatchments:



- No dispatchments will occur directly from the site; outgoing post will be managed by the store manager and taken to the post office.
- Maximum number of staff members at any given time – 2.
- Maximum number of patrons at any given time – 8.

Being a commercial premises, the business will need to rely on the services of a Private Waste Collection Contractor, as opposed to Council Collection.



3 PROPOSED WASTE SYSTEM

3.1 WASTE GENERATION

Due to the unique nature of the industry and the availability of directly relevant data from the Narre Warren Store, we have established custom waste generation rates. Currently, Veolia Waste handles waste collection for all Horseland Saddlery locations, covering approximately 11 stores in Victoria, 8 in New South Wales, 4 in Queensland, 2 in Tasmania, and 2 in South Australia.

Note: The Narre Warren Store (420 Princes Highway, Narre Warren) was destroyed by fire on August 28, 2024. The proposed store at 1A Livestock Way, Pakenham, serves as its replacement. Since both locations are within the same area, it is anticipated that former Narre Warren customers will transition to shopping at the Pakenham store.

Under the existing contract, the Narre Warren store had one 1100L bin and one 3000L (3 cubic meter) bin, both collected twice a month—on Tuesdays and Wednesdays, respectively. General waste at these locations primarily consists of plastic packaging removed from products for display, with minimal food waste and beverage containers from staff lunches.

Based on the acquired data, the estimated waste generation calculations are outlined below.

TABLE 1: DAILY WASTE GENERATION RATES

Land Use	Garbage	Recycle
	10L/100sqm floor area/ per day	40L/100sqm floor area/ per day
Equestrian Supplies Store		
Area: 686 sqm	69L/day	275L/day
	1035L/15 days (half a month)	Between 825L-1100L/3-4 days (half a week)

Note: None of the existing Horseland Saddlery locations utilise FOGO or Glass bins. As a result, providing these bins is considered unnecessary. The industry is unlikely to generate significant



amounts of FOGO or Glass waste, and any minimal waste of this type can be managed through standard Garbage and Recycling bins as needed.

Waste collection services shall be undertaken by a private contractor and shall be engaged by the operators. Based on the rates specified in Table 1, the bin system developed for the proposed development is outlined in Table 2.

3.1.1 Hard Waste

Hard waste collection for commercial properties is not offered by Cardinia Shire Council. Therefore, any hard waste collection will have to be arranged via a private contractor. An Equestrian Supplies Store is unlikely to generate hard waste on a regular basis. Therefore, when required, the Operator shall engage the service of a private contractor for any hard waste removal.

3.1.2 E-Waste

Electronic waste, or 'e-waste', describes electrical or electronic equipment with a power cord or battery (including batteries) at the end of its useful life and covers a range of electronic items including televisions, computers, mobile phones, kitchen appliances and white goods.

An Equestrian Supplies Store of this nature is unlikely to generate notable amounts of e-waste on a regular basis. Thus, if required, the Operator shall engage the service of a private contractor for any e-waste removal.

3.1.3 Green Waste

All green waste can be accommodated by the proposed FOGO bin provisions. However, any landscaping shall be maintained by a private contractor arranged by the Operators. The private contractor will be responsible to remove any generated green waste.

3.2 WASTE DISPOSAL & STORAGE

Council kerbside pickup is not feasible for this development as outlined in Section 2. Thus, waste collection will be conducted via a private waste collection contractor and no waste bins will be kept on Livestock Way without prior written consent of the responsible authority.

The Operator of the development shall choose a private waste collection provider, negotiate a service agreement and pay for these services. It is expected that the building owner still pays the standard municipal rates irrespective of whether the collection services are provided by Council.



Table 2 outlines the types and number of bins proposed for this development.

