Notice of Application for a Planning Permit

Cardinia

The land affected by the application is located at:	PT L2 PS334356 V10255 F147 340 Pakenham Road, Pakenham VIC 3810
The application is for a permit to:	Use and Development of a Contractors Depot

A permit is required under the following clauses of the planning scheme:

35.04-1	Use of the land for a Contractor's Depot
35.04-5	Construct a building or construct or carry out works associated with a Contractor's Depot
52.29-2	Create or alter access to a road in a Transport Zone 2

APPLICATION DETAILS

The applicant for the permit is:	BRENDON EGAN
Application number:	T240446

You may look at the application and any documents that support the application at the office of the Responsible Authority:

Cardinia Shire Council, 20 Siding Avenue, Officer 3809.

This can be done during office hours and is free of charge.

Documents can also be viewed on Council's website at cardinia.vic.gov.au/advertisedplans or by scanning the QR code.

HOW CAN I MAKE A SUBMISSION?

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:	27 June 2025

WHAT ARE MY OPTIONS?

Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.

If you object, the Responsible Authority will notify you of the decision when it is issued.

An objection must:

- be made to the Responsible Authority in writing;
- include the reasons for the objection; and
- state how the objector would be affected.

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.

Application is here

1 Application lodged — 2 Council initial assessment — 3 Notice — 4 Consideration of submissions — 5 Assessment — 6 Decision

Cardinia Shire Council

Request to amend a current planning permit application

Cardinia

This form is used to request an amendment to an application for a planning permit that has already been lodged with Council, but which has not yet been decided. This form can be used for amendments made before any notice of the application is given (pursuant to sections 50 / 50A of the *Planning and Environment Act 1987*) or after notice is given (section 57A of the Act).

PERMIT APPLICATION DETAILS

Application No.:	T240446
Address of the Land:	340 Pakenham Road, Pakenham

APPLICANT DETAILS

Name:	[redacted]
Organisation:	3D Design Group
Address:	42b Main Street, Pakenham
Phone:	59414717
Email:	[redacted]

AMENDMENT TYPE

Under which section of the Act is this amendment being made? (select one)	
Section 50 – Amendment to application at request of applicant **before** notice:	☑
Section 50A - Amendment to application at request of responsible authority **before** notice:	☐
Section 57A – Amendment to application **after** notice is given:	☐

AMENDMENT DETAILS

What is being amended? (select all that apply)		
What is being applied for ☑	Plans / other documents ☐	Applicant / owner details ☐
Land affected ☐	Other ☐	

Describe the changes. If you need more space, please attach a separate page.
Use and development for a contactor's depot and alterations and additions to Transport Zone 2 (TRZ2)

Specify the estimated cost of any development for which the permit is required:		
Not applicable ☑	Unchanged ☐	New amount $

DECLARATION

I declare that all the information in this request is true and correct and the owner (if not myself) has been notified of this request to amend the application.

Name:	[redacted]
Signature:	
Date:	

LODGEMENT

Please submit this form, including all amended plans/documents, to mail@cardinia.vic.gov.au

You can also make amendments to your application via the Cardinia ePlanning Portal at https://eplanning.cardinia.vic.gov.au/

If you have any questions or need help to complete this form, please contact Council's Statutory Planning team on 1300 787 624.

IMPORTANT INFORMATION

It is strongly recommended that before submitting this form, you discuss the proposed amendment with the Council planning officer processing the application.

Please give full details of the nature of the proposed amendments and clearly highlight any changes to plans (where applicable). If you do not provide sufficient details or a full description of all the amendments proposed, the application may be delayed.

No application fee for s50/s50A requests unless the amendment results in changes to the relevant class of permit fee or introduces new classes of permit fees. The fee for a s57A request is 40% of the relevant class of permit fee, plus any other fees if the amendment results in changes to the relevant class (or classes) of permit fee or introduces new classes of permit fees. Refer to the *Planning and Environment (Fees) Regulations 2016* for more information.

The amendment may result in a request for more under section 54 of the Act and/or the application requiring notification (or re-notification). The costs associated with notification must be covered by the applicant.

Council may refuse to amend the application if it considers that the amendment is so substantial that a new application for a permit should be made.

Any material submitted with this request, 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*.

PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

100 - Site Context Plan 1 to 1200

1 : 1200

Notes:

OWNER and/or BUILDER to check and verify all dimensions, site levels, grades, roof pitches, etc prior to commencing any works.

Report any discrepancies to 3D Design Group for directions prior to ordering materials and start of building works.

Do not scale drawings, written dimensions are to take precedence over scaled drawings.

Sheet Index

SITE ANALYSIS

SITE AREA	298,600m²
CONTRACTORS DEPOT	8500m²
PERCENTAGE OF THE SITE USED FOR CONTRACTORS DEPOT	2.8%

THE PROPOSED CONTRACTORS DEPOT UTILIZES A SMALL PORTION OF THE SITE

SITE ENTRY FROM PAKENHAM ROAD
ENTRY IS CONSTRUCTED WITH A BITUMEN SURFACE

THE CONTRACTORS DEPOT IS NOT VISABLE FROM PAKENHAM ROAD OR THE ENTRY TO THE SITE

INTERNAL ROAD NETWORK JUST INSIDE THE MAIN ENTRY GATES FROM PAKENHAM ROAD
ENTRY IS CONSTRUCTED WITH A BITUMEN SURFACE

INTERNAL ROAD NETWORK LEADING TOWARDS THE CONTRACTORS DEPOT - DEPOT IS NOT VISIABLE
ENTRY IS CONSTRUCTED WITH A BITUMEN SURFACE

THE INTERNAL ROAD NETWORK ENTERING THE AREA USED FOR THE CONTRACTORS DEPOT

THE CONTRACTORS DEPOT IS GENERALLY HIDDEN BY EARTH BERMS

THE CONTRACTORS DEPOT HAS WELL MAINTAINED GRAVEL HARDSTAND.

Revision: **B**

No.	Date	Description
A	04.09.24	Town Planning Issue
B	13.11.24	Town Planning Re-Issue

3D DESIGN GROUP
Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Site Context 1 to 1200**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**368 Pakenham Road, Pakenham**

Design:	**BE**	Sheet Size:	**A1**
Drawn:	**BE**	Scale:	**1 : 1200**
Checked:	**BE**	Issue:	**Planning**
Date:	**19.09.2024**	Revision:	**B**
Dwg No:	**24-036**	Sheet No:	**A101**

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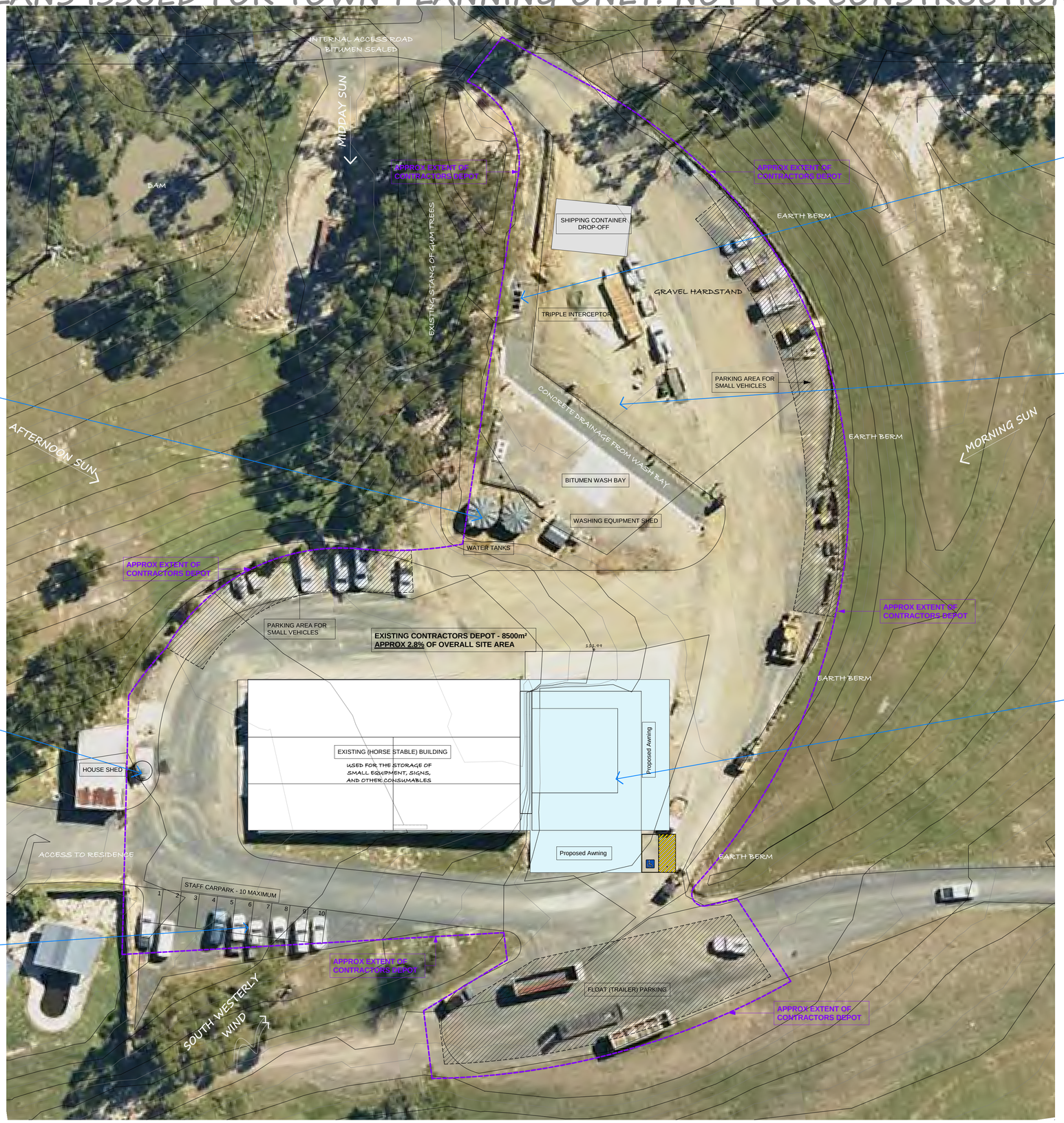
PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

NORTH



EXISTING BITUMEN AND CONCRETE VEHICLE WASH BAY CONNECTED TO A TRIPPLE INTERCEPTOR

EXISTING FUEL TANK

EXISTING STAFF CAR PARKING - MAXIMUM OF 10 CARS GENERALLY STAFF ARE PARKED ALL DAY AS THEY HAVE PICKED UP A WORK VEHICLE FOR THE DAY.

THERE IS A LIMITED NUMBER OF STAFF ON SITE AT ANY TIME.

EXISTING TRIPPLE INTERCEPTOR

EXISTING BITUMEN AND CONCRETE VEHICLE WASH BAY CONNECTED TO A TRIPPLE INTERCEPTOR

EXISTING SHIPPING CONTAINERS AND DOME ROOF TO BE REMOVED AND NOT REUSED ON SITE TO MAKE WAY FOR NEW WAREHOUSE STRUCTURE

THE NEW STRUCTURE WILL ENCLOSE THE WORK AREA AND PROVIDE SUITABLE SHELTER.

100 - Site Context Plan 1 to 200

1 : 300

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A	04.09.24	Town Planning Issue
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3D DESIGN GROUP
Shop 8, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	Site Context Plan
Job:	Contractors Dept
Name:	340 Pty Ltd
Address:	368 Pakenham Road, Pakenham

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Checked:	BE	Issue:	Planning
Date:	19.09.2024	Revision:	B
Dwg No:	24-036	Sheet No:	A102

NORTH

Notes:

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Main Entry Gate - 2020

1 : 400

Main Entry Gate - Current

1 : 400

Revision: **B**

No.	Date	Description
B	13.11.24	Town Planning Re-Issue

Shop 8, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title: **Site Context Plan**

Job: **Contractors Dept**

Name: **340 Pty Ltd**

Address: **368 Pakenham Road, Pakenham**

Design:	BE	Sheet Size:	A1
Drawn:	BE	Scale:	1 : 400
Checked:	BE	Issue:	Planning
Date:	19.09.2024	Revision:	B
Dwg No:	24-036	Sheet No:	A103

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NORTH

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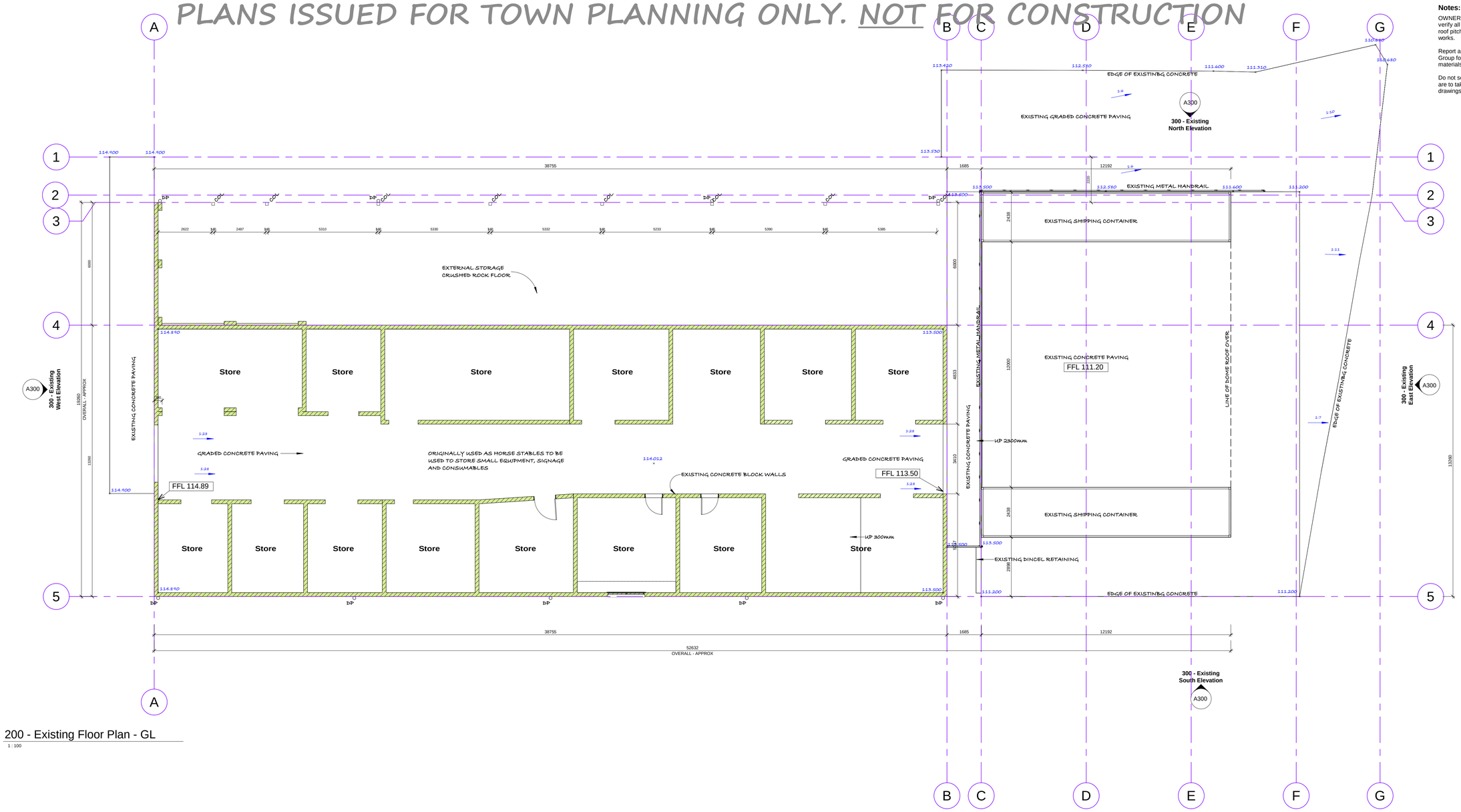

200 - Existing Floor Plan - GL

1 : 100

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Area Schedule - Existing

Name	Area
Existing Stables	510.34 m²
Stable External Cover	316.67 m²
Existing Concrete Hardstand	506.42 m²
	1333.42 m²

Revision: **B**

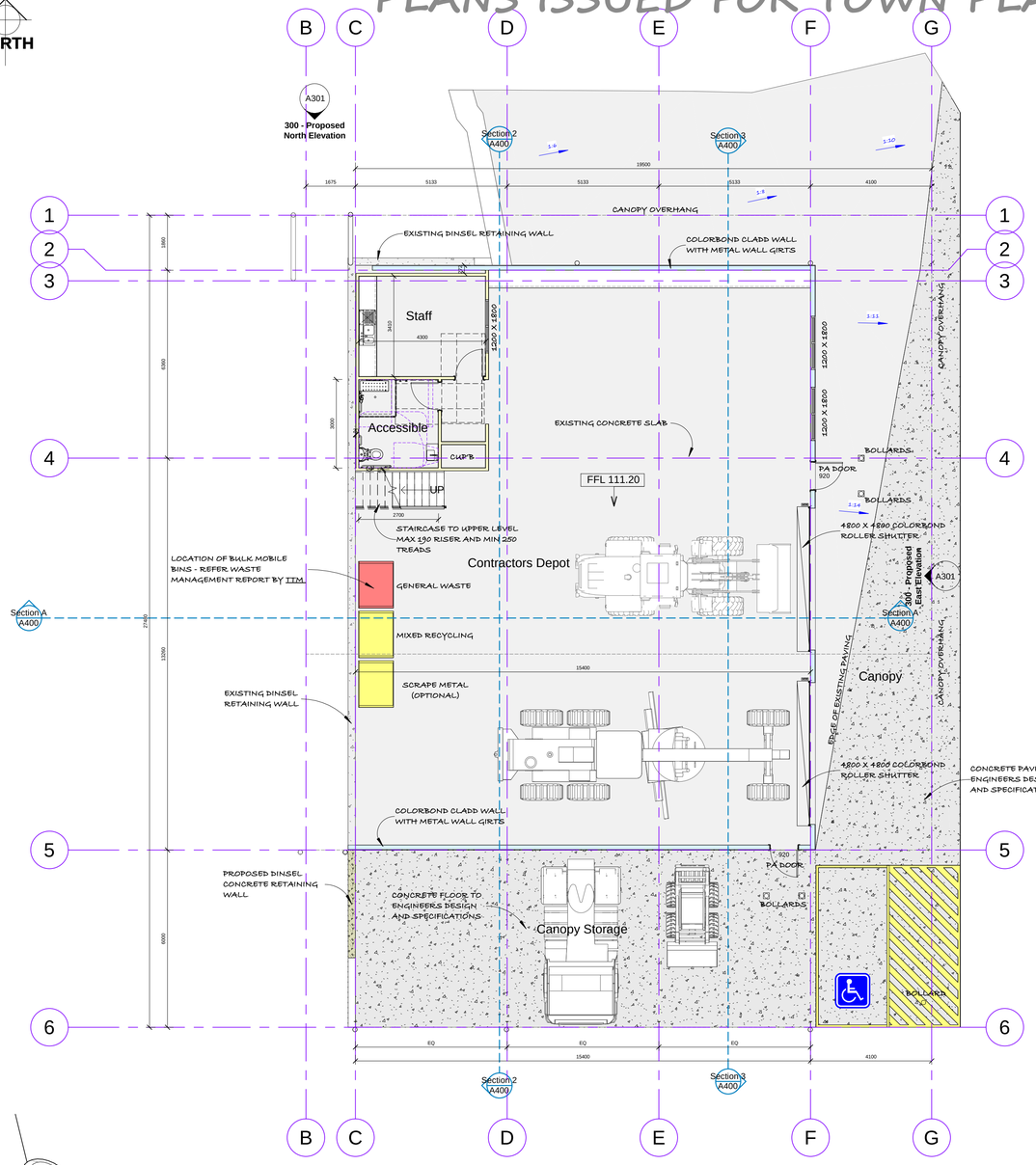
No.	Date	Description
A	04.09.24	Town Planning Issue
B	13.11.24	Town Planning Re-issue

3D DESIGN GROUP
Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Existing Floor Plan - GL**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**368 Pakenham Road, Pakenham**
Design:	**BE**
Sheet Size:	**A1**
Drawn:	**BE**
Scale:	**1 : 100**
Checked:	**BE**
Issue:	**Planning**
Date:	**19.09.2024**
Revision:	**B**
Dwg No:	**24-036**
Sheet No:	**A200**