TABLE 2: PROPOSED BIN SYSTEM

Waste Stream	Quantity	Bin Quantity	Bin Litres	Collections
Garbage	1035L/15 days (half a month)	1	1100L	2 per month
Recycling	Between 825L- 1100L/3-4 days (half a week)	1	1100L	2 per week
Total	-	2	Varies	Varies

3.2.1 Proposed Bin Configuration

All waste bins are to be positioned within the premises as depicted in the floor plans, ensuring clear access and minimal disruption operations. The required bin types include:

- Garbage Bin – 1 x 1100L MGB; and
- Recycle Bins – 1 x 1100L MGB.

To allow for easy transferability, Mobile Garbage Bins (MGBs) have been recommended. The bins are to have permanent well-fitting lids and conform to appropriate Australian Standards. It is recommended that all bins are fitted with signage shown in Figure 4.





FIGURE 3: SIGNAGE FOR BINS

Typical dimensions of the chosen bin types are provided below:

- 1100L Bin – 1370mm (H) x 1070mm (D) x 1070mm (W).

Operators are responsible for confirming with the waste collection contractor, the allowable materials which can be deposited in the respective bins for collection. General waste shall be placed in tied plastic bags and stored within waste bins, while all recyclables including loose paper, cardboard, glass, aluminium etc. must be placed in the recycling bin without plastic bags.

Red bins are for garbage, yellow bins are for recycle waste and green bins are for food and organics. Thus, it is encouraged that the private waste collection contractor applies a similar, consistent methodology, where feasible. Whilst this is a recommendation, the colour scheme could vary and be in compliance with AS4123.7.

Operator is to ensure that:



- All waste placed in the waste bin is wrapped or in plastic bags;
- The bins are not overloaded, and the lids can be fully closed;
- Waste and recycling is not forced into the respective bins as it may jam in the bin and not be emptied;
- The bins are regularly cleaned.

The cleaning of bins is the responsibility of the Operator. If any bins need replacing or fixing, then the cost associated with this, if any, is to be borne by the Operator. Waste or recyclables which exceed the capacity of the bins provided need to be disposed of via an appropriate disposal method by the owner.

3.2.2 Bin Storage Areas

All waste bins will be located within the “back of house area”, as shown in the floor plans. This space serves as a storage area and will be accessible exclusively to staff. As an additional safety measure, bin transfer should always be encouraged to be conducted during off-peak periods.