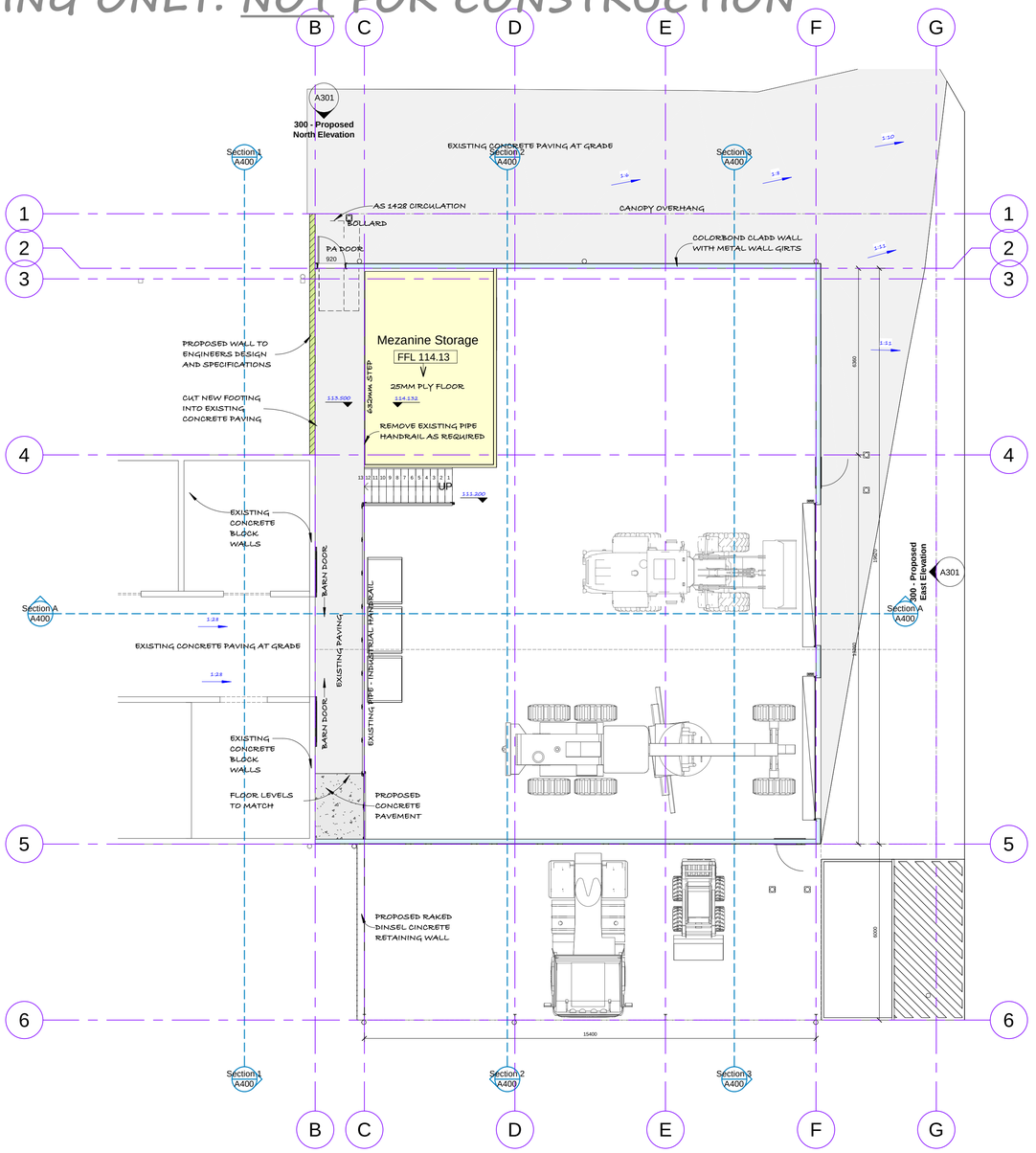
PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

NORTH



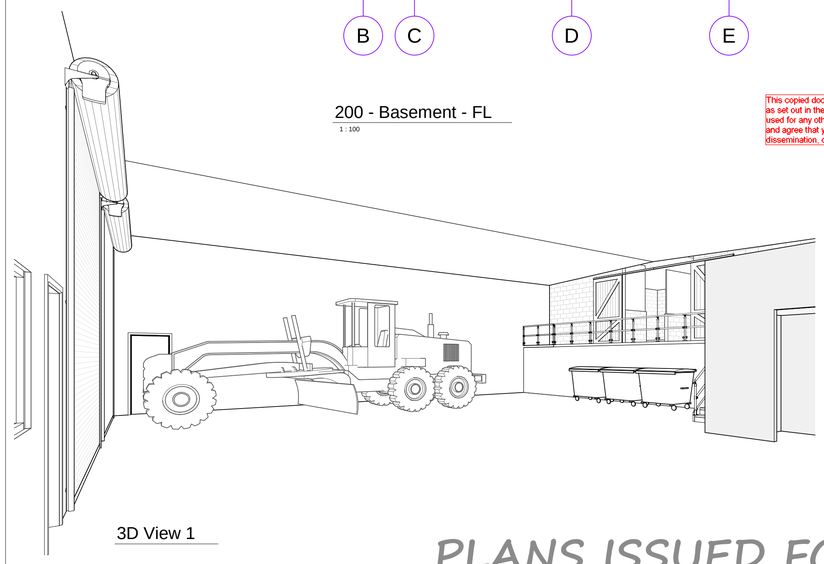
200 - Basement - FL

1 : 100

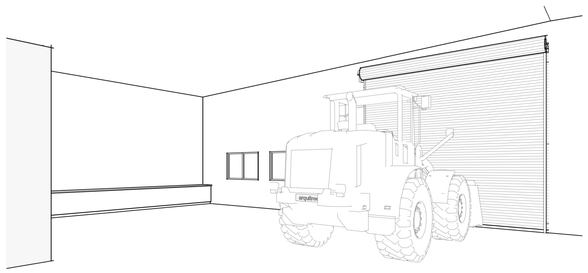


200 - Floor Plan - GL

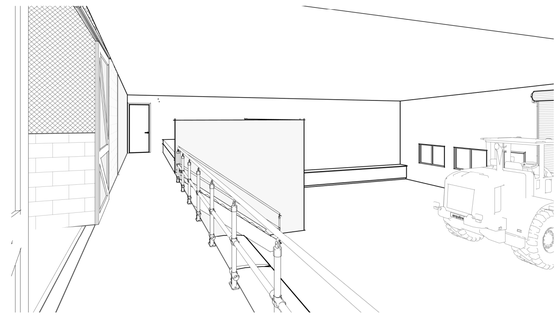
1 : 100



3D View 1



3D View 2



3D View 3

Notes:

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Area Schedule - Existing

Name	Area
Existing Stables	510.34 m²
Stable External Cover	316.67 m²
Existing Concrete Hardstand	506.42 m²
	1333.42 m²

Area Schedule - Proposed

Name	Area
Proposed Warehouse	341.43 m²
Canopy	79.15 m²
Canopy Storage	94.99 m²
	515.56 m²

Revision: B

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Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	Floor Plan - GL
Job:	Contractors Dept
Name.	340 Pty Ltd
Address:	368 Pakenham Road, Pakenham

Design:	BE	Sheet Size:	A1
Drawn:	BE	Scale:	1 : 100
Checked:	BE	Issue:	Planning
Date:	19.09.2024	Revision:	B
Dwg No:	24-036	Sheet No:	A201

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NORTH

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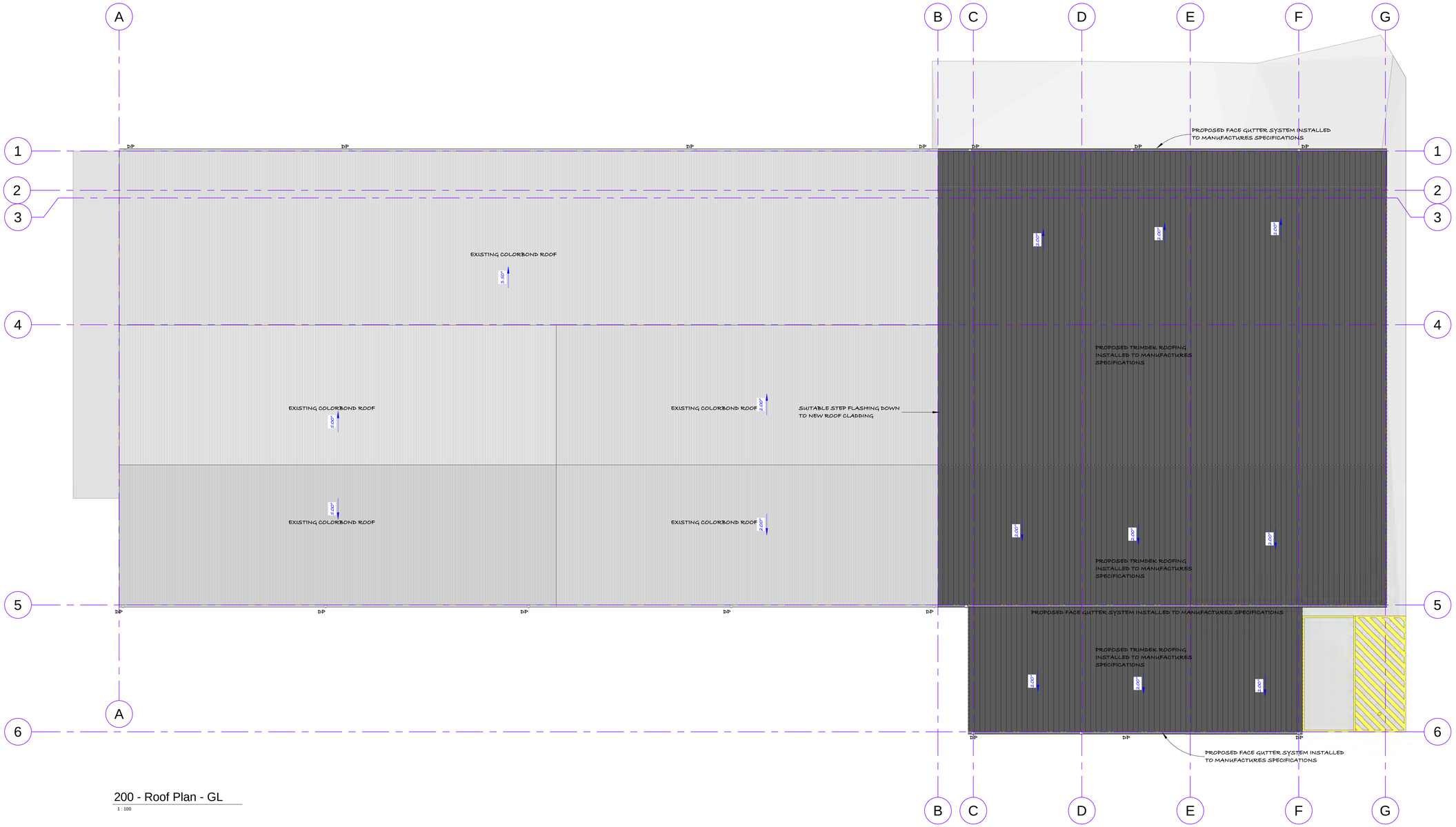

200 - Roof Plan - GL

1 : 100

Revision: **B**

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A	04.09.24	Town Planning Issue
B	13.11.24	Town Planning Re-Issue

3D DESIGN GROUP
Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Roofing Plan - GL**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**368 Pakenham Road, Pakenham**

Design:	**BE**	Sheet Size:	**A1**
Drawn:	**BE**	Scale:	**1 : 100**
Checked:	**BE**	Issue:	**Planning**
Date:	**19.09.2024**	Revision:	**B**
Dwg No:	**24-036**	Sheet No:	**A202**

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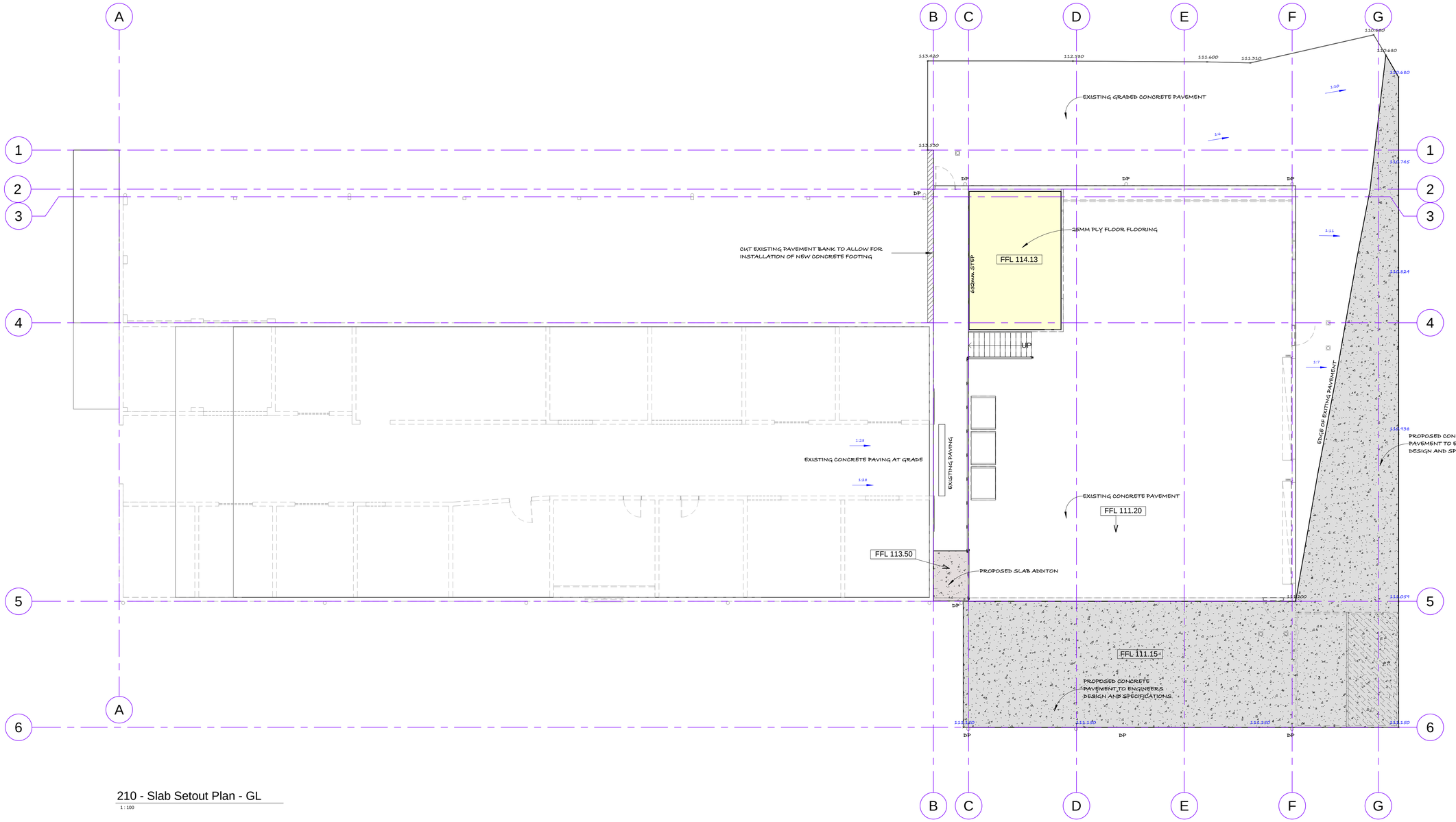
NORTH



210 - Slab Setout Plan - GL

1 : 100

Notes:

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Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Slab/Floor Setout - Ground**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**368 Pakenham Road, Pakenham**

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Checked:	**BE**	Issue:	**Planning**
Date:	**19.09.2024**	Revision:	**B**
Dwg No:	**24-036**	Sheet No:	**A203**

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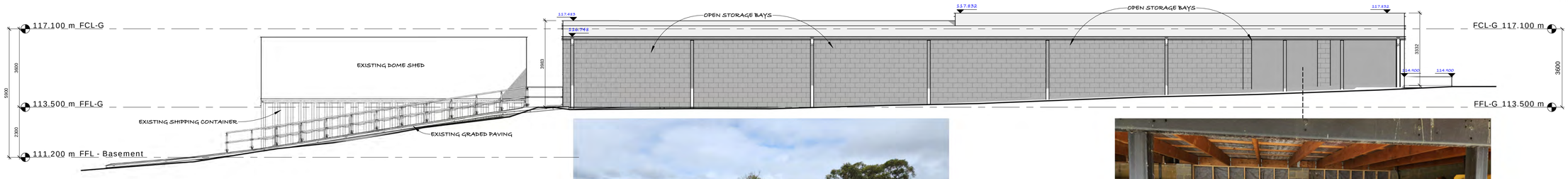
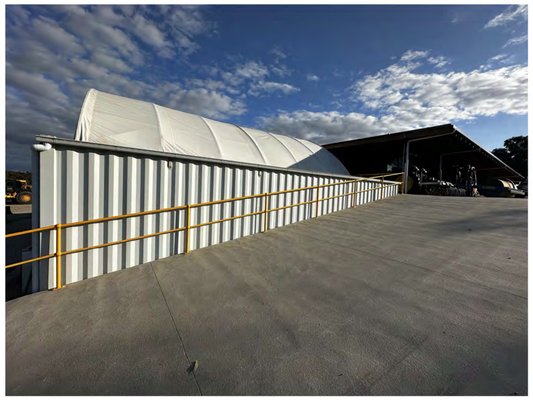


300 - Existing North Elevation

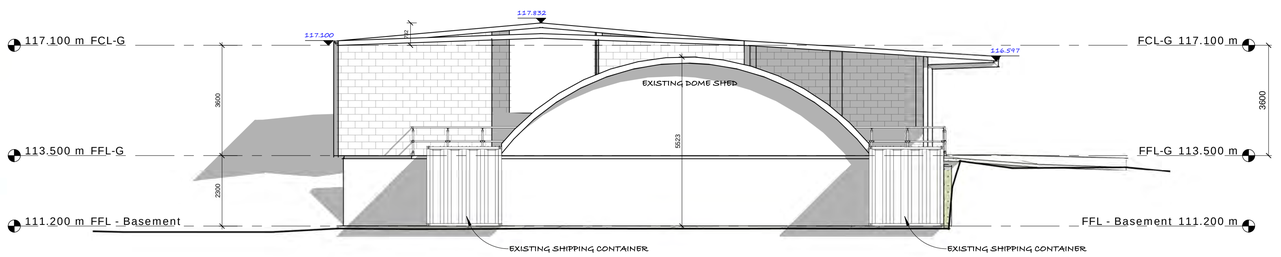
1 : 100

EXISTING VEHICLE & EQUIPMENT STORAGE

EXISTING TIMBER FRAMED INFILL WALL

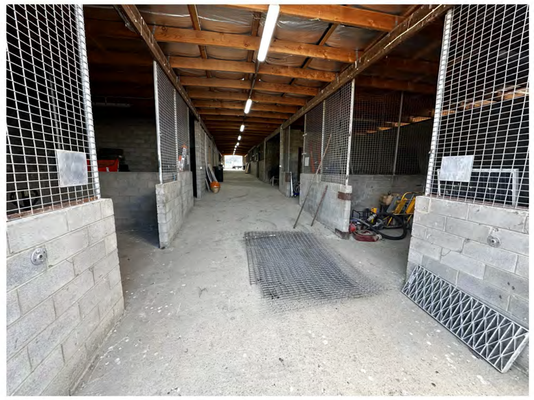


EXISTING GRADED PAVING AND NORTH SIDE OF DOME SHED

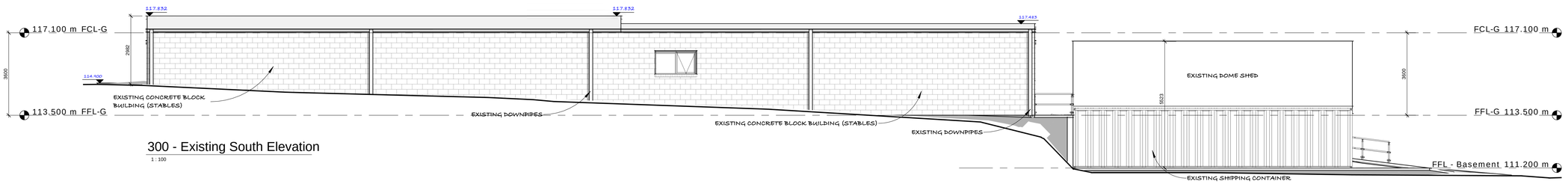


300 - Existing East Elevation

1 : 100



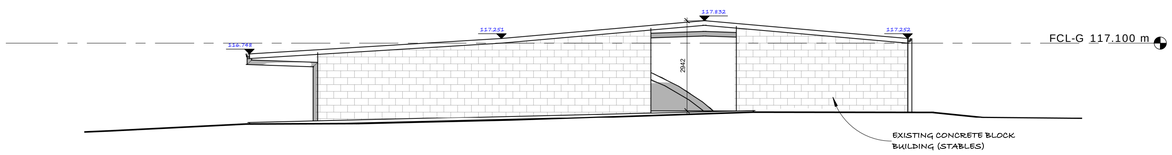
EXISTING CONCRETE BLOCK STABLES - INTERNAL FOR STORAGE OF SMALL ITEMS OF EQUIPMENT



300 - Existing South Elevation

1 : 100

EXISTING DOME SHED



300 - Existing West Elevation

1 : 100

EXISTING CONCRETE BLOCK STABLES

Revision: **B**

No.	Date	Description
A	04.09.24	Town Planning Issue
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3D DESIGN GROUP
Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Elevations - Existing**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**368 Pakenham Road, Pakenham**

Design:	**BE**	Sheet Size:	**A1**
Drawn:	**BE**	Scale:	**1 : 100**
Checked:	**BE**	Issue:	**Planning**
Date:	**19.09.2024**	Revision:	**B**
Dwg No:	**24-036**	Sheet No:	**A300**

Notes:

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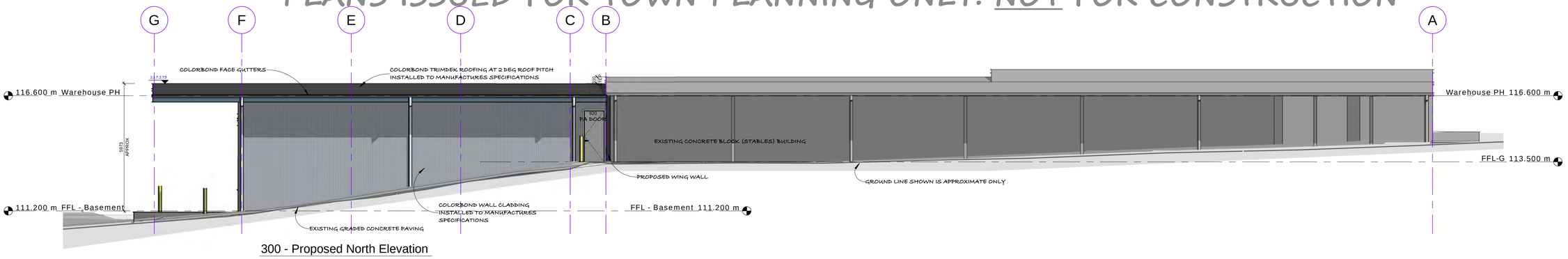
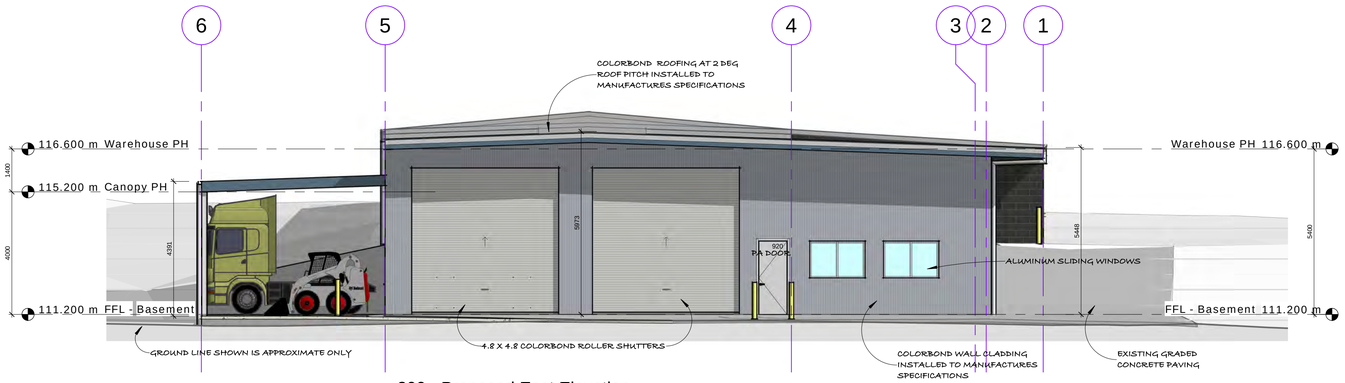


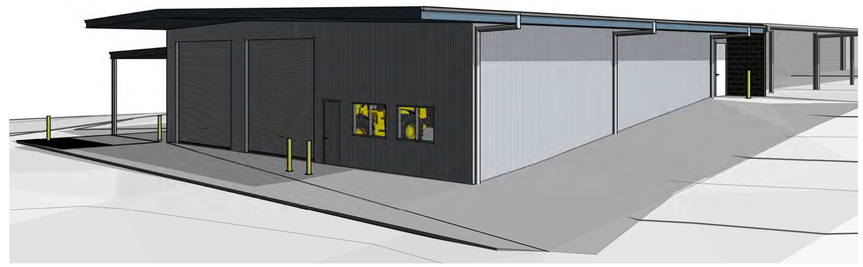
300 - Proposed North Elevation

1 : 100

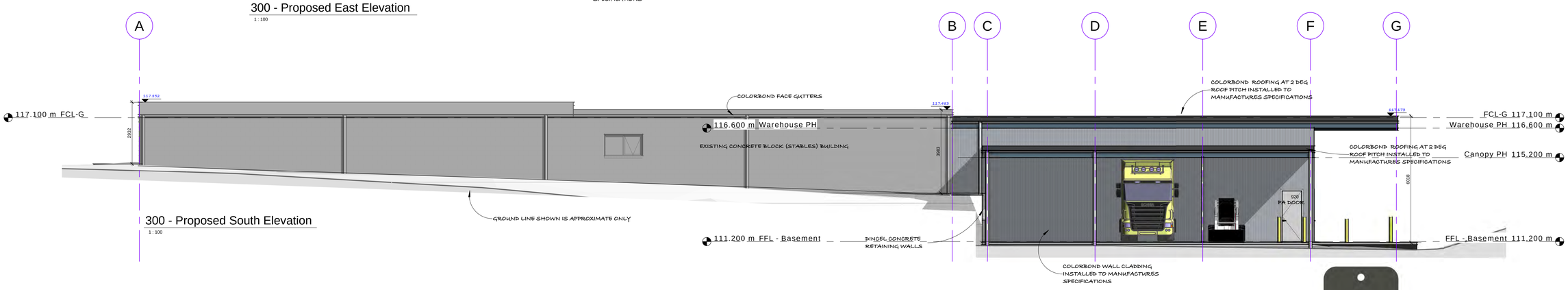


300 - Proposed East Elevation

1 : 100

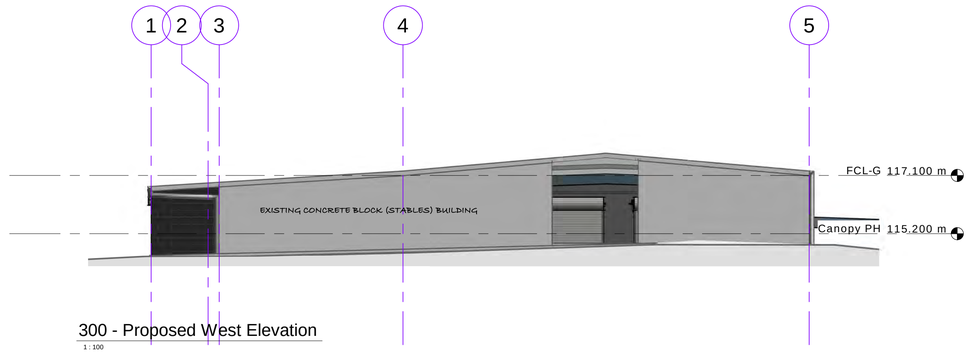


3D View 5



300 - Proposed South Elevation

1 : 100



300 - Proposed West Elevation

1 : 100

3D View 6

Roof Colour - Woodland Grey

Wall Colour - Basalt

Roller Door & PA Door Colour - Shale Grey

Revision: **B**

No.	Date	Description
A	04.09.24	Town Planning Issue
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3D DESIGN GROUP
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Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title: **Elevations - Proposed**

Job: **Contractors Dept**

Name: **340 Pty Ltd**

Address: **368 Pakenham Road, Pakenham**

Design:	BE	Sheet Size:	A1
Drawn:	BE	Scale:	1 : 100
Checked:	BE	Issue:	Planning
Date:	19.09.2024	Revision:	B
Dwg No:	24-036	Sheet No:	A301

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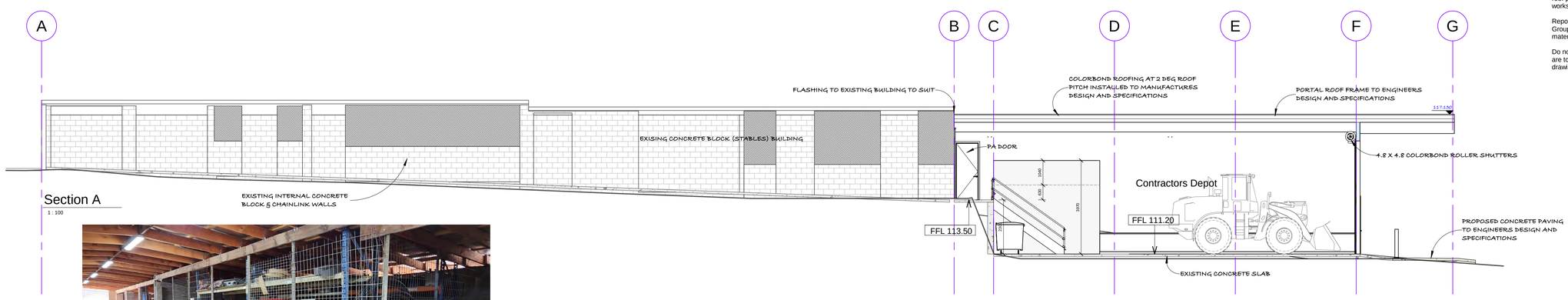

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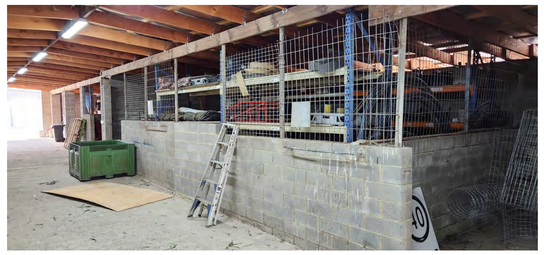

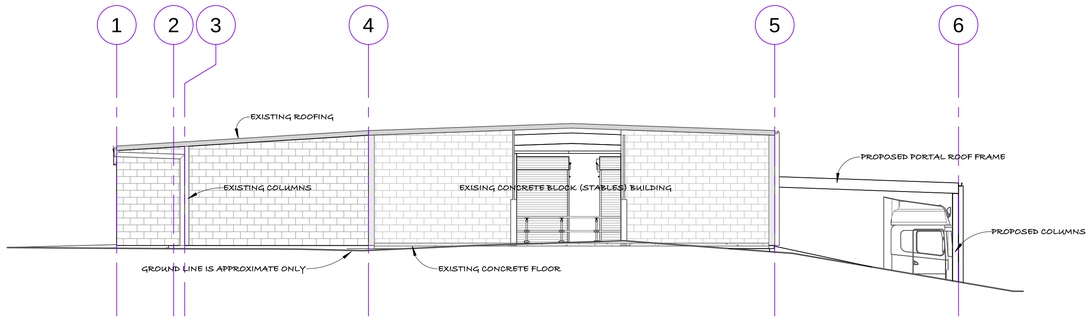

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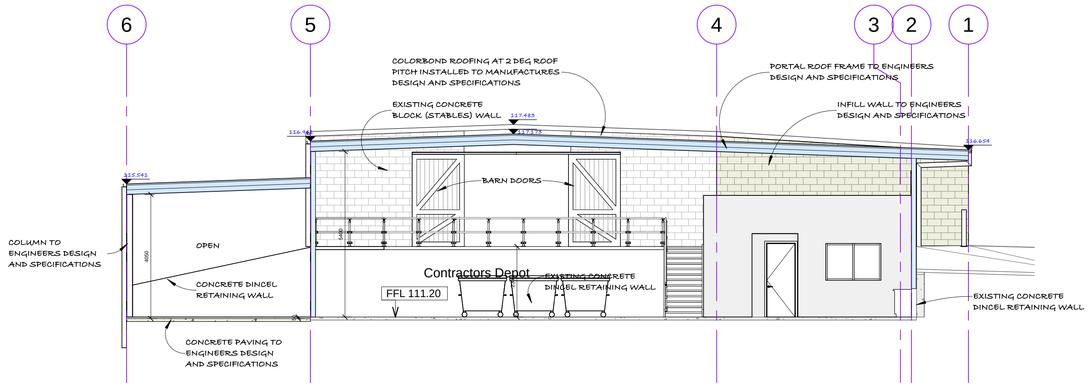

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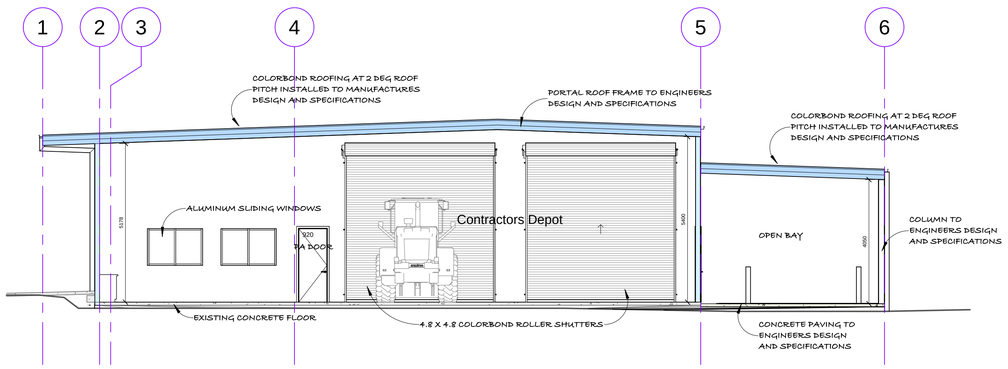

Section 3
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Revision: **B**

No.	Date	Description
A	04.09.24	Town Planning Issue
B	13.11.24	Town Planning Re-Issue

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Design:	**BE**	Sheet Size:	**A1**
Drawn:	**BE**	Scale:	**1 : 100**
Checked:	**BE**	Issue:	**Planning**
Date:	**19.09.2024**	Revision:	**B**
Dwg No:	**24-036**	Sheet No:	**A400**

PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

EXISTING WATER TANKS

EXISTING WATER TANKS

EXISTING WASH BAY - BITUMEN AND CONCRETE DRAINING TO CONCRETE DRAIN

EXISTING TRIPLE INTERCEPTOR

EXISTING SMALL VEHICLE HARDSTAND
LOOKING NORTH

EXISTING SMALL VEHICLE HARDSTAND
LOOKING SOUTH

EXISTING SMALL VEHICLE HARDSTAND
LOOKING NORTH

EXISTING DOME SHED, SHIPPING CONTAINER AND GRAVEL HARDSTAND
LOOKING SOUTH

EXISTING GRAVEL HARDSTAND

EXISTING DOME SHED AND GRAVEL HARDSTAND
LOOKING WEST

EXISTING DOME SHED
LOOKING WEST

EXISTING DOME SHED, SHIPPING CONTAINER AND GRADED PAVING
LOOKING SOUTH

EXISTING CONCRETE BLOCK STABLES
LOOKING SOUTH

EXISTING CONCRETE BLOCK STABLES
LOOKING SOUTH

EXISTING STAFF CARPARKING

EXISTING FUEL STORAGE

Notes:

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Design:	**BE**	Sheet Size:	**A1**
Drawn:	**BE**	Scale:	
Checked:	**BE**	Issue:	**Planning**
Date:	**19.09.2024**	Revision:	**B**
Dwg No:	**24-036**	Sheet No:	**A800**

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Nepean

Planning Consultants

Planning Submission

340 Pakenham Road, Pakenham

Version 2 – November 2024

Application for Planning Permit:

Use of the land for a Contractors Depot and associated works; variation to the parking requirements of Clause 52.06-5; alteration of an accessway to a TRZ2.

Planning Scheme:	Cardinia
Zone:	Green Wedge Zone – Schedule 1 (GWZ1)
Overlays:	Environmental Significance Overlay – Schedule 1 (ESO1)
	Bushfire Management Overlay (part)

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Executive Summary

Introduction

This report has been prepared on behalf of the landowner in support of the proposal at **340 Pakenham Road, Pakenham** *(the subject site).*

The proposed contractors depot also includes a development component, including the construction of a dedicated Contractors Depot building that includes a workshop, staff amenity area and vehicle storage.

What the permit seeks

Use of the land for a Contractors Depot and associated works; variation to the parking requirements of Clause 52.06-5; alteration of an accessway to a TRZ2.

Planning permit triggers:

Clause 35.04 – Green Wedge Zone – Schedule 1 (GWZ1)

A planning permit is required pursuant to GWZ for:

- Use of the land for a *Contractors Depot* (Section 2, Innominate Use).

Clause 42.01 – Environmental Significance Overlay, Schedule 1 (ESO1)

- Buildings and works

Clause 52.06 Carparking

- Variation to the parking requirement of Clase 52.06-5.

Clause 52.29

- A permit is required to Create or alter access to:
  - - A road in a Transport Zone 2

Project team

Planning	Nepean Planning Consultants
Design	3D Design
Traffic and Waste Management	TTM Group
Acoustic	Enfield Acoustics
Site Servicing	SDP

1 THE PROPOSAL

The proposal to use and develop the land for the purpose of a Contractors Depot is detailed below.

The Use

Council is aware that a Contractors Depot is not defined within the Cardinia Planning Scheme. The matter of land use definition associated with the type of activity proposed on the subject site has been discussed within numerous VCAT decisions, however an often-referenced Tribunal decision is **Johnston v Cardinia SC [2010] VCAT 1129 (19 July 2010).** Within *Johnston* was a useful discussion regarding what should be considered a Depot, further distilled as several different typers of Depot, including Contractors Depot:

> *Depot Land used as a place for parking or garaging commercial, earthmoving etc vehicles and machinery used for work elsewhere has been held to be a "depot" rather than a "Store" as defined in cl 74 of the VPP planning schemes. The essential difference is between parking or garaging on the one hand, or storing goods as a place to keep them until sold or relocated for use or display for sale etc. The vehicles and equipment are not used on the site, but collected by employees for relocation to work sites and for later return for garaging until again required. The land may or may not have buildings on it, administrative work in relation to the business may be carried out on the land, and incidental repairs and maintenance might be carried out on the land without changing the land use. This land use is not defined in the VPP planning schemes, but is rather an "innominate" use in terms of the planning scheme and the various tables of uses applying to various zones within planning schemes. There can be various types of depots such as contractors depot, cartage contractors depot, earthmoving contractors depot, municipal depot, etc.*

In response to the above we say that the proposal is entirely consistent with the Tribunal definition of a Contractors Depot.

Being an undefined, innominate use the proposal is therefore a Section 2 (permit required) use.

Buildings and works

The proposal includes the following buildings and works:

- A workshop is proposed to be constructed to the eastern side of the existing stables. The new building (addition) will primarily be open floor plan and used for the storage of heavy vehicles and equipment.
- There is a double storey (basement and ground floor) area that will be used for staff amenities and an accessible toilet (basement) and storage space in the ground floor mezzanine.

- A canopy/awning will wrap around the southern and eastern sides of the building to provide additional shelter and undercover storage space.

Figure 1 – 3D render of southern and eastern elevations

- The stables will be repurposed for the storage of smaller items, such as hand-held contracting equipment, signage etc.
- A wash bay, including washing equipment shed and concrete drainage channel is proposed to the north of the contractors depot building. The water will drain to a triple interceptor.
- A fuel tank is proposed.
- Gravel hardstand and associated driveways to allow access and egress to the contractors depot building and area.

Access

The accessway to Pakenham Road is proposed to be upgraded to ensure it can accommodate the heavy vehicles which will access and egress the site.

Vegetation

No vegetation removal is proposed and the works are setback sufficiently to ensure that no existing vegetation will be compromised.

Business hours:

Monday to Friday 6am to 6pm

Employees

No more than 10 on site at any time.

Employee parking

Provision will be made for 10 staff parking spaces within the hardstand area.

2 THE SUBJECT SITE

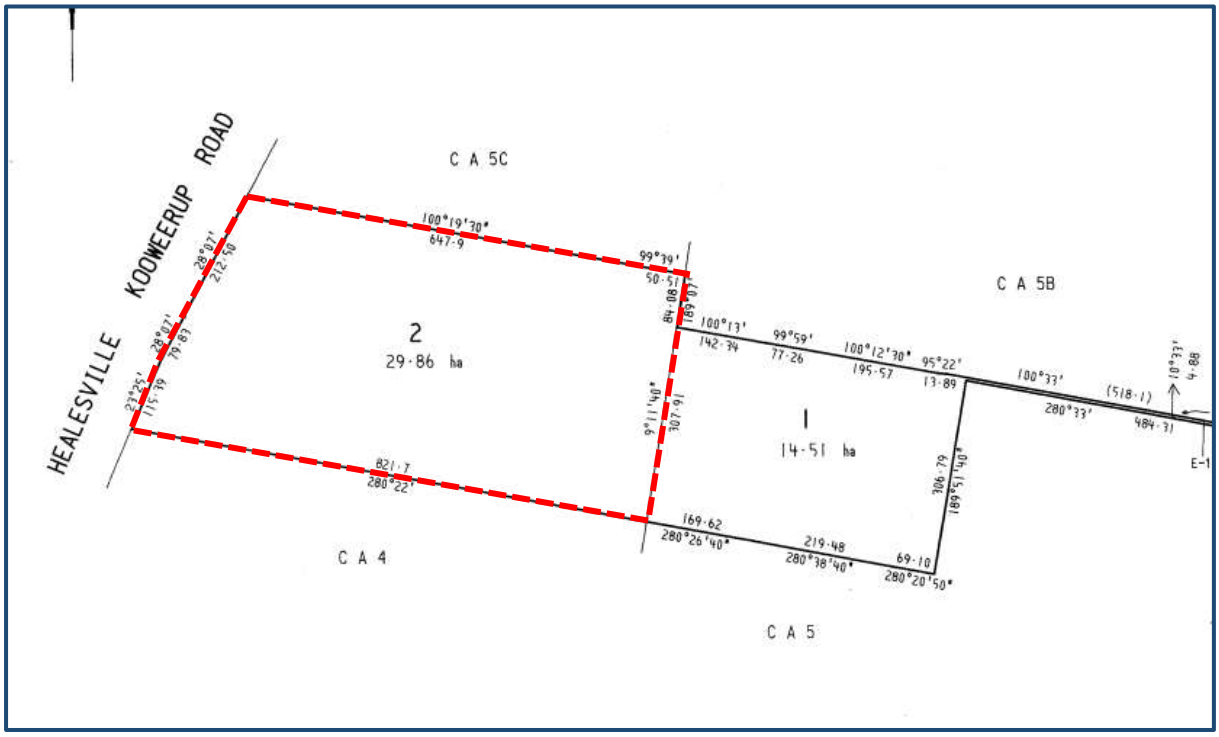
2.1 Title encumbrances

The subject site is known as Lot 2 on Plan of Subdivision 334356V, contained within Volume 10255 Folio 147.