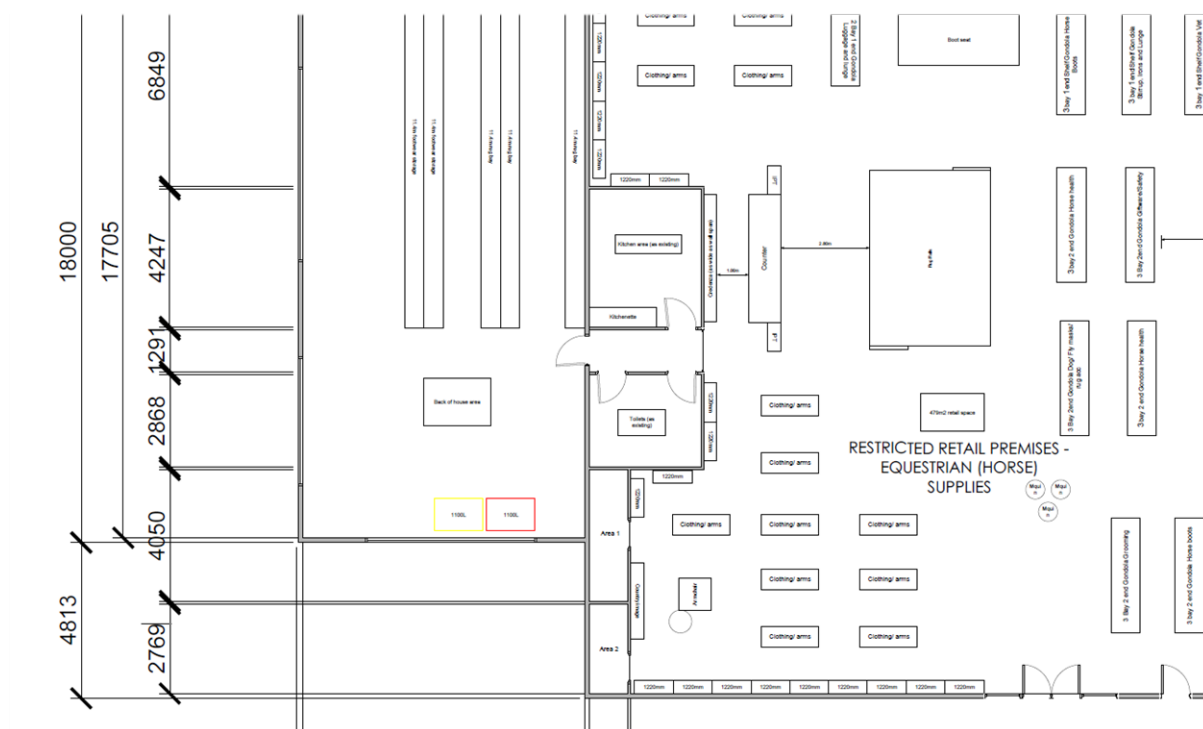


FIGURE 4: BIN STORAGE LOCATION (SCALED DIAGRAM)



4.3 CONTRACTS

The Operator is to enter into, and maintain, a valid contract with a contractor to provide a waste collection service for the facility. The contract is to specify the collection of garbage (1 x 1100L bin), recycling (1 x 1100L bins), through internal waste collection within the land.

The contract will allow for the following:

- Emptying of garbage bins once a fortnight (two times per week), on specified days;
- Emptying of recycling bins twice a week, on specified days.
- Emptying of e-waste/hard-waste, as required.

All bin collections are encouraged to be completed **between 8:00 am and 8:30 am** on the specified days to minimise disruption. These times are in accordance with EPA guidelines, where collection times must occur between 7:00am and 8:00pm for Monday to Saturday, and between 9:00am and 8:00pm for Sundays and public holidays.

Note: The facility will open to customers at 9:00 AM. Bin collection will take place between 8:00 AM and 8:30 AM to ensure the car park remains mostly empty, allowing the truck to enter and exit in a forward direction by using the available parking spaces for turning around.



4.4 BIN COLLECTION

The waste collection will be undertaken by Veolia's Rear Lift Vehicle (8.9m in length) which is suitable for commercial waste collection where the pick-up site has limited access or space, and for collections of 120-1100L bins (Source: Veolia).



FIGURE 5: VEOLIA'S REAR LIFT TRUCK

The collection vehicle will enter the site via the vehicle crossing on Livestock Way, collect the bins, turn around, and exit the site in a forward direction. As mentioned above, bin collection will occur between 8:00 AM and 8:30 AM to ensure the car park is largely vacant, allowing the truck to manoeuvre and exit forward by utilising the available parking spaces for turning. Once the bins are emptied, the waste collection contractor is responsible for returning them to their original positions.



5 OTHER CONSIDERATIONS

5.1 NOISE

Being located within the ground level, noise associated with the waste disposal process shall be minimal.

5.2 CLEANING FACILITIES

It is recommended to provide the storage with hot and cold water taps for cleaning purposes. The area shall be appropriately drained and completely isolated from stormwater. Alternatively, this service can be obtained off-site through a contractor.

5.3 WASTE TRANSFER

Garbage shall be placed within tied plastic bags prior to transferring into the collection bins. Cardboard shall be flattened, and recycling containers un-capped, drained and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

5.4 RESPONSIBILITY

The development's Operator shall be responsible for cleaning and maintaining the bin storage area. This will involve using the provided facilities to clean the enclosure and bins. Management shall also be responsible for Council dealings, including, but not limited to:

- Ordering initial bins;
- Ordering replacements or additional bins; and
- Organising Council clean-ups or other special services.