The land is not affected by any easements.

The land is not affected by and Section 173 Agreements or restrictions.

Figure 2 – Extract Plan of Subdivision



2.2 The site

The 29ha property is on the eastern side of Pakenham Road, Pakenham.

The property currently contains a centrally sited dwelling, as well as outbuildings further to the north-west. The horse stables (that will be repurposed) are to the north-east of the dwelling.

The land rises steeply from the road frontage to the center of the land; and then falls away again toward the rear.

Scattered trees are found through the center of the site, with a more substantial stand of native, canopy trees toward the northern boundary.

The stable building sited to the north-east of the dwelling is being repurposes to provide a function associated with the contractors depot; and the land around the stable building will accommodate parking, vehicle movement functions.

Figure 3 - looking east toward the location of the contractors depot (behind the hill)

Figure 5: looking toward existing outbuildings with contractors depot behind hill

Figure 6: standing adjacent to wash bay, looking south toward contractors depot buildings

Figure 7: wash bay

Figure 8: looking north toward wash bay

Figure 9: existing dome structure to be replaced by new workshop

Figure 10: looking toward western elevation of stables

Figure 11: looking west, showing broader undulating topography

3 SITE CONTEXT

3.1 Surrounding character

The subject site is located on Pakenham Road which is a major transport route (TRZ2).

Surrounding land uses are varied. Below we describe a number of the surrounding uses:

North -

Vacant rural property, with several small dams and a house site whereby earthworks have occurred, but no construction has begun on any dwelling.

South – 310 Pakenham Road Pakenham

Modest, 2ha property used for rural residential living

South - 300 Pakenham Road Pakenham

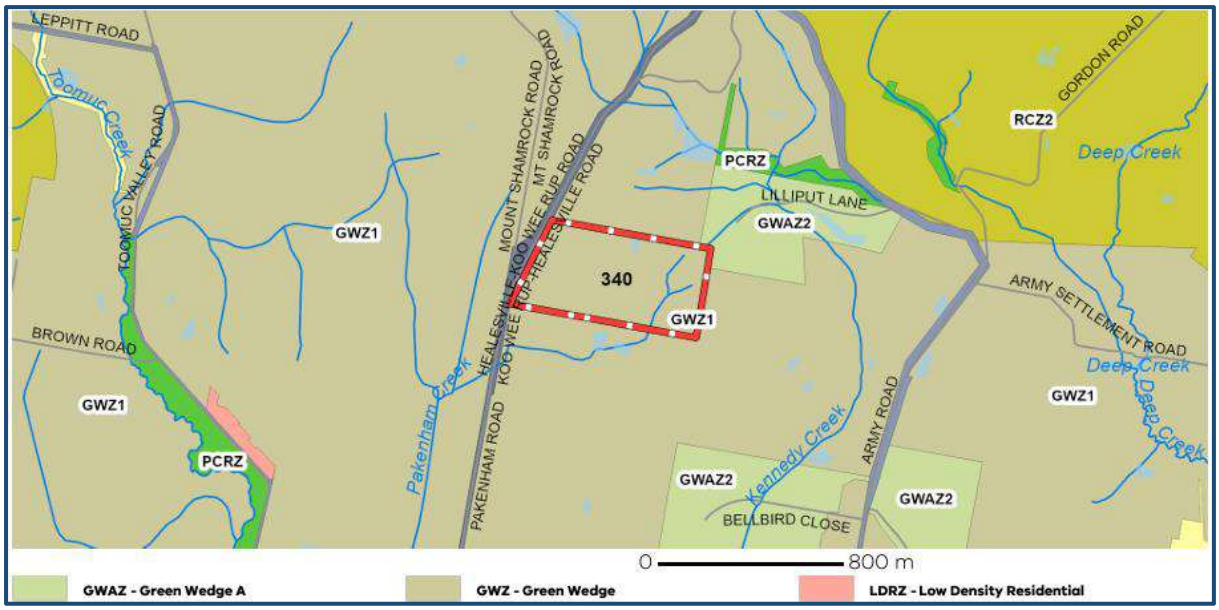
Vacant 17.75ha property with two large dams. The remainder of the land is a combination of open pasture (western side) and dense vegetation (eastern portion).

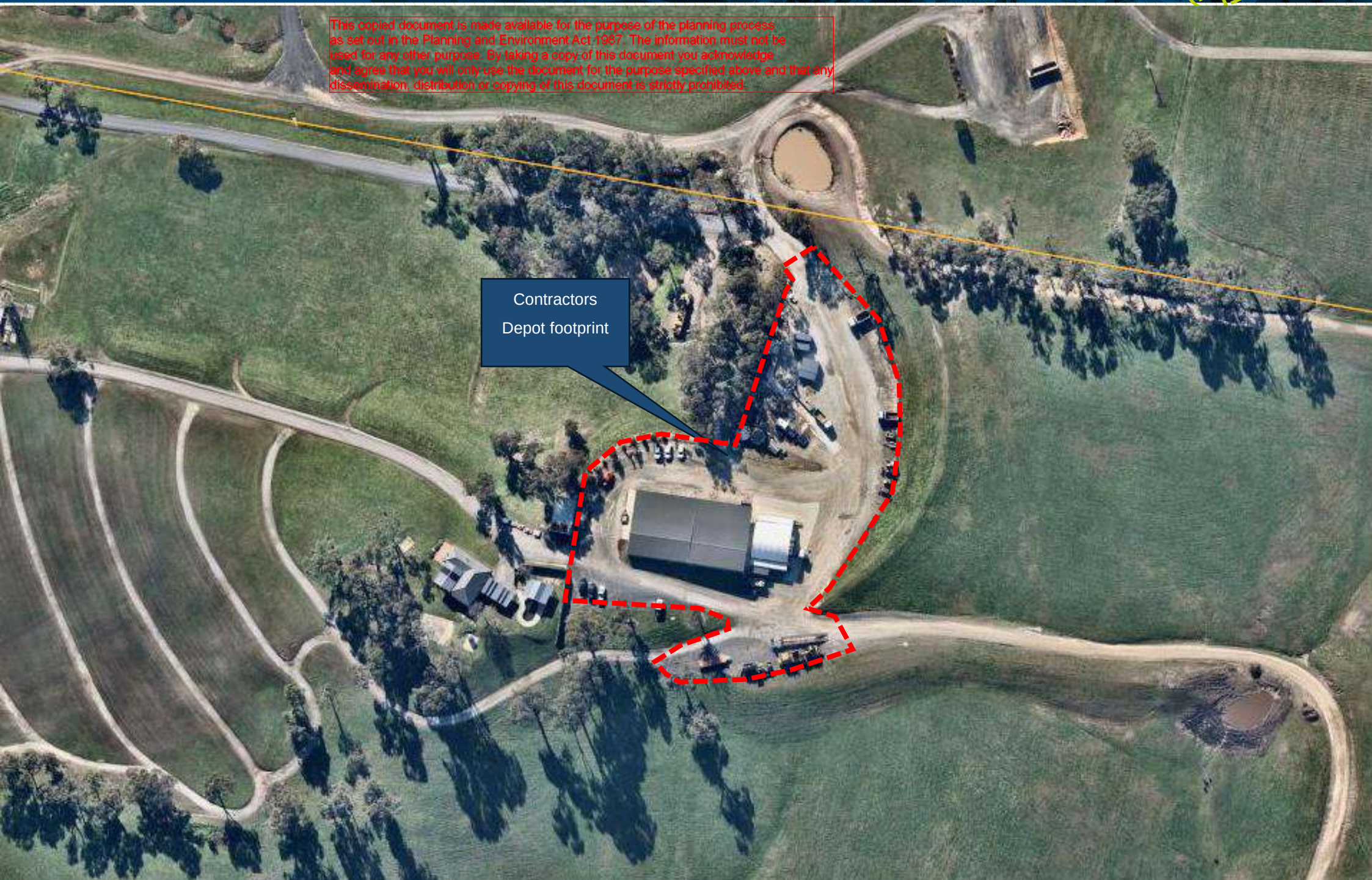
East – 305 Army Road, Pakenham

14ha property, developed with a centrally sited dwelling. The remainder of the heavily undulating property is a combination of pasture and native vegetation stands.

Figure 12: Melway extract

Figure 13: Zone map





4 PLANNING PROVISIONS

The subject site is included within the Cardinia Planning Scheme and is affected by the following planning provisions, zone and controls:

4.1 PLANNING POLICY FRAMEWORK (PFF)

Relevant PPF Provisions
Clause 13.05-1S Noise Management
Clause 13.07-1S Land Use Compatibility
Clause 14 Natural Resource Management
Clause 14.01-1S – Protection of agricultural land
Clause 18.01-1S - Land use and transport integration
Clause 21.04 – Economic Development
Clause 22.05 – Western Port Green Wedge Policy

4.2 Zone – Clause 35.04 – Green Wedge Zone – Schedule 1 (GWZ1)

Pursuant to Clause 35.04, Contractors Depot is a Section 2 (permit required), Innominate Use – under the GWZ.

A permit is also required for the buildings and works.

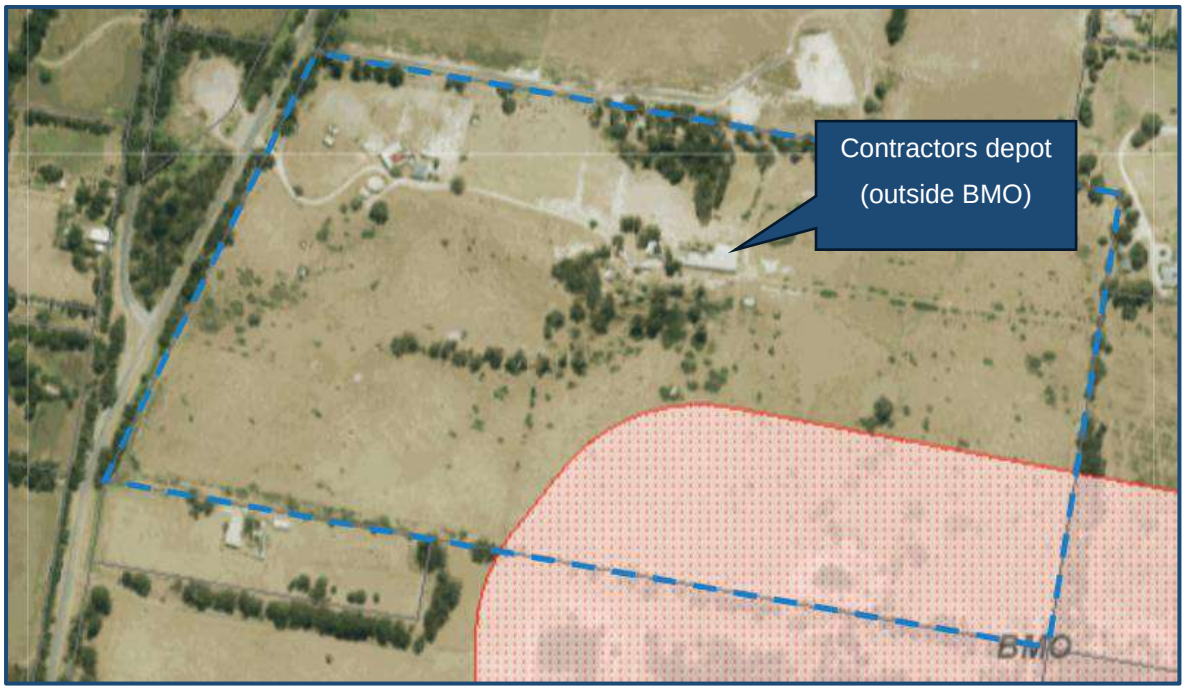
4.3 Environmental Significance Overlay – Schedule 1 (ESO1)

A permit is required for buildings and works pursuant to ESO1.

4.4 Bushfire Management Overlay (BMO) – PART

For the avoidance of any doubt we draw attention to the fact all buildings and activity associated with the Contractors Depot falls outside he BMO, therefore no permission is required pursuant to the BMO.

Figure 14 – BMO mapping extract



5 CONSIDERATION

Upon review of the Cardinia Planning Scheme and permit triggers, we say the following key questions are required for consideration:

- **Does the proposal have support in Planning Policy?**
- **Is the proposed activity on the land (contractors depot) going to detrimentally impact the amenity of any person?**
- **Is the site suitably located to support the proposed land use?**
- **Does the proposal respond to the purpose of the Green Wedge Zone?**

Below we respond to these matters.

5.1 Does the proposal have support in Planning Policy?

The reoccurring objectives of relevant planning policies seek to:

- *Ensure the strategic planning and land management of each green wedge area to promote and encourage its key features and related values.*
- *Support development in the green wedge that provides for environmental, economic and social benefits.*
- *Protect areas of environmental, landscape and scenic value.*
- *Protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts*
- *Assess land capability.*
- *Protect existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.*

Clause 13.05 Noise seeks to assist with the management of noise effects on sensitive land uses.

Objective

To assist the management of noise effects on sensitive land uses.

Strategy

Ensure that development is not prejudiced and community amenity and human health is not adversely impacted by noise emissions.

Minimise the impact on human health from noise exposure to occupants of sensitive land uses (residential use, child care centre, school, education centre, residential aged care centre or hospital) near the transport system and other noise emission sources through suitable building siting and design (including orientation and internal layout), urban design and land use separation techniques as appropriate to the land use functions and character of the area.

Clause 13.07-1S Land use capability seeks to ensure that use or development of land is compatible with adjoining and nearby land uses, whilst protecting community amenity.

Objective

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

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 commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.*

Clause 14.01-1S, Protection of Agricultural Land:

Objective

To protect the state's agricultural base by preserving productive farmland.

Strategies

Identify areas of productive agricultural land, including land for primary production and intensive agriculture.

Consider state, regional and local, issues and characteristics when assessing agricultural quality and productivity.

Avoid permanent removal of productive agricultural land from the state's agricultural base without consideration of the economic importance of the land for the agricultural production and processing sectors.

Protect productive farmland that is of strategic significance in the local or regional context.

Protect productive agricultural land from unplanned loss due to permanent changes in land use.

Prevent inappropriately dispersed urban activities in rural areas.

Protect strategically important agricultural and primary production land from incompatible uses.

Limit new housing development in rural areas by:

- *Directing housing growth into existing settlements.*
- *Discouraging development of isolated small lots in the rural zones from use for dwellings or other incompatible uses.*
- *Encouraging consolidation of existing isolated small lots in rural zones.*

Identify areas of productive agricultural land by consulting with the Department of Energy, Environment and Climate Action and using available information.

In considering a proposal to use, subdivide or develop agricultural land, consider the:

- *Desirability and impacts of removing the land from primary production, given its agricultural productivity.*
- *Impacts on the continuation of primary production on adjacent land, with particular regard to land values and the viability of infrastructure for such production.*
- *Compatibility between the proposed or likely development and the existing use of the surrounding land.*
- *The potential impacts of land use and development on the spread of plant and animal pests from areas of known infestation into agricultural areas.*
- *Land capability.*
- *Avoid the subdivision of productive agricultural land from diminishing the long-term productive capacity of the land.*
- *Give priority to the re-structure of inappropriate subdivisions where they exist on productive agricultural land.*
- *Balance the potential off-site effects of a use or development proposal (such as degradation of soil or water quality and land salinisation) against the benefits of the proposal.*

Clause 14.01-2S Sustainable agricultural land use

Objective

To encourage sustainable agricultural land use.

Strategies

Ensure agricultural and productive rural land use activities are managed to maintain the long-term sustainable use and management of existing natural resources.

Support the development of innovative and sustainable approaches to agricultural and associated rural land use practices.

Support adaptation of the agricultural sector to respond to the potential risks arising from climate change.

Encourage diversification and value-adding of agriculture through effective agricultural production and processing, rural industry and farm-related retailing.

Assist genuine farming enterprises to embrace opportunities and adjust flexibly to market changes.

Support agricultural investment through the protection and enhancement of appropriate infrastructure.

Facilitate ongoing productivity and investment in high value agriculture.

Facilitate the establishment and expansion of cattle feedlots, pig farms, poultry farms and other intensive animal industries in a manner consistent with orderly and proper planning and protection of the environment.

Ensure that the use and development of land for animal keeping or training is appropriately located and does not detrimentally impact the environment, the operation of surrounding land uses and the amenity of the surrounding area.

Clause 15.01-6S - Design for rural areas

Objective

To ensure development respects valued areas of rural character.

Strategies

Ensure that the siting, scale and appearance of development protects and enhances rural character.

Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.

Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

Clause 21.03-4 Rural Townships

Key issues

- *Retaining and enhancing the existing rural township character.*
- *Setting clear limits for development for the townships.*
- *Acknowledging that the capacity for growth varies depending on the environmental and infrastructure capacities of each of the towns.*
- *Designing with regard to the surrounding unique characteristics of the townships.*
- *To deliver arts and cultural facilities.*

Objective 1

To provide for the sustainable development of townships in the municipality having regard to environmental and servicing constraints.

- *Strategies*
- *Provide sewage treatment and stormwater management systems to minimise the impact of existing township development on the environment, and to enable development to occur in townships in accordance with strategy plans.*

Objective 2

To maintain and enhance the distinct character and environmental qualities of each of the townships.

- *Strategies*
- *Ensure that the siting and design of new buildings and works complement the rural character of the township, and does not dominate the landscape or surrounding built form character.*
- *Maintain the current diverse range of lot sizes in the hills towns as an intrinsic part of their character.*
- *Protect the natural environment and character of the area, particularly areas of remnant vegetation in the hills townships.*
- *Maintain and promote the overall historic character within each township.*
- *Encourage new development to include works that enhance the environment including the protection of waterways and remnant vegetation, weed control and revegetation.*

Objective 3

To create sustainable and functional townships that support a range of commercial, retail, community and recreational facilities and services.

- *Strategies*
- *Limit residential development, including rural residential subdivision, in the hills towns (Emerald, Gembrook, Cockatoo, Upper Beaconsfield, Clematis, Avonsleigh, and Maryknoll) unless provided for by the township strategies or the development results in significant environmental or community benefits.*
- *Recognise Emerald in the northern part of the municipality and Koo Wee Rup in the southern part of the municipality as a focus for higher order commercial and community facilities and services.*

Policy response

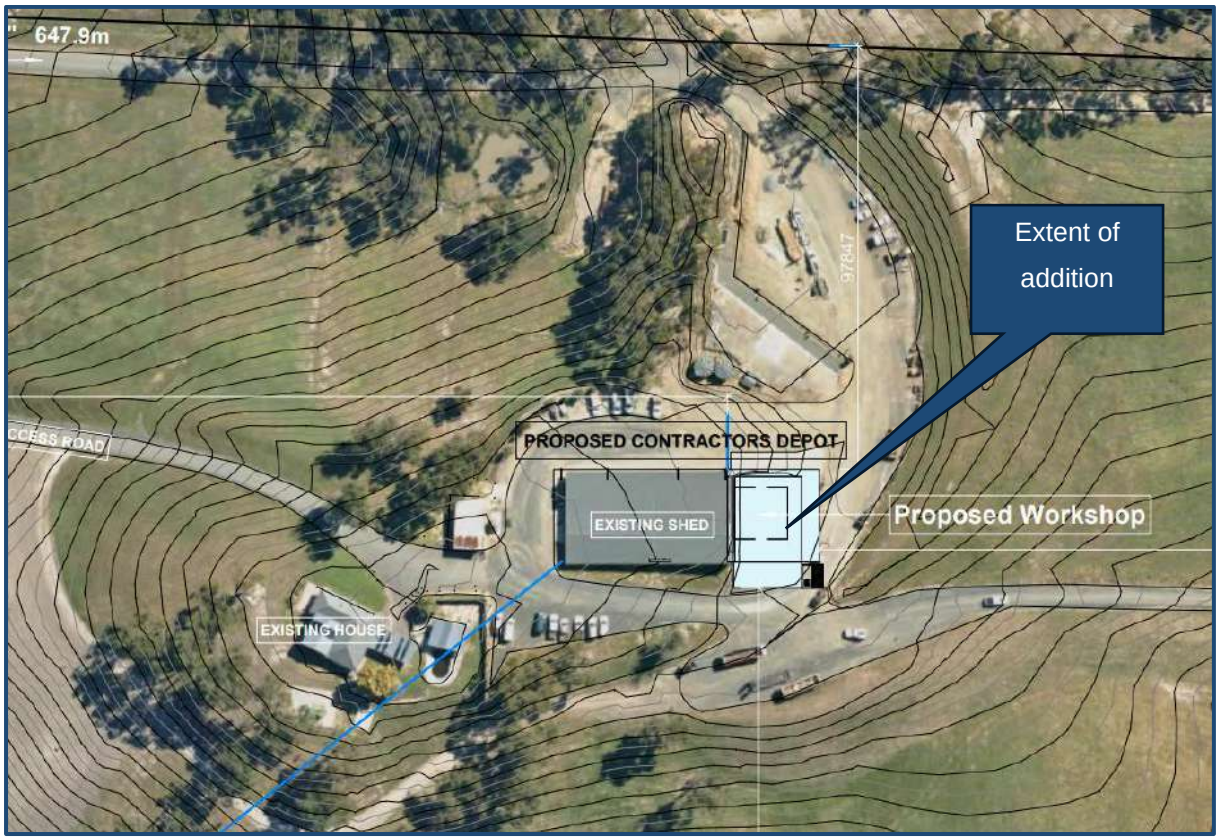
We expect the matter that requires closest consideration by Council is the potential impact to agricultural land as a result of the intention to utilise a portion of the subject site for a contractors depot.