Prior to moving in, management shall provide the owner with information regarding the adopted waste management system.



5.5 COMMUNICATIONS

Prior to moving in, management shall provide employees and relevant personnel with information regarding the adopted waste management system. A copy of the endorsed Waste Management Plan should be provided to the occupants and owners and during any ownership changes. For any further information, staff members must have a direct point of contact with the relevant personnel within the Operators/Management.

To allow for changes in occupancy, the Owners/Operators must ensure the endorsed WMP is provided to all relevant personnel on an annual basis.

To ensure all staff members are aware of their responsibilities regarding waste and bin management, an information package must be provided, including the following information:

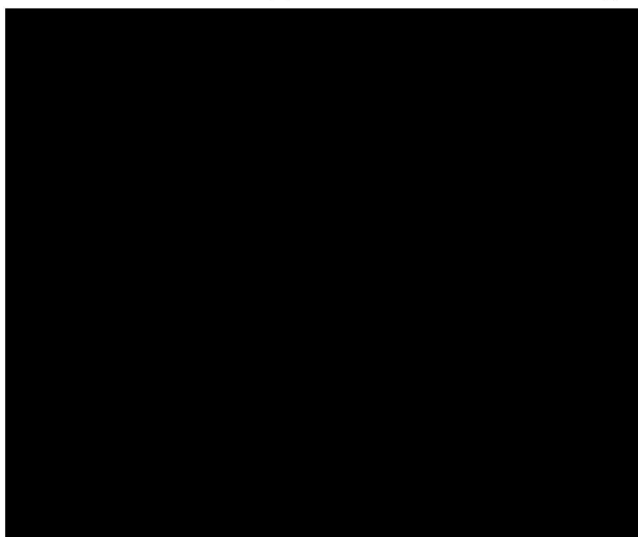
- A copy of this Waste Management Plan;
- Methods and techniques for waste reduction and minimisation;
- Information regarding bin collection days and requirements;
- Responsibilities with regard to bin usage, storage, and collection; and
- Responsibilities with regard to litter and waste removal from the common property.

Operator is responsible for ensuring this information is prepared and distributed to all relevant personnel and subsequent occupiers where tenancy/occupancy changes.



6 SUMMARY

We trust that the information provided within this report sufficiently outlines the on-going waste management strategy to be adopted by the development. Should Council require further information or clarification, please contact the undersigned.