There are numerous Policies, referenced above, that seek to ensure land use and development does not detrimentally impact viable agricultural land on the subject site and on surrounding properties. In response we draw Council's attention to the fact that the contractors depot occupies a footprint of only 2.80% of the land, therefore leaving the vast majority of the land available for any future agricultural pursuit.

Whilst this modest area of the subject site will not be used for agricultural pursuits whilst it performs a function associated with the contractors depot land use, we say that the extent of land set-aside for the contractors depot footprint is modest and does not inhibit the ability for the remaining 97.20% of the property to be used for agricultural pursuits.

It is also entirely relevant that the extent of additional built form is even more modest. The building used in association with the contractors depot is primarily the converted stable building. The addition occupies a very modest footprint, as represented below.

Figure 15 – proposed addition representation



The remaining works associated with the contractors depot are primarily associated with permeable hard-stand areas, driveways, parking areas and a wash bay. These elements could be 'undone' without any significant work. The context of this submission is that the use of the land for a contractors depot does not permanently remove this footprint of land from future agricultural use. It is a use that we seek permission for, but the fact that the additional built form only occupies a footprint of 515m^2, or 0.17% of the site is relevant.

This matter was considered at a recent VCAT decision on the Peninsula (associated with a Driving Range in the GWZ):

> *An important distinction to be made with the proposal, is that it is a use and development that does not lead to a permanent loss of agricultural land. The applicant noted that, while the site has not been used for agriculture for some time, if the proposal were to cease, the site could easily be able to revert to agricultural use. This is because the works involved in the use and development are not extensive and do not permanently affect the site like a new dwelling or other form of non-rural development.*
>
> *Kazacos v Mornington Peninsula SC [2021] VCAT 671*

There are also recurring Policy themes associated with ensuring that buildings and works are not excessively obtrusive and do not have a detrimental impact on the rural landscape values. We take this

opportunity to draw attention to the fact that the works associated with the contractors depot were deliberately sited in their current location to avoid any unsightly outcomes.

The subject site has significant undulations which are able to provide a natural visual screen if used appropriately. The stables that had existed on the land for many years were located to the north-east of the dwelling, below the ridge of the hill. It would be assumed that this location was chosen to provide protection from the prevailing south-westerly winds; however the chosen location has the added benefit of also ensuring the works are not visible from the road, or any other area of the public realm. The photographs included earlier in this submission identify that when viewed from the west all works are tucked behind the slope of the hill and therefore not visible in any way.

Figure 14 – looking across subject site from front boundary (southernmost crossover)

In regard to the visibility of the works from other perspectives we include some photographs from within the footprint of the contractors depot, looking outward, which provides an appreciation of what view might be available toward the contractors depot works area.

Figure 15 – looking north from contractors depot footprint

We accept that there may be some glimpses of the works area from the property to the north. Notwithstanding the fact that the operator of the contractors depot owns the land immediately to the north, we say that the topography ensures that the glimpses of the contractors depot are only visible from a small portion of the adjoining property. Any views are also significantly filtered through the existing screening vegetation between the contractors depot and the northern boundary of the subject site. It is important to recognise that neither the planning controls affecting the site, nor Policy asks for built form to be invisible within the landscape. The expectation is that buildings and works are not obtrusive or excessively prominent. We say that this objective is comfortably satisfied.

To provide a further degree of comfort we have no objection to additional vegetation screening adjacent to the northern boundary being applied via permit conditions.

Figure 16 – area that could accommodate additional screen planting (green)

From the east there may be some glimpse of the works area from the dwelling at 75 Lilliput Lane Pakenham, however this dwelling is 340m from the contractors depot so any view is from a significant distance. It must also be recognised that the works associated with the hardstand, washing bay and driveways sit behind some earthen mounds that delineate the eastern side of the contractors depot footprint. It is also relevant that the stable building has been located in this same location for many decades, so the introduction of a relatively modest addition to the existing building does not create an unsightly, or excessively prominent outcome. Again, we would also be comfortable for some screen planting to be required along the eastern edge of the contractors depot footprint.

Figure 17 – looking east from contractors depot

To the southern side of the contractors depot the land falls away steeply, therefore there is no meaningful view of the footprint or buildings when viewed from the south as the contractors depot sits behind the slope of the land, which obscures any view of the activity area.

Figure 18 – looking south-east, showing fall of land to south (right side of picture)

Based on the above, 360 degree assessment, we say that the works are certainly not obtrusive and do not have any detrimental impact on the rural landscape values.

5.2 Is the proposed activity on the land (contractors depot) going to detrimentally impact the amenity of any person?

As represented on the development plans and the aerial photographs, the nearest dwelling is more than 350m from the proposed contractors depot footprint. As represented below there are no nearby dwellings, with the closest dwelling in any direction being a significant distance from the Contractors Depot.

Figure 19 – nearest dwellings (circled in red)

This distance is significant and will ensure the activity associated with the contractor's depot does not detrimentally impact the amenity of any other person.

We are also conscious that vehicle movements also require consideration. In response we draw Council's attention to the fact that the vehicle movement route is also significantly distanced from the nearest dwelling to the north, as represented below.

Figure 20 – representation of vehicle movements in relation to nearest dwelling(s)

Pakenham Road is an arterial road with a heavy traffic load, therefore we say the very modest amount of on-site vehicle movements are inconsequential in regard to how they may impact any neighbouring property. We say that the impact will not be unreasonable.

Acoustics

As further evidence that there will be no unreasonable amenity impact to any person this proposal is supported by an expert acoustic assessment, by Enfield Acoustics. The expert acoustic assessment concludes with the following:

> *Enfield Acoustics has assessed potential noise impacts resulting from the proposed contractors depot at 340 Pakenham Road, Pakenham and is satisfied that a planning permit can be issued.*
>
> *Based on the results of our assessment, we conclude that the use is likely to comply with the Noise Protocol without requiring specific acoustic treatment. The siting of a contractors depot on the Subject Land is unlikely to result in adverse noise impacts, given that:*
>
> - *All receivers are well setback from noise sources*
> - *The proposed use is considered moderate and that noise emissions are mostly transient in nature*
> - *There are sufficient compliance margins (even under conservative assumptions), meaning that minor variations in assumed noise levels are unlikely to affect the outcome of the assessment*

Enfield Acoustics also provided some recommendations that, if adopted, would provide further security that no person will suffer a loss of amenity because of acoustic emissions:

> *Regardless of the above, it is recommended that the following controls are adopted to assist the Applicant in minimising their noise impacts and satisfying their GED obligations, as follows:*
>
> - **The use of the wash bay and power tools must not occur between the hours of 6am and 7am**
>
> *To this end, Enfield Acoustics is satisfied that the Application can be approved by Council, where the recommendations in this report are adopted.*

5.3 Is the site suitably located to support the proposed land use?

The ability for heavy vehicles to access and egress to Pakenham Road, which is a TRZ2 road is available. Vehicles do not have to negotiate local roads, residential roads, or unmade roads to access the site.

Pakenham Road directly connects with Princess Freeway to ensure heavy vehicles have convenient access to the arterial road network, making it an ideal site to cater for the movement of heavy vehicles. The potential for off-site amenity was considered within a decision for a Contractors Depot on the Peninsula. The below extract from the VCAT Order identified that due to the nearby roads being heavily trafficked, the proposed additional heavy vehicle movements would be essentially inconsequential; and therefore would not be considered to impact the amenity of others:

> *27. The intersection of Truemans and Browns Roads has a roundabout and experiences reasonably heavy and consistent traffic volumes. Given the nature of the setting, there are many working vehicles including earthmoving machinery using these roads on a regular basis. I agree with the permit applicant's assessment that the proposed level of traffic and nature of vehicles associated with the land use would not make any perceptible difference to existing conditions. This is especially the case because the predominant pattern of movement for a depot of this nature is for personal vehicles to drive to the site in the morning to collect a commercial vehicle or equipment, which is generally only returned at the end of the day.*
>
> *Wong v Mornington Peninsula SC [2017] VCAT 1315*

This application is supported by an expert Traffic and Waste Management Plan to further consider the vehicle movements associated with the enterprise.

The Traffic Impact Assessment by TTM identifies that the parking rate for a Contractors Depot (Store) is prescribed by Clause 52.06-5 and is a rate of 10% of the site area. 10% of the site area is 29,860m^2, which is the equivalent of 1,011 car spaces. Despite the technical permit requirement the TIA proceeds to state that:

> *"If the car parking requirement was based on the site area of 8,500 square metres it would be 28 spaces. The site has ample space to accommodate at least 28 spaces informally in the gravel sections as shown in the attached Indicative Parking Plan in Appendix B prepared by TTM Consulting (Vic) Pty Ltd".*
>
> *The actual car parking demand is much lower than 28 spaces, noting the site is already in operation. The site is already used by the Applicant's Civil Construction company for cleaning and performing basic maintenance on their equipment, equipment staging and storage.*

We rely on the expert TIA on matters associated with traffic and car parking and we expect Council will give significant weight to the detailed, considered assessment of parking related matters. We support the conclusion of TTM that there is ample on-site parking opportunity in within the Contractors Depot footprint, therefore do not expect that this will be a sensitive matter.

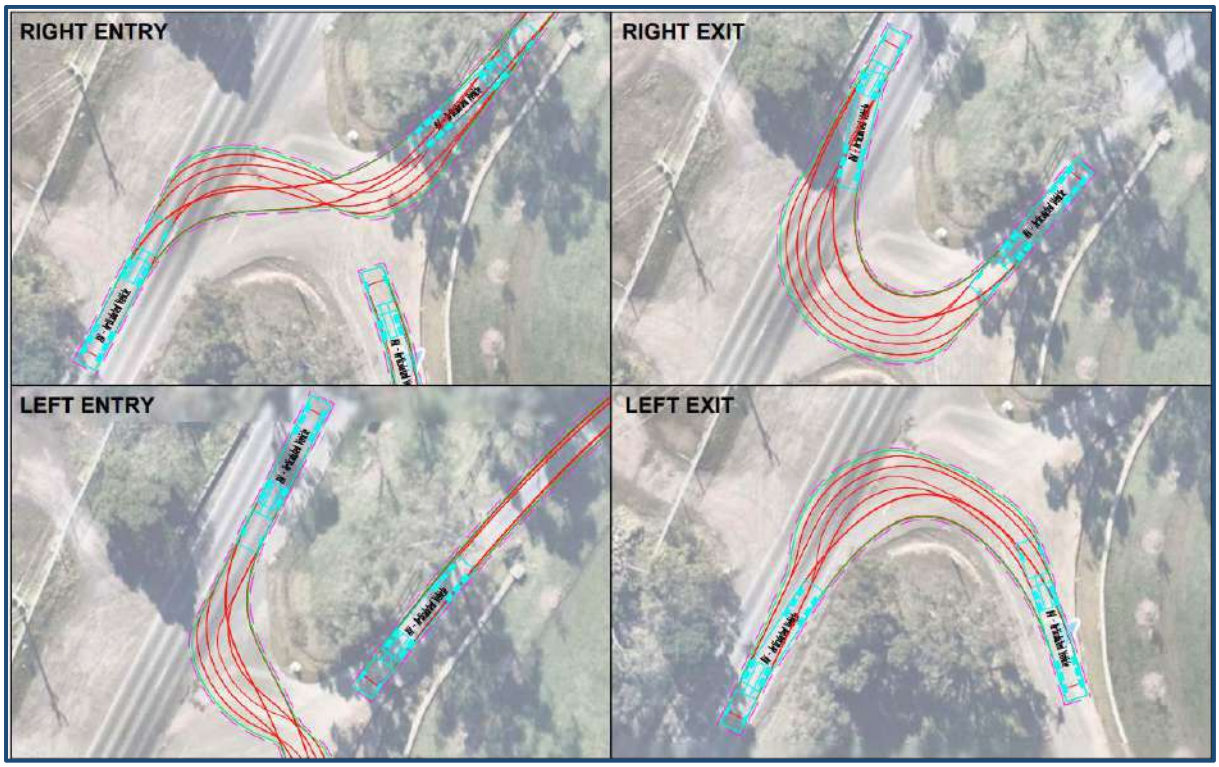
Figure 15 – representation of car parking spaces available (28 spaces)

Further to the above, we also recognise that we must also consider traffic matters, particularly access and egress to and from the site.

The TIA states:

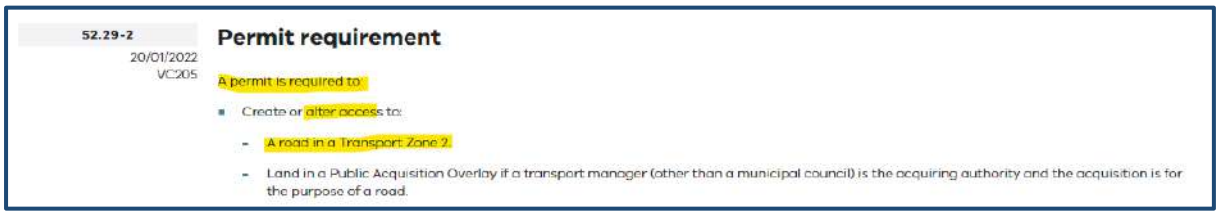
> *"Vehicles associated with the Contractors Depot access the site via the main access from Pakenham Road. The site will occasionally accommodate up to a 19 metres long articulated vehicles, which transports construction vehicles to and from the site. However, most vehicles accessing the site will be cars. TTM has prepared swept path diagrams and are attached in Appendix D which indicates a 19 metres long "Articulated Vehicle" from AS2890.2:2002 access and circulate the site with adequate manoeuvering space. The site access is appropriate from a traffic engineering perspective".*
>
> *"No roadworks is considered necessary for the Application".*

Figure 16 – swept path movements



Based on the commentary within the TIA we expect Council will agree that the existing access and egress is reasonable.

Despite the above, we acknowledge that we do require permission (somewhat retrospective) to alter the accessway to the Traffic Road Zone, Schedule 2 (TRZ2), pursuant to Clause 52.29.



52.29-2
20/01/2022
VC205

Permit requirement

A permit is required to:

- Create or alter access to:
  - A road in a Transport Zone 2
  - Land in a Public Acquisition Overlay if a transport manager (other than a municipal council) is the acquiring authority and the acquisition is for the purpose of a road.

As the alterations are directly associated with ensuring safe access and egress for vehicles associated with the contractors depot we expect that this matter will be uncontroversial, albeit we request the application be referred to the Head, Transport for Victoria for their consent.

5.4 Is the use appropriate in the Green Wedge Zone?

As established in the previous section, a Contractors Depot is not a prohibited use in GWZ1. Below we respond to the relevant Decision Guidelines of the GWZ (Clause 35.05-6) to demonstrate that the use of the site for Contractors Depot is appropriate on the subject site:

General Issues

Land Capability

- The contractors depot land use has been sited in an area that does not accommodate an agricultural use and will therefore not detract from the agricultural opportunities for the land.

Site suitability

- The direct connection to major transport routes further increases the site's suitability as a Contractors Depot as access is available to major roads that can easily absorb the additional heavy vehicle traffic.

Minimising adverse impacts

- The footprint of the Contractors Depot is modest and deliberately sited in a location whereby it will have the least impact to any other person, as discussed earlier in this submission.

Rural issues

- The proposed use does not involve any meaningful development and will be contained to the subject site. As such, the proposed use will not impact any adjoining and nearby agricultural or other land uses, now or in the future.

Further to the above we advise that the proposal greatly benefits the GWZ within the Municipality on a wider basis.The business has completed $17M + of work for the Cardinia Shire. The works include:

- Road Reconstructions
- Upgrading unsealed roads to sealed
- Unsealed road rehabilitations
- Road grading maintenance
- Drainage upgrades
- Drainage maintenance
- Safety Black Spot Upgrades
- Carpark Upgrades

The above works assist with the ongoing operation of the Green Wedge Zone for its agricultural purpose. It is common for Contractors Depots that provide a municipality-wide benefit to be located on rural land. The outcome is a net gain for agricultural outcomes within the Shire, even if we accept that within the footprint of the contractor's depot that land will be (temporarily)

lost from the ability to be used for agriculture. This net-gain situation result in an orderly and appropriate planning outcome. This matter was considered in a Tribunal decision that also considered if off-site rural benefits is a relevant matter of consideration *(McMillin v Mornington Peninsula SC [2014] VCAT 1417):*

*27. **RURAL ACTIVITY***

25. The Council's grounds of refusal refer to the uses being insufficiently linked to a rural activity. These links are those based on the local policies relied on by the Council to which I have already referred. They are not the the mandatory links referred to in the GWZ for some uses eg the requirement for a Rural store to be 'in conjunction with Agriculture'.

26. The submissions on behalf of the Council do not specify what sort of links would be sufficient.

27. I am satisfied the uses have some links or association with agriculture. According to Mr Glossop, the Contractor's depot vehicles currently are, and will continue to be, used to construct and maintain dams, equestrian tracks and other rural activities in the surrounding area, and to supply water to surrounding agricultural uses.

Environmental issues

- No vegetation removal is proposed as part of the development, therefore the proposed use will not detrimentally impact the ecological values of the land.

Design and siting issues

- The contractors depot is appropriately setback from the Pakenham Road frontage and is well screened from the roadside and adjoining properties by established vegetation and topography.

5.5 VCAT direction

McMillin v Mornington Peninsula SC [2014] VCAT 1417

19. Mr Glossop has carried out that careful assessment. He distils the various policy settings to the following propositions—

- *Agricultural land should be protected from un-planned loss.*
- *Significant landscapes and rural vistas should be recognised and protected.*
- *Uses and development incompatible with agriculture should be discouraged.*
- *Certain types of non-soil based activities should be promoted in rural areas.*

20. The proposal responds satisfactorily to these propositions for the following main reasons

21. First, there is no loss of agricultural land because the 0.56 ha devoted to the uses is relatively small, that area is and has not been used for agriculture for some time, the former agriculture use (broiler farm) cannot resume because of dwelling density in the surrounding area, and the subject land (at 4 ha) has limited scope for productive agriculture.

22. Second, the uses have little landscape impact because the uses are 'out of sight' from the road and adjoining land because the shed opens to its rear and because there is significant boundary landscaping.

23. Third, the uses are not incompatible with agriculture because they are not sensitive to nearby agricultural activities and do not generate significant off-site impacts. Vehicle movements will no doubt create some noise but land abutting the uses, being land to the south, is used for growing Christmas trees and would be unaffected.

24. Fourth, while the uses are not non-soil based activities that are specifically promoted in rural areas, it is relevant that other such activities (eg dwellings) have had and continue to have a greater impact.

Wong v Mornington Peninsula SC [2017] VCAT 1315

20. I can appreciate in principle why the responsible authority may have hesitations about approving a Contractors Depot in a Green Wedge Zone. All things considered, some depot uses have the potential to introduce a level of intensity of activity, noise and vehicle movements that are foreign to an area and have the potential to cause amenity impacts or a fundamental change in character.

21. A relevant decision guideline is whether the site is suitable for the use or development and the compatibility of the proposal with adjoining land uses. In this case, highly proximate uses near this intersection include a municipal waste transfer facility, golf driving range, golf courses, winery and cellar door and sand extraction facility in addition to rural and rural residential use including grazing/horse agistment.

22. These land uses significantly affect the character and amenity of this part of the zone and result in it being very much a 'working' Green Wedge Zone in addition to it having open, scenic and vegetated qualities.