7 OVERALL PLAN

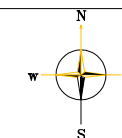
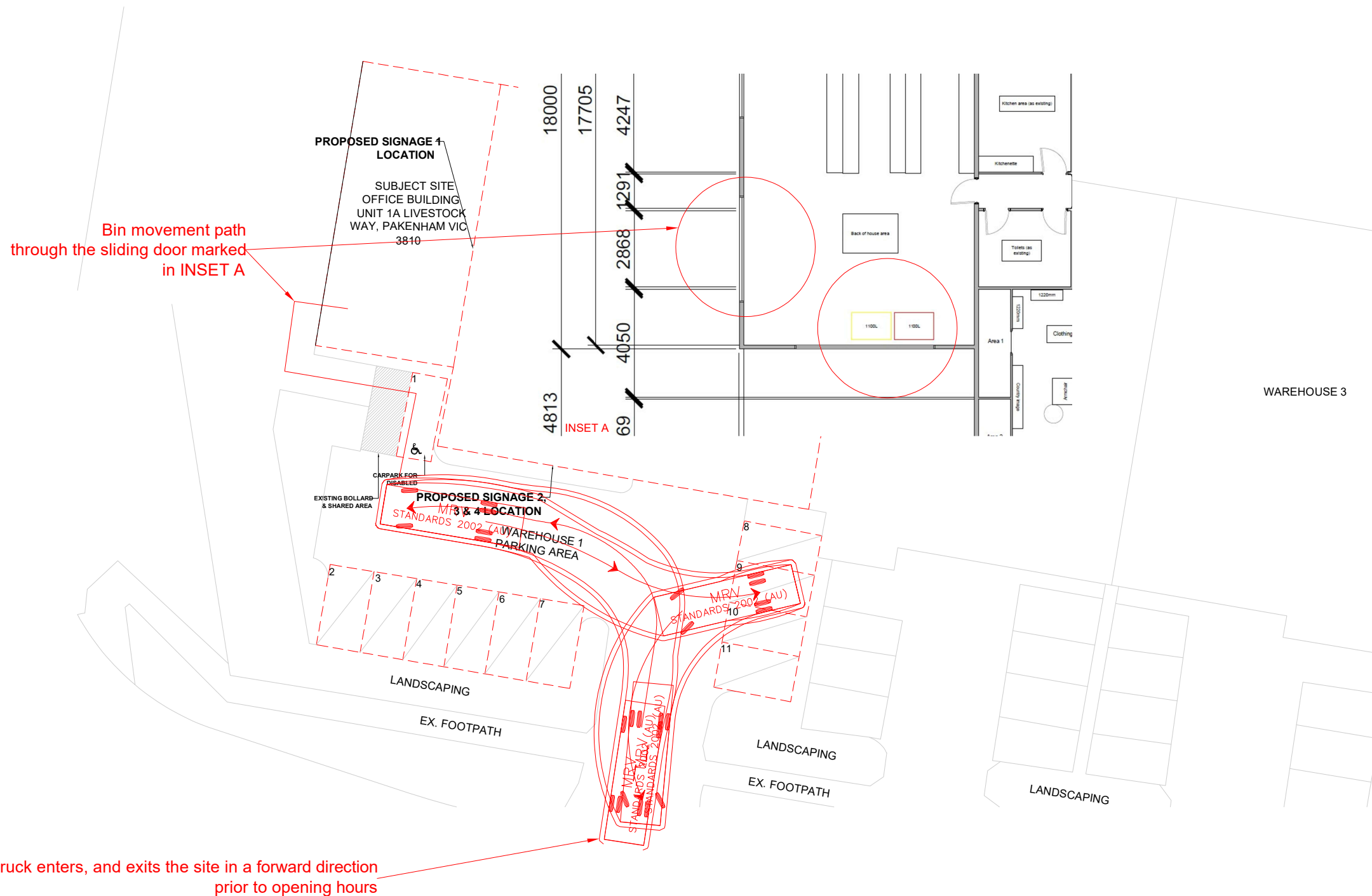
REDSQUARE TRAFFIC

mail@redsquaretraffic.com.au

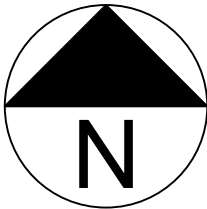
03 7036 6734 | Suite 36/11, Wilson Street, South Yarra

www.redsquaretraffic.com.au





A	Final	DW	09/04/2025



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info@cantertownplanning.com.au
TURNING PLANS INTO PLACES, DREAMS
INTO SPACES

PROJECT ADDRESS:

**1a LIVESTOCK WAY, PAKENHAM,
VIC 3810**

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DRAWING TITLE:

LOCATION PLAN

STATUS:

SCALE	DRAWN	COORDINATED	CHECKED	DATE
1:200 @ A3	K.M.	D.C.	D.C.	11/04/2025
REFERENCE		DRAWING NO.		ISSUE
		A01		P13

PROPOSED SIGNAGE 1
LOCATION

SUBJECT SITE
OFFICE BUILDING
UNIT 1A LIVESTOCK
WAY, PAKENHAM VIC
3810

SUBJECT SITE
WAREHOUSE BUILDING
UNIT 1A LIVESTOCK
WAY, PAKENHAM VIC
3810

WAREHOUSE 2

WAREHOUSE 3

EXISTING BOLLARD
& SHARED AREA

CARPARK FOR
DISABLED

PROPOSED SIGNAGE 2
WAREHOUSE 1
PARKING AREA

LANDSCAPING

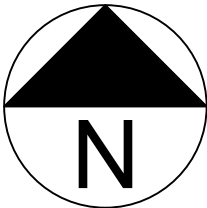
EX. FOOTPATH

LANDSCAPING

EX. FOOTPATH

LANDSCAPING

WAREHOUSE 1		
AREA	m ²	SQ
SUPPLIES AREA	470.96	
KITCHEN AREA	14.69	
TOILET	9.92	
AREA 1	4.83	
AREA 2	3.30	
TOTAL	503.70	
OFFICE 1		
AREA	m ²	SQ
TOTAL	154.40	
PROPERTY SCHEDULE		
AREA	m ²	SQ
WAREHOUSE	503.70	
OFFICE	154.40	
TOTAL	658.10	
THE OFFICE + WAREHOUSE COMPONENT HAS BEEN FULLY CONVERTED TO BE "RESTRICTED RETAIL PREMISES (EQUESTRIAN SUPPLIES)" FOR THE ENTIRE 658.10 sqm		



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DRAWING TITLE:

EXISTING SITE LAYOUT

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SCALE	DRAWN	COORDINATED	CHECKED	DATE
1:200 @ A3	K.M.	D.C.	D.C.	11/04/2025
REFERENCE		DRAWING NO.		ISSUE
		A02		P13

THE OFFICE + WAREHOUSE COMPONENT HAS BEEN FULLY CONVERTED TO BE "RESTRICTED RETAIL PREMISES (EQUESTRIAN SUPPLIES)" FOR THE ENTIRE 658.10 sqm

ALL EXISTING WINDOW IN THE SOUTHERN ELEVATION OF WAREHOUSE 1 IS TO BE REMOVED



SOUTH ELEVATION




WEST ELEVATION




MATERIAL LEGEND:

M1



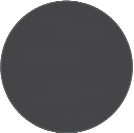
TIMBER DOOR IN BLACK METAL FRAME (OR SIMILAR)

M2



PASSIONATE BLUE RENDER MATTE FINISH (OR SIMILAR)

M3



EXISTING COLOUR ON THE BUILDING WILL REMAIN



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DRAWING TITLE:
ELEVATIONS

STATUS:

SCALE	DRAWN	COORDINATED	CHECKED	DATE
NOT TO SCALE	K.M.	D.C.	D.C.	11/04/2025
REFERENCE	DRAWING NO.			ISSUE
	A04			P13

	m ²	SQ
SIGNAGE 1	7.70	
SIGNAGE 2	5.76	
TOTAL	13.46	

THE OFFICE + WAREHOUSE COMPONENT HAS BEEN FULLY CONVERTED TO BE "RESTRICTED RETAIL PREMISES (EQUESTRIAN SUPPLIES)" FOR THE ENTIRE 658.10 sqm



PROPOSED SIGNAGE 1 (West Facade of Office 1)
1:50
(FRONT OF THE OFFICE SECTION ON THE KOO WEE RUP ROAD SIDE)
NO INTERNAL ILLUMINATION
(STANDARD BUSINESS IDENTIFICATION SIGNS)




PROPOSED SIGNAGE 2 (South Facade of Warehouse 1)
1:30
(OVER THE ROLLER DOOR SECTION & ADJACENT TO PARKING AREA)
NO INTERNAL ILLUMINATION
(STANDARD BUSINESS IDENTIFICATION SIGN)



WEST FACADE
1:250



SOUTH FACADE
1:180

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	THESE DRAWINGS SHALL BE READ IN CONJUNCTION WITH ENGINEERS DRAWINGS & SPECIFICATIONS		1:80 @ A3	K.M.	D.C.	D.C.	11/04/2025
			REFERENCE	DRAWING NO.			ISSUE
				A05	P13		