23. It is also relevant in policy terms, referable to clause 22.07 that the proposed use as a depot for an earthmoving contractor supports rural activities in the local area and broader region. There will also be conditions imposed on the use such as operating hours and the number of contractors on site to limit the impacts of the operations.

24. Likewise, the land has been developed as a rural residential property and the proposal would not affect its potential to be used for agriculture. The proposal has a 'light footprint' on the land.

25. No vegetation is proposed to be removed as part of the application and it will have no impact on biodiversity or the environment more broadly.

26. In my opinion, the activities associated with a moderately sized depot such as this can easily be sustained within this setting without causing unreasonable impacts on amenity, rural character or on the road network.

The situation may be different in terms of reconciling policy objectives for the Green Wedge Zone if a full scale contractors depot was proposed across the entirety of the site.

27. The intersection of Truemans and Browns Roads has a roundabout and experiences reasonably heavy and consistent traffic volumes. Given the nature of the setting, there are many working vehicles including earthmoving machinery using these roads on a regular basis. I agree with the permit applicant's assessment that the proposed level of traffic and nature of vehicles associated with the land use would not make any perceptible difference to existing conditions. This is especially the case because the predominant pattern of movement for a depot of this nature is for personal vehicles to drive to the site in the morning to collect a commercial vehicle or equipment, which is generally only returned at the end of the day.

6 CONCLUSION

As demonstrated within this report, the proposed use of the land for a Contractors Depot results in an orderly planning outcome that is responsive to the objectives of the Cardinia Planning Scheme and is entirely worthy of support.

4 September 2024

Cardinia Council
Statutory Planning Unit
Via online portal

Dear Sir/Madam,

APPLICATION FOR A PLANNING PERMIT
USE AND DEVELOPMENT OF A CONTRACTORS DEPOT
340 PAKENHAM ROAD, PAKENHAM

We act for the property owner who seeks planning approval for the use and development of Contractors Depot at **340 Pakenham Road, Pakenham** (the Subject Site).

The Proposal

The proposal to use and develop the land for the purpose of a Contractors Depot is detailed below.

The Use

Council is aware that a Contractors Depot is not defined within the Cardinia Planning Scheme. The matter of land use definition associated with the type of activity proposed on the subject site has been discussed within numerous VCAT decisions, however an often-referenced Tribunal decision is **Johnston v Cardinia SC [2010] VCAT 1129 (19 July 2010).** Within *Johnston* was a useful discussion regarding what should be considered a Depot, further distilled as several different typers of Depot, including Contractors Depot:

> *Depot Land used as a place for parking or garaging commercial, earthmoving etc vehicles and machinery used for work elsewhere has been held to be a "depot" rather than a "Store" as defined in cl 74 of the VPP planning schemes. The essential difference is between parking or garaging on the one hand, or storing goods as a place to keep them until sold or relocated for use or display for sale etc. The vehicles and equipment are not used on the site, but collected by employees for relocation to work sites and for later return for garaging until again required. The land may or may not have buildings on it, administrative work in relation to the business*

may be carried out on the land, and incidental repairs and maintenance might be carried out on the land without changing the land use. This land use is not defined in the VPP planning schemes, but is rather an "innominate" use in terms of the planning scheme and the various tables of uses applying to various zones within planning schemes. There can be various types of depots such as contractors depot, cartage contractors depot, earthmoving contractors depot, municipal depot, etc.

In response to the above we say that the proposal is entirely consistent with the Tribunal definition of a Contractors Depot.

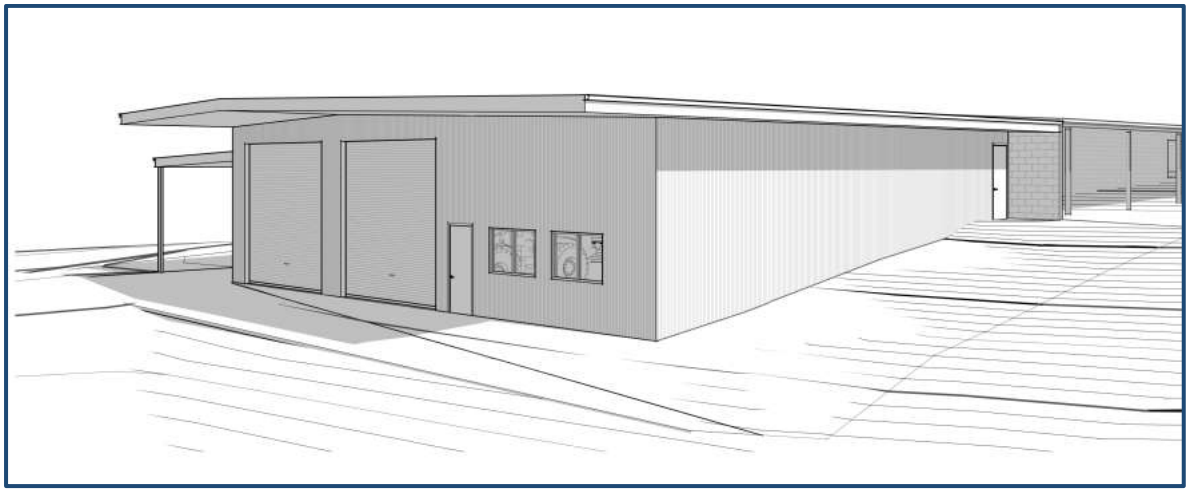
Being an undefined, innominate use the proposal is therefore a Section 2 (permit required) use.

Buildings and works

The proposal includes the following buildings and works:

- A workshop is proposed to be constructed to the eastern side of the existing stables. The new building (addition) will primarily be open floor plan and used for the storage of heavy vehicles and equipment.
- There is a double storey (basement and ground floor) area that will be used for staff amenities and an accessible toilet (basement) and storage space in the ground floor mezzanine.
- A canopy/awning will wrap around the southern and eastern sides of the building to provide additional shelter and undercover storage space.

Figure 1 – 3D render of southern and easter elevations



- The stables will be repurposed for the storage of smaller items, such as hand-held contracting equipment, signage etc.

- A wash bay, including washing equipment shed and concrete drainage channel is proposed to the north of the contractors depot building. The water will drain to a triple interceptor.
- A fuel tank is proposed.
- Gravel hardstand and associated driveways to allow access and egress to the contractors depot building and area.

Access

No new accessway to Pakenham Road is proposed, or needed.

Vegetation

No vegetation removal is proposed and the works are setback sufficiently to ensure that no existing vegetation will be compromised.

Business hours:

Monday to Friday 6am to 6pm

Employees

No more than 10 on site at any time.

Employee parking

Provision will be made for 10 staff parking spaces within the hardstand area.

The Subject Site

The site

The 29ha property is on the eastern side of Pakenham Road, Pakenham.

The property currently contains a centrally sited dwelling, as well as outbuildings further to the north-west. The horse stables (that will be repurposed) are to the north-east of the dwelling.

The land rises steeply from the road frontage to the center of the land; and then falls away again toward the rear.

Scattered trees are found through the center of the site, with a more substantial stand of native, canopy trees toward the northern boundary.

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ACN 150 724 495

Planning controls and permit triggers

Zone

Green Wedge Zone, Schedule 1

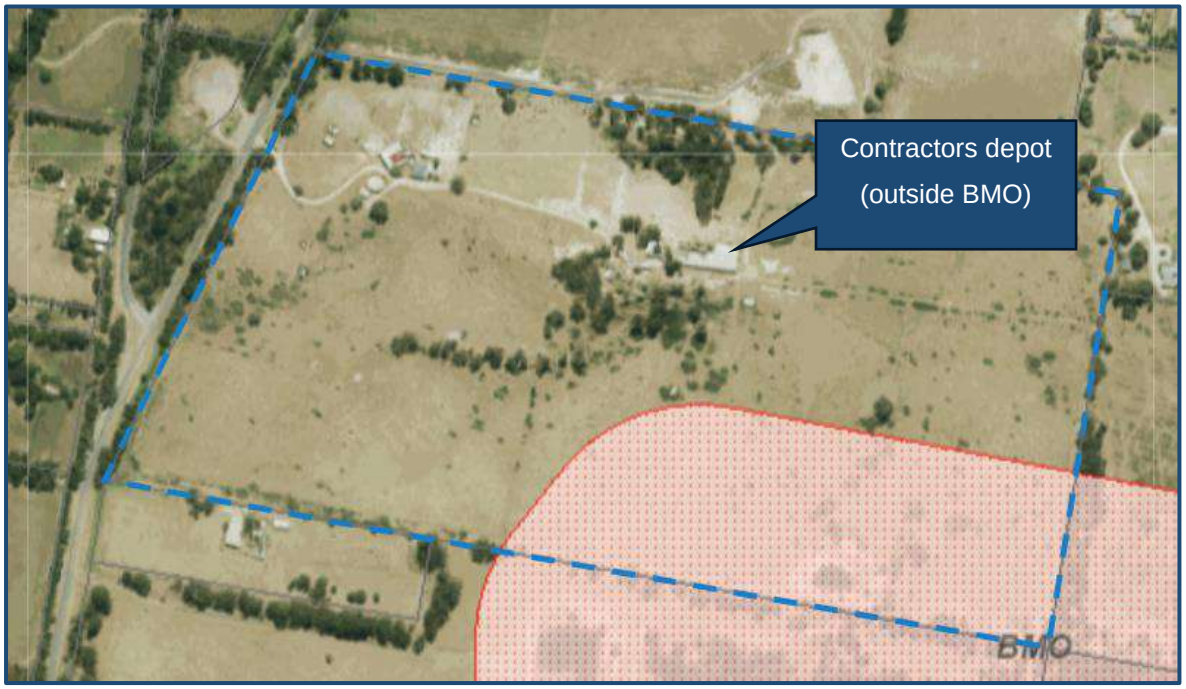
Overlays

Environmental Significance Overlay, Schedule 1 (Northern Hills)

Bushfire Management Overlay (BMO) – PART

For the avoidance of any doubt we draw attention to the fact all buildings and activity associated with the Contractors Depot falls outside he BMO, therefore no permission is required pursuant to the BMO.

Figure 2 – BMO mapping extract



Consideration

We submit that this matter hinges of four key areas of consideration:

- Is the proposed activity on the land (contractors depot) going to detrimentally impact the amenity of any person?
- Is the site suitably located to support the proposed land use?
- Is the size, scale and siting of the buildings and works appropriate?
- Does the proposal respond to the purpose of the Green Wedge Zone?

Below we respond to these matters.

Is the proposed activity on the land (contractors depot) going to detrimentally impact the amenity of any person?

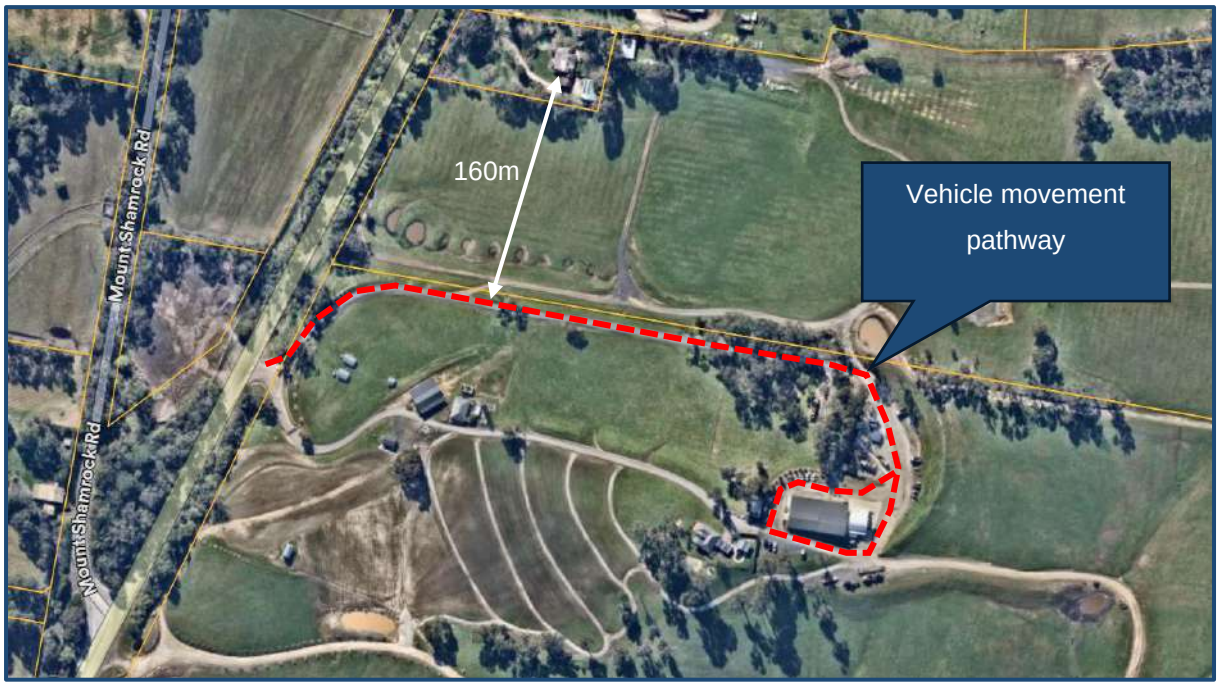
As represented on the development plans and the aerial photographs, the nearest dwelling is more than 350m from the proposed contractors depot footprint. As represented below there are no nearby dwellings, with the closest dwelling in any direction being a significant distance from the Contractors Depot.

Figure 3 – nearest dwellings (circled in red)

This distance is significant and will ensure the activity associated with the contractors depot does not detrimentally impact the amenity of any other person.

We are also conscious that vehicle movements also require consideration. In response we draw Council's attention to the fact that the vehicle movement route is also significantly distanced from the nearest dwelling to the north, as represented below.

Figure 4 – representation of vehicle movements in relation to nearest dwelling(s)



Pakenham Road is an arterial road with a heavy traffic load, therefore we say the very modest amount of on-site vehicle movements are inconsequential in regard to how they may impact any neighbouring property. We say that the impact will not be unreasonable.

As further evidence that there will be no unreasonable amenity impact t any person this proposal is supported by an expert acoustic assessment, that confirms noise emissions will result from the proposal.

Is the site suitably located to support the proposed land use?

The ability for heavy vehicles to access and egress to Pakenham Road, which is a TRZ2 road is available. Vehicles do not have to negotiate local roads, residential roads, or unmade roads to access the site.

Pakenham Road directly connects with Princess Freeway to ensure heavy vehicles have convenient access to the arterial road network, making it an ideal site to cater for the movement of heavy vehicles.

This application is supported by an expert Traffic and Waste Management Plan to further consider the vehicle movements associated with the enterprise.

Is the size, scale and siting of the buildings and works appropriate?

The proposed buildings works are relatively modest and confined to an 'addition' to the existing horse stables.
Due to the topography of the land, the contractors depot activity area and the associated buildings are not visible from the public realm from any perspective. The rising hill, peaking toward the center of the site entirely conceals the contractors depot when viewed from the front of the site. From Pakenham Road the location is even more 'hidden',

Figure 5 – looking east toward location of contractors depot. Photo taken toward front of subject site. Contractors depot activity area entirely concealed by topography.

There may be glimpses of the buildings from the north, however the dense stand of vegetation toward the northern boundary will significantly filter any views.

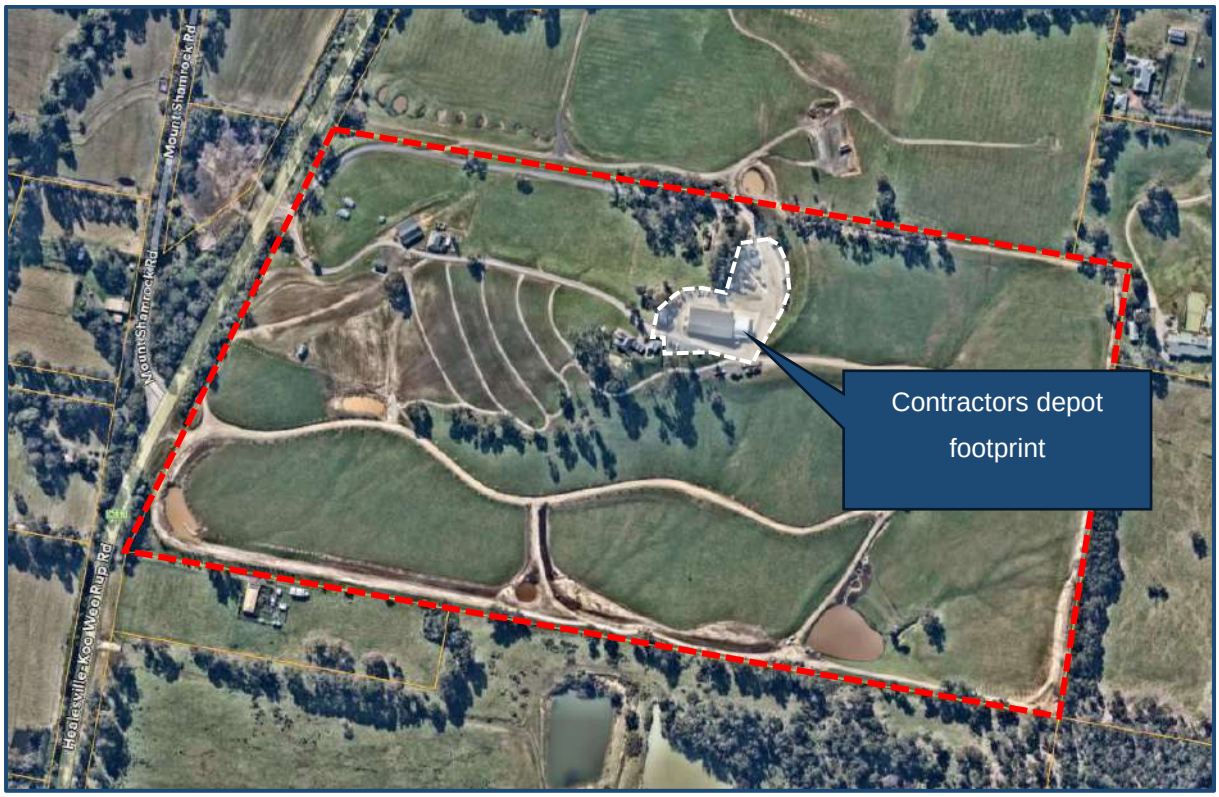
From the adjoining property to the east there may also be some visibility of the contractors depot, however we reiterate that the extent of additional built form is modest in the context of the site and our client is comfortable for Council to prescribe some additional screen planning around the eastern edge of the hardstand area to further filter views.

Does the proposal respond to the purpose of the Green Wedge Zone?

We are conscious that Council have a focus on trying to minimize any detrimental impact on the agricultural capacity of rural land. With this in mind the footprint of the contractors depot has been consolidated into one relatively modest area.

The land owner is currently in the process of improving the land capability to support primary production, including future grape vines and a substantial olive grove. The contractors depot will have no impact on the ability for the vast majority of the land to support a meaningful, viable crop raising enterprise in the future. The contractor's depot footprint occupies an area of approximately 8000m^2, which is the equivalent of 2.69% of the land.

Figure 6 – representation of contractors depot footprint



Council are aware that depots commonly operate from rural land. The primary reason for this is, quite simply, that the area needed to operate a depot means that there is very limited land within any other zone. As discussed earlier in this submission the ability for heavy vehicles to directly access the arterial road network makes this site ideal; and the proposal use and development will have no meaningful impact for the ability of the land to be used for agricultural purposes.

Conclusion

On balance, the proposed use and development is worthy of Council's full support, and we look forward to receiving a favourable decision in due course.

In summary we say that:

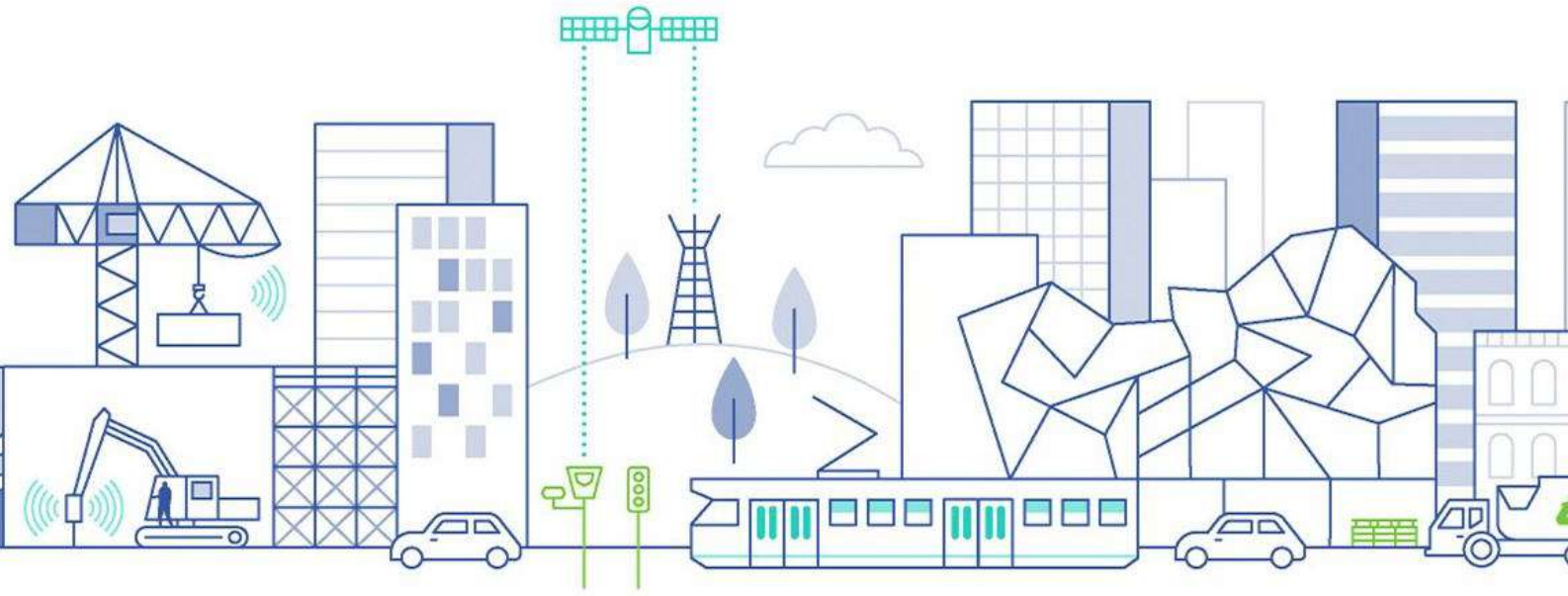
- No person will suffer any unreasonable amenity impact;
- The buildings and works will not be obtrusive when viewed from surrounding properties or the public realm;
- There is no detrimental impact to the agricultural or environmental values of the land;
- The site is ideally located to support a contractors depot.

Traffic Engineering

Proposed Contractors Depot

340 Pakenham Road, Pakenham

Traffic Impact Assessment



1 Introduction

TTM Consulting (Vic) Pty Ltd has been requested by the Applicant to prepare a Traffic Impact Assessment for the proposed Contractors Depot at 340 Pakenham Road, Pakenham.

The proposal is already operating at the site; however the Applicant has received a Council Enforcement Notice for operating without the required Planning Permit.

To address this, a Traffic Impact Assessment has been conducted to evaluate the traffic, parking, and access implications of the operations, with the intention of formalising the operations by obtaining the necessary Planning Permit.

The report concludes that, from a traffic engineering perspective, the proposal warrants provision of the sought Planning Permit.

Record

No.	Author	Reviewed/Approved	Description	Date
1.	P. McArdle	D. Hancox	TIA: Original Issue	05/09/2024
2.	P. McArdle	D. Hancox	TIA: Revised Issue	10/09/2024
3.	P. McArdle	D. Hancox	TIA: Revised Issue	4/06/2025

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2 Existing Conditions

2.1 The Site

The site at 340 Pakenham Road, Pakenham has approximately 297,115 square metres of land area with approximately 408.43 metres frontage to Pakenham Road. Figure 1 shows the location of the site and the surrounding road network.

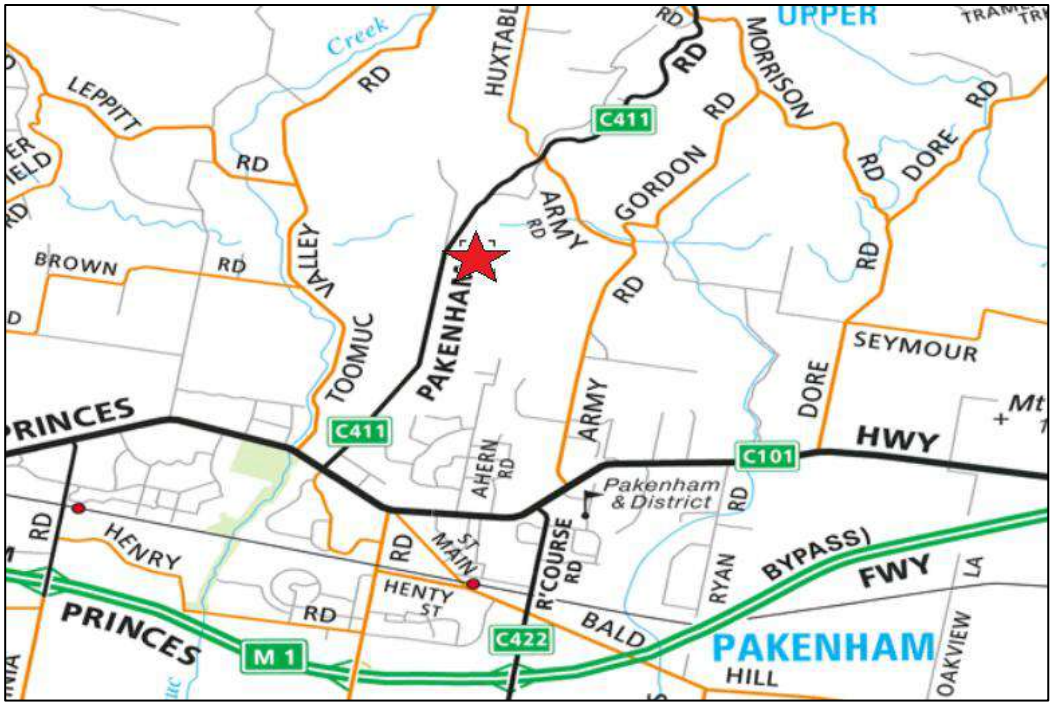


Figure 1: Site Locality Plan (Source: Street-Directory)

The site is zoned in the Green Wedge Zone – Schedule 1 (GWZ1) in the Cardinia Planning Scheme.

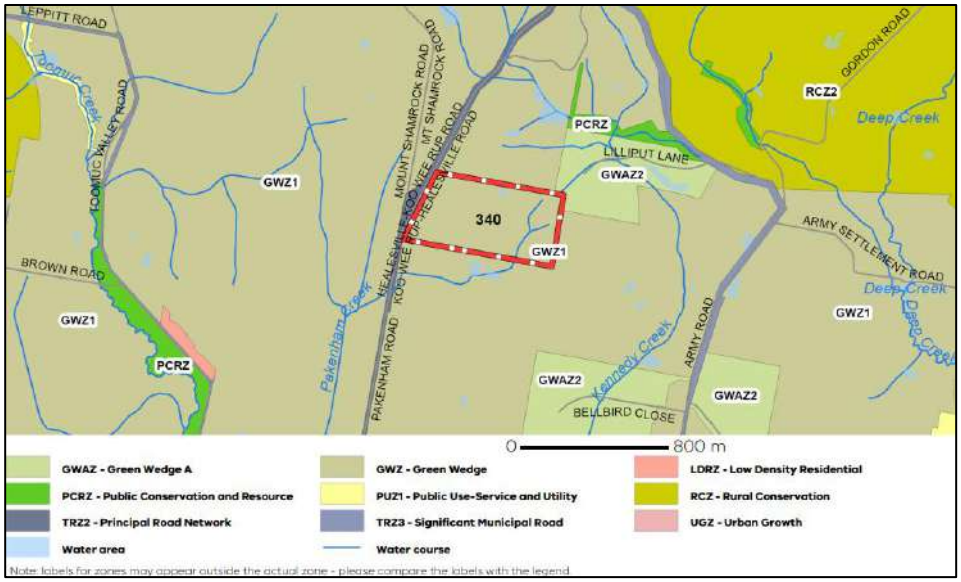


Figure 2: Planning Zone of Site (Source: VicPlan)

An aerial image of the site is shown in the following figure.

Figure 3: Aerial Image of Site (Monday, May 13th, 2024) (Source: NearMap)

2.2 Road Network

Pakenham Road (C411 – Healesville – Koo Wee Rup Road) is an arterial road (Transport Zone 2) under DTP's jurisdiction and comprises a single, two-lane, two-way carriageway that is approximately 7.0 metres wide. The posted speed limit is 100 kph. Figures 4 and 5 show the road configuration of Pakenham Road along the site frontage.

Figure 4: Pakenham Road (Facing North, Site on RHS - Photo Taken: 17/07/2024)

Figure 5: Pakenham Road (Facing South, Site on LHS - Photo Taken: 17/07/2024)

The main access to the site is from Pakenham Road shown below.

Figure 6: Existing Main Access on Pakenham Road

Figure 7: Main Access on Pakenham Road (Street View)

3 The Proposal

The Applicant is seeking a Planning Permit to formally operate a Contractors Depot on the subject land. The site is currently used by the Applicant's Civil Construction company for cleaning and performing basic maintenance on their equipment, equipment staging and storage.

Although the Applicant is already operating at the site, they have received a Council Enforcement Notice for operating without the required Planning Permit. The Application has been submitted to address this matter.

The features of the Contractors Depot include:

- **Existing Gravel Hardstand:** Used for staging construction vehicles and parking float (trailer) vehicles.
- **Existing Parking Areas:** Includes sealed and unsealed areas for car parking and small vehicles with capacity for about 30 vehicles.
- **Proposed Disabled Space:** Includes 1 sealed disabled space and shared area.
- **Existing Vehicle Wash Bay and Equipment Shed:** Equipped with a triple interceptor for managing runoff.
- **Existing Building:** Used for storing small equipment, signs, and consumables.
- **Proposed Building Extension:** Existing shipping containers and a dome roof proposed to be removed and replaced with a building extension to include areas for vehicle storage and minor maintenance.
- **Existing Vehicle Access:** Utilising the existing main access connecting to Pakenham Road.

The total site area is 297,115 square metres. However, the area designated for the Contractors Depot is approximately 8,500 square metres, which represents about 2.9% of the total site area.

The Applicant has confirmed staff undertake the following duties :-

- Transport construction equipment to and from construction sites around various parts of the region,
- Construction equipment can remain at a site for anywhere from a few hours to months depending on the scale of the job,
- Some staff will work at the site undertaking routine maintenance and cleaning of construction equipment,
- Some staff will work at the site undertaking general admin duties,
- All staff typically drive to the site in a car and park in one of the designated parking spaces, they will either remain on-site and undertake routine maintenance and cleaning of construction equipment or depart the site with construction equipment to undertake work remote to the site.
- The business typically employs upto 10 staff undertaking the above duties.

A copy of the development plans is attached in Appendix A.

4 Car Parking Requirement and Provision

4.1 Statutory Car Parking Requirements

Table 1 of Clause 52.06-5 of the Planning Scheme outlines car parking requirements for a variety of land uses. A Contractor's Depot is not a listed in the table and therefore parking is to the satisfaction of the Responsible Authority.

On that basis the following empirical assessment of parking has been prepared.

4.2 Empirical Assessment Of Parking Demand

The Applicant has confirmed that the business typical employs upto 10 staff on any given day.

Based upon the assumption that all staff drive to the site in their own vehicle the typical parking demand will be in the order of 10 spaces. Whilst there are 10 formal parking spaces there are an additional 20 informal parking spaces, which is more than adequate to accommodate the parking demand generated by the use.

Thus the combination of formal and informal parking spaces is an adequate on-site provision for the use.

5 Traffic Generation and Impacts

5.1 Existing Traffic on Pakenham Road

TTM Consulting (Vic) Pty Ltd has undertaken an AM peak period count on Wednesday August 4th, 2024, to determine the existing AM peak hour traffic volumes on Pakenham Road beside the site. The traffic count was conducted from 7:00am to 9:00am. A full copy of the AM peak period traffic count is attached in Appendix C.

The following figure summarises the existing AM peak hour traffic volumes about the site, which occurred from 8:00am to 9:00am.

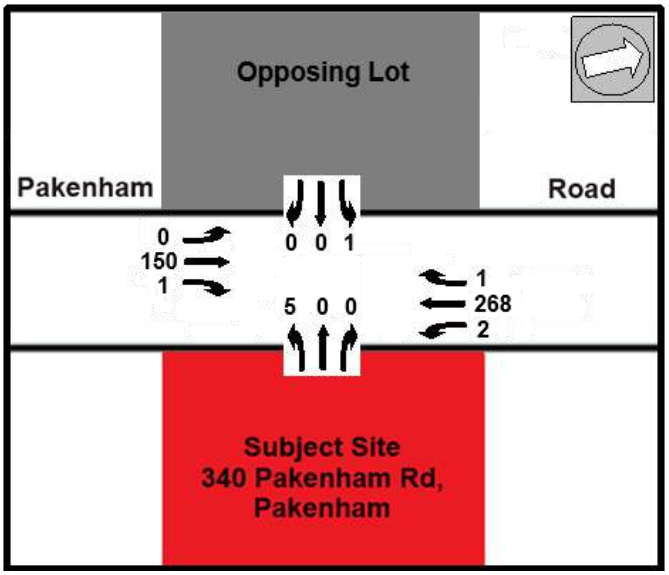


Figure 8: Existing AM Peak Hour Traffic (8am – 9am)

It is assumed that the PM peak hour traffic would generate similar volumes except in the opposite direction, which would be as follows.

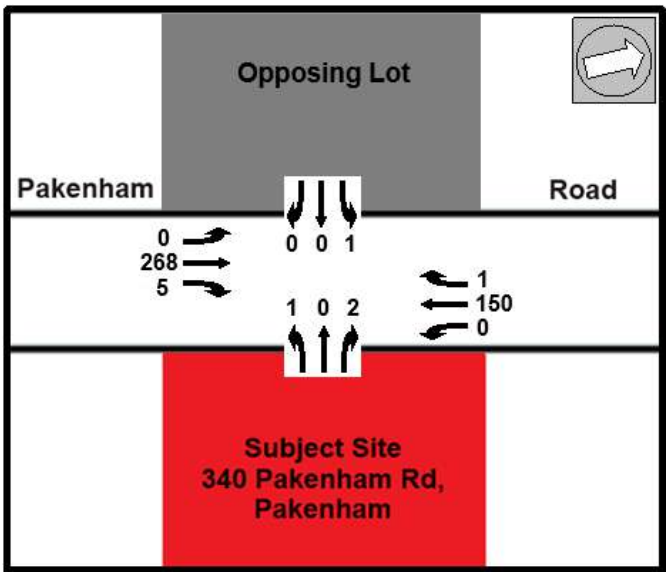


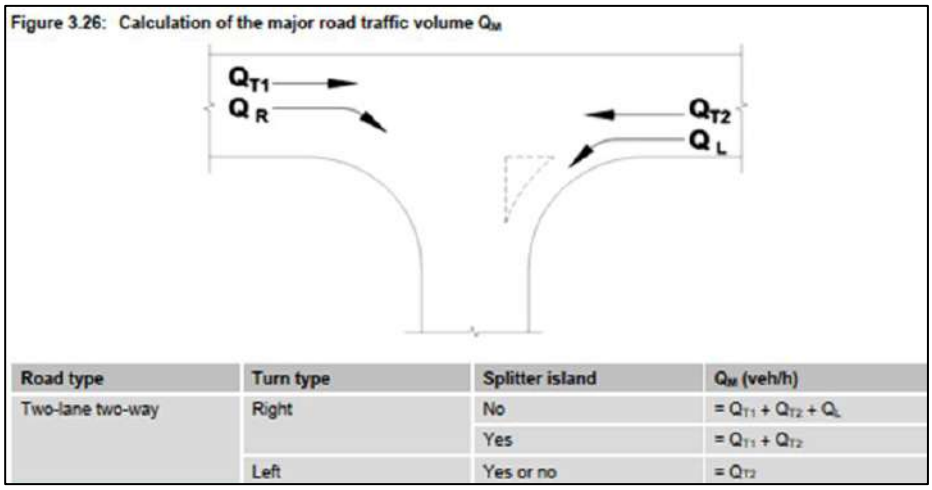
Figure 9: Assumed PM Peak Hour Traffic

5.2 Likely Site Traffic Generation

Given the site is already operating, the traffic is already reflected, and therefore no further traffic generation is expected.

5.3 Warrants for Turn Treatments

Figure 3.25 of the AustRoads Guide to Traffic Management Part 6: Intersections, Interchanges and Crossings Management (2020) details the criteria for turn treatments at unsignalised intersections on major roads.



Road type	Turn type	Splitter island	Q_M (veh/h)
Two-lane two-way	Right	No	$= Q_{T1} + Q_{T2} + Q_L$
		Yes	$= Q_{T1} + Q_{T2}$
	Left	Yes or no	$= Q_{T2}$

Figure 10: Calculation of Major Road Traffic (Q_M)

The chart confirms the site access warrants a Basic Left Turn (BAL) and Basic Right Turn (BAR) on Pakenham Road.

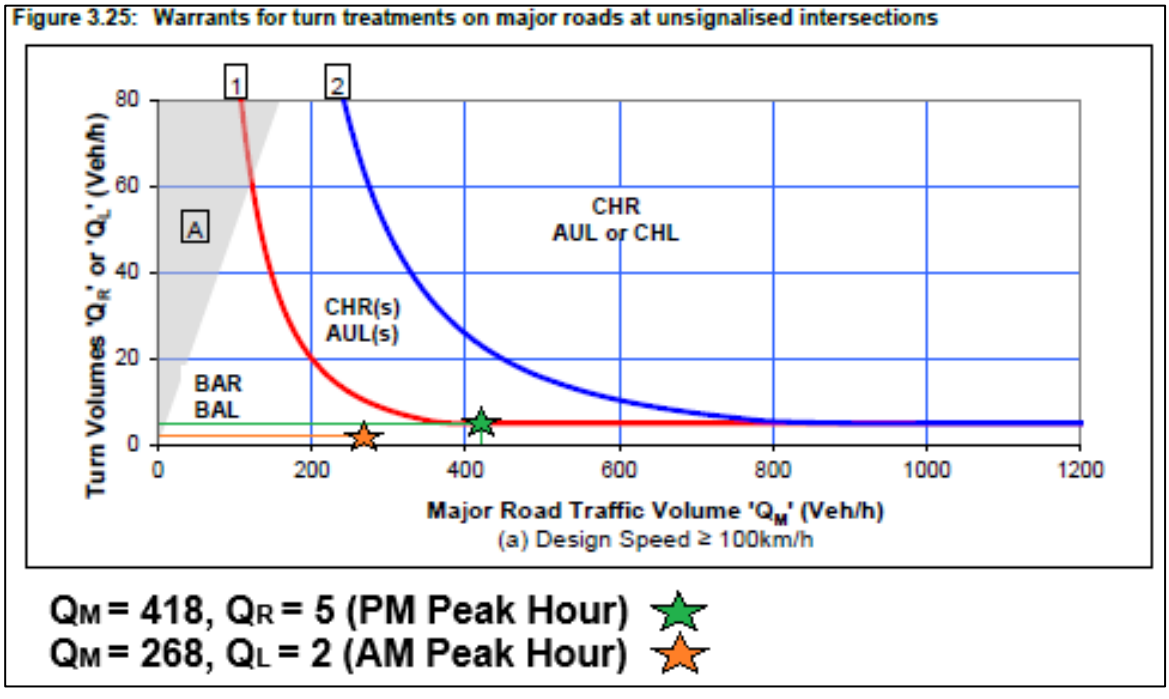


Figure 11: AustRoads Warrants for Turn Treatments

Whilst the shoulders are not sealed, this is not warranted given:

- Similar conditions are observed at other intersections along Pakenham Road, including the intersection at Mount Shamrock Road.
- The shoulder for the BAR is gravel, similar to the intersection at Mount Shamrock Road.
- Visibility for approaching vehicles is satisfactory.
- Vehicles arriving are typically small (car or service vehicle).
- There are minimal arrivals during the peak hours, reducing the likelihood of queuing or vehicles approaching too closely from behind.

No roadworks is considered necessary for the Application.

6 Car Parking Area and Access Design

6.1 Site Access

Vehicles associated with the Contractors Depot access the site via the main access from Pakenham Road.

The site will occasionally accommodate up to a 19 metres long articulated vehicles, which transports construction vehicles to and from the site. However, most vehicles accessing the site will be cars.

TTM has prepared swept path diagrams and are attached in Appendix D which indicates a 19 metres long "Articulated Vehicle" from AS2890.2:2002 access and circulate the site with adequate manoeuvering space.

The site access is appropriate from a traffic engineering perspective.

6.2 Sight Distance

TTM Consulting (Vic) Pty Ltd has undertaken a sight assessment of the main access and determined that there is 250 metres and 360 metres facing left and right when exiting the site respectively.

Figure 12: Facing Left

Figure 13: Facing Right

This satisfies the Safe Intersection Sight Distance (SISD) requirements for a posted speed limit of 100 kph which is 234 metres for a reaction time of 1.5 seconds and 248 metres for a reaction time of 2.0 seconds.

The sight distance is satisfactory from a traffic engineering perspective.

6.3 Car Parking Layout

The on-site car parking is mostly informal (i.e. unsealed and no delineation) except for the proposed disabled space and shared area which will be sealed and is proposed to be 5.4 metres long by 2.4 metres wide each which complies with Australian Standards (AS2890.6:2009). This ensures the Application satisfies BCA requirements.

It is clear there is adequate gravel area to accommodate on-site car parking appropriately. The car parking layout is appropriate from a traffic engineering perspective.

6.4 Loading and Unloading

Construction vehicles are occasionally transported to and from the site. They are typically stored at the site, including any necessary maintenance, before being used off-site for projects related to the Applicant's Civil Construction business.

There is sufficient gravel area on-site to accommodate loading and unloading. Additionally, the proposed warehouse building which will be used for minor maintenance on construction vehicles.

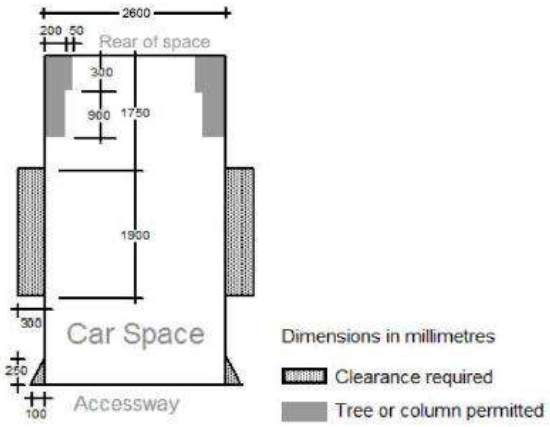
The loading access is appropriate from a traffic engineering perspective.

6.5 Response to Clause 52.06-9 Design Standards

Clause 52.06-9 of the Planning Scheme outlines design criteria for car parking, accessways and gradients. The following table provides a response to each of the relevant design criteria.

Table 4: Clause 52.06-9 Design Standards

Clause 52.06-9 Design Criteria	TTM Response
Design Standard 1 - Accessways	
Be at least 3 metres wide.	Satisfied.
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied.
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.	Not applicable.
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheelbase of 2.8 metres.	Satisfied.
If the accessway serves 4 or more car spaces or connects to a road in a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied.

Clause 52.06-9 Design Criteria	TTM Response
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves 10 or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied. The main access is approximately 14 metres 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 1 lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Not applicable. There is no pedestrian footpath along the frontage road.
If an accessway to 4 or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Satisfied.
Design Standard 2 – Car parking spaces	
Dimensions of car parking spaces and accessways – Table 2.	Satisfied.
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, 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. **Diagram 1 Clearance to car parking spaces** 	Satisfied.
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.

<table>
<tr><th>Clause 52.06-9 Design Criteria</th><th>TTM Response</th></tr>
<tr><td>Where parking spaces are provided in tandem (one space behind the other) an additional 500 mm in length must be provided between each space.</td><td>Not applicable.</td></tr>
<tr><td>Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.</td><td>Not applicable.</td></tr>
<tr><td>Disabled car parking spaces must be designed in accordance with Australian Standard AS2890.6-2009 (disabled) and the Building Code of Australia. Disabled car parking spaces may encroach into an accessway width specified in Table 2 by 500mm.</td><td>Not applicable.</td></tr>
<tr><td colspan="2">Design Standard 3 – Gradients</td></tr>
<tr><td>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.</td><td>Satisfied.</td></tr>
<tr><td>Ramps must have the maximum grades as outlined in Table below and be designed for vehicles travelling in a forward direction.
<table>
<tr><th>Type</th><th>Length Ramp</th><th>Max Grade</th></tr>
<tr><td rowspan="2">Public</td><td><20m</td><td>1:5</td></tr>
<tr><td>>20m</td><td>1:6</td></tr>
<tr><td rowspan="2">Private</td><td><20m</td><td>1:4</td></tr>
<tr><td>>20m</td><td>1:5</td></tr>
</table></td><td>Satisfied.</td></tr>
<tr><td>Where the difference in grade between two sections of ramp or floor is greater that 1:8 (12.5%) for a summit grade change, or greater than 1:6.7 (15%) for a sag grade change, the ramp must include a transition section of at least 2 meters to prevent vehicles scraping or bottoming.

Plans must include an assessment of grade changes of greater than 1:5.6 (18%) or less than 3 metres apart for clearances, to the satisfaction of the Responsible Authority.</td><td>Satisfied.</td></tr>
</table>

The proposed accessways, car parking spaces, gradients are designed appropriately based on the relevant design criteria outlined in Clause 52.06-9 of the Planning Scheme.

7 Summary and Conclusions

TTM Consulting (Vic) Pty Ltd has been requested by the Applicant to prepare a Traffic Impact Assessment for the proposed Contractors Depot at 340 Pakenham Road, Pakenham, and concludes that, from a traffic engineering perspective, the Applicant warrants provision of the sought Planning Permit.

TTM Consulting (Vic) Pty. Ltd.

[redacted]

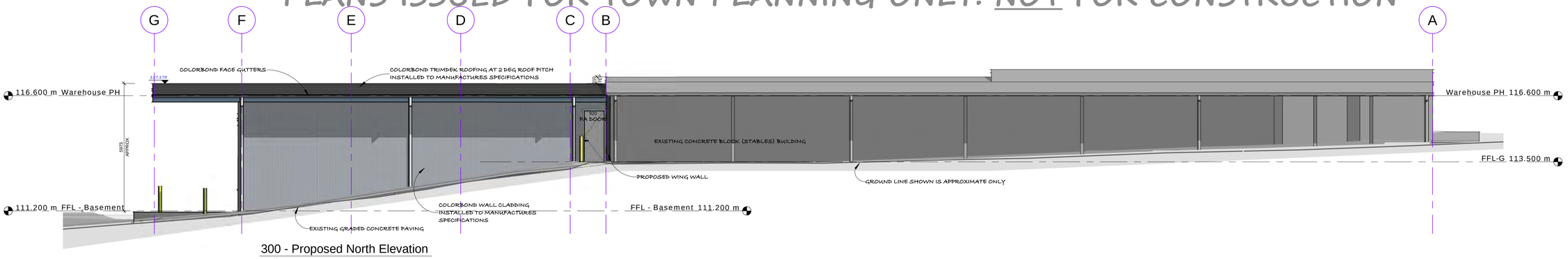
Principal Consultant

Notes:

OWNER and/or BUILDER to check and verify all dimensions, site levels, grades, roof pitches, etc prior to commencing any works.

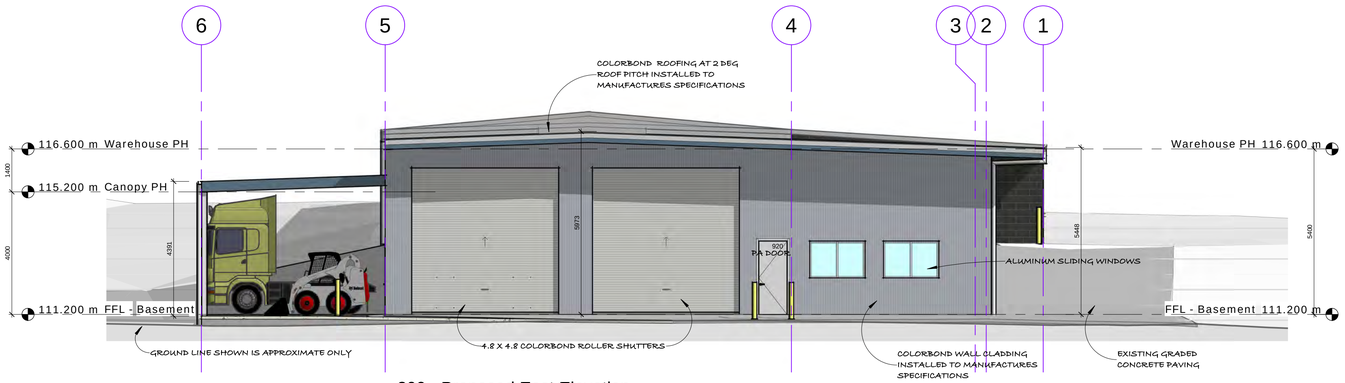
Report any discrepancies to 3D Design Group for directions prior to ordering materials and start of building works.

Do not scale drawings, written dimensions are to take precedence over scaled drawings.



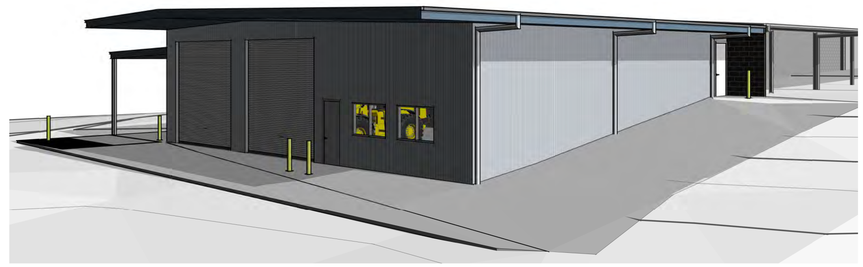
300 - Proposed North Elevation

1 : 100

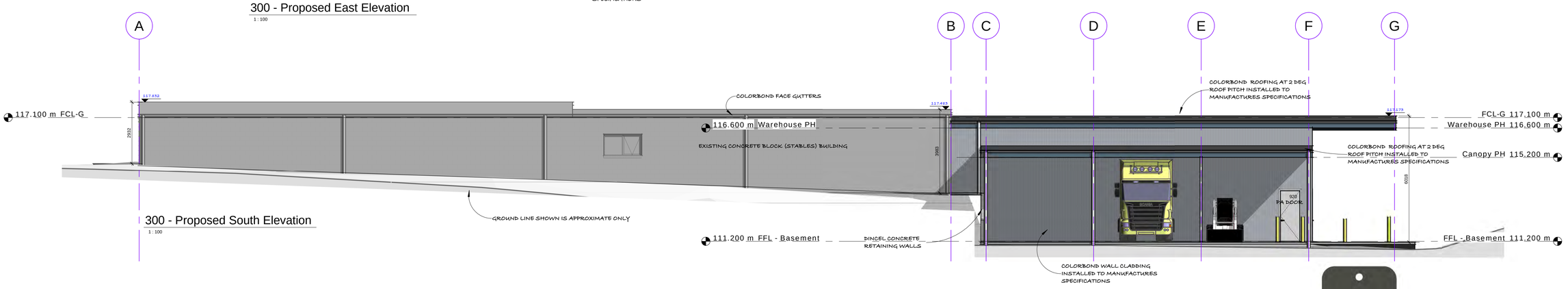


300 - Proposed East Elevation

1 : 100

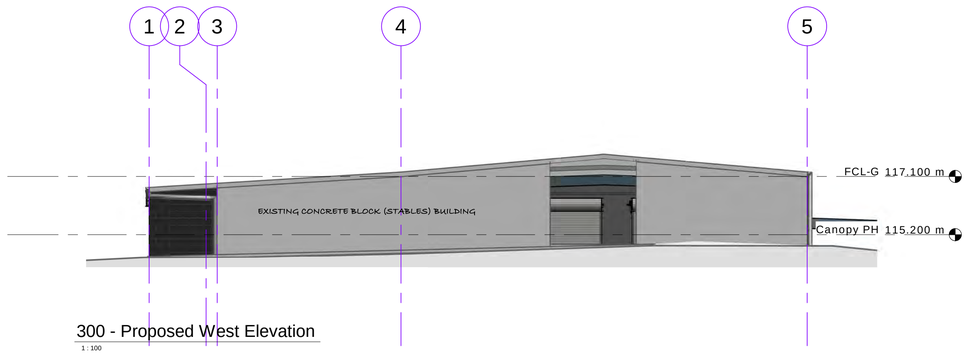


3D View 5



300 - Proposed South Elevation

1 : 100



300 - Proposed West Elevation

1 : 100

3D View 6

Roof Colour - Woodland Grey

Wall Colour - Basalt

Roller Door & PA Door Colour - Shale Grey

Revision: **A**

No.	Date	Description
A	04.09.24	Town Planning Issue

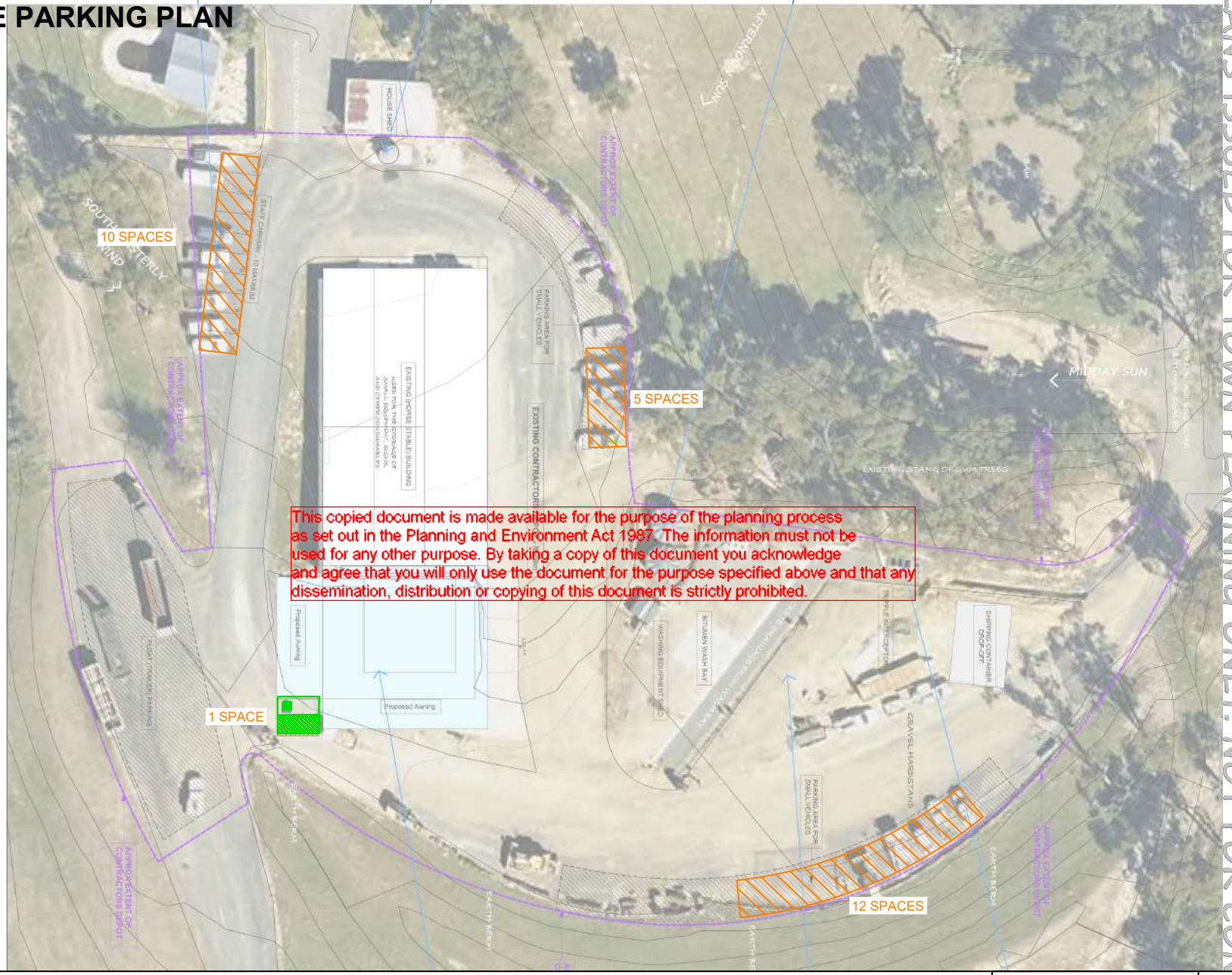
3D DESIGN GROUP
Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Elevations - Proposed**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**340 Pakenham Road, Pakenham**
Design:	**BE**
Sheet Size:	**A1**
Drawn:	**BE**
Scale:	**1 : 100**
Checked:	**BE**
Issue:	**Planning**
Date:	**04.09.2024**
Revision:	**A**
Dwg No:	**24-036**
Sheet No:	**A301**

PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

Appendix B: Indicative Parking Plan

INDICATIVE PARKING PLAN



TP02 - Site Context Plan 1 to 200

TOTAL = 28 CAR PARKING SPACES

Issue	Appd	Date	Comments
B	PJM	10/09/24	Revised Issue
A	PJM	5/09/24	Original Issue

ttm
Acoustics Data Traffic Waste Design
TTM Consulting (Vic) Pty Ltd
88 Langridge Street
Collingwood VIC 3066
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E : ttmvic@ttmgroup.com.au
W : www.ttmgroup.com.au

PROPOSED CONTRACTORS DEPOT 340 PAKENHAM ROAD, PAKENHAM INDICATIVE PARKING PLAN

Scale 0 3 6 9 12 15 1:750 @ A4

Drawing No : 24MET0271

Sheet No : 1 Issue : B

Appendix C: AM Peak Period Traffic Count

, ,

Turn Count Summary

Location: Pakenham Road at Access Road,
GPS Coordinates:
Date: 2024-09-04
Day of week: Wednesday
Weather:
Analyst: Alice

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	0	14	0	0	0	0	0	11	0	0	0	0	25
07:05	0	15	0	0	0	0	0	5	0	0	0	0	20
07:10	0	19	0	0	0	0	0	13	0	0	0	0	32
07:15	0	17	0	0	0	0	0	6	0	0	0	0	23
07:20	0	16	0	0	0	0	0	8	0	0	0	0	24
07:25	0	16	0	0	0	0	0	10	0	0	0	0	26
07:30	0	12	0	0	0	0	0	14	0	0	0	0	26
07:35	0	16	0	0	0	0	0	11	0	0	0	0	27
07:40	0	14	0	0	0	0	0	12	2	0	0	0	28
07:45	0	12	0	1	0	0	0	15	0	0	0	0	28
07:50	0	29	0	0	0	0	0	11	0	0	0	0	40
07:55	1	13	0	0	0	0	0	5	0	0	0	0	19
08:00	0	22	0	0	0	0	0	6	0	0	0	0	28
08:05	1	10	0	0	0	0	0	12	0	0	0	0	23
08:10	0	34	0	1	0	0	0	14	0	0	0	0	49
08:15	0	21	0	0	0	0	0	8	0	0	0	0	29
08:20	0	33	0	2	0	0	0	10	0	0	0	0	45
08:25	0	35	0	0	0	0	0	11	0	0	0	0	46
08:30	0	15	0	0	0	0	0	18	1	0	0	0	34
08:35	0	20	1	1	0	0	0	14	0	0	0	0	36
08:40	0	14	0	0	0	0	0	17	0	0	0	0	31
08:45	1	27	0	1	0	0	0	14	0	1	0	0	44
08:50	0	19	0	0	0	0	0	12	0	0	0	0	31
08:55	0	18	0	0	0	0	0	14	0	0	0	0	32

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	0	14	0	0	0	0	0	11	0	0	0	0	25
07:05	0	15	0	0	0	0	0	5	0	0	0	0	20
07:10	0	19	0	0	0	0	0	13	0	0	0	0	32
07:15	0	17	0	0	0	0	0	6	0	0	0	0	23
07:20	0	16	0	0	0	0	0	8	0	0	0	0	24
07:25	0	16	0	0	0	0	0	10	0	0	0	0	26
07:30	0	12	0	0	0	0	0	14	0	0	0	0	26
07:35	0	16	0	0	0	0	0	11	0	0	0	0	27
07:40	0	14	0	0	0	0	0	12	2	0	0	0	28
07:45	0	12	0	1	0	0	0	15	0	0	0	0	28
07:50	0	29	0	0	0	0	0	11	0	0	0	0	40
07:55	1	13	0	0	0	0	0	5	0	0	0	0	19
08:00	0	22	0	0	0	0	0	6	0	0	0	0	28
08:05	1	10	0	0	0	0	0	12	0	0	0	0	23
08:10	0	34	0	1	0	0	0	14	0	0	0	0	49
08:15	0	21	0	0	0	0	0	8	0	0	0	0	29
08:20	0	33	0	2	0	0	0	10	0	0	0	0	45
08:25	0	35	0	0	0	0	0	11	0	0	0	0	46
08:30	0	15	0	0	0	0	0	18	1	0	0	0	34
08:35	0	20	1	1	0	0	0	14	0	0	0	0	36
08:40	0	14	0	0	0	0	0	17	0	0	0	0	31
08:45	1	27	0	1	0	0	0	14	0	1	0	0	44
08:50	0	19	0	0	0	0	0	12	0	0	0	0	31
08:55	0	18	0	0	0	0	0	14	0	0	0	0	32

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:05	0	0	0	0	0	0	0	0	0	0	0	0	0
07:10	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:20	0	0	0	0	0	0	0	0	0	0	0	0	0
07:25	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:35	0	0	0	0	0	0	0	0	0	0	0	0	0
07:40	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
07:50	0	0	0	0	0	0	0	0	0	0	0	0	0
07:55	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:05	0	0	0	0	0	0	0	0	0	0	0	0	0
08:10	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:20	0	0	0	0	0	0	0	0	0	0	0	0	0
08:25	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:35	0	0	0	0	0	0	0	0	0	0	0	0	0
08:40	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:50	0	0	0	0	0	0	0	0	0	0	0	0	0
08:55	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	2	268	1	5	0	0	0	150	1	1	0	0	428
Factor	0.17	0.64	0.08	0.21	0.00	0.00	0.00	0.69	0.08	0.08	0.00	0.00	0.73
Approach Factor	0.65			0.21			0.66			0.08			

Peak Hour Vehicle Summary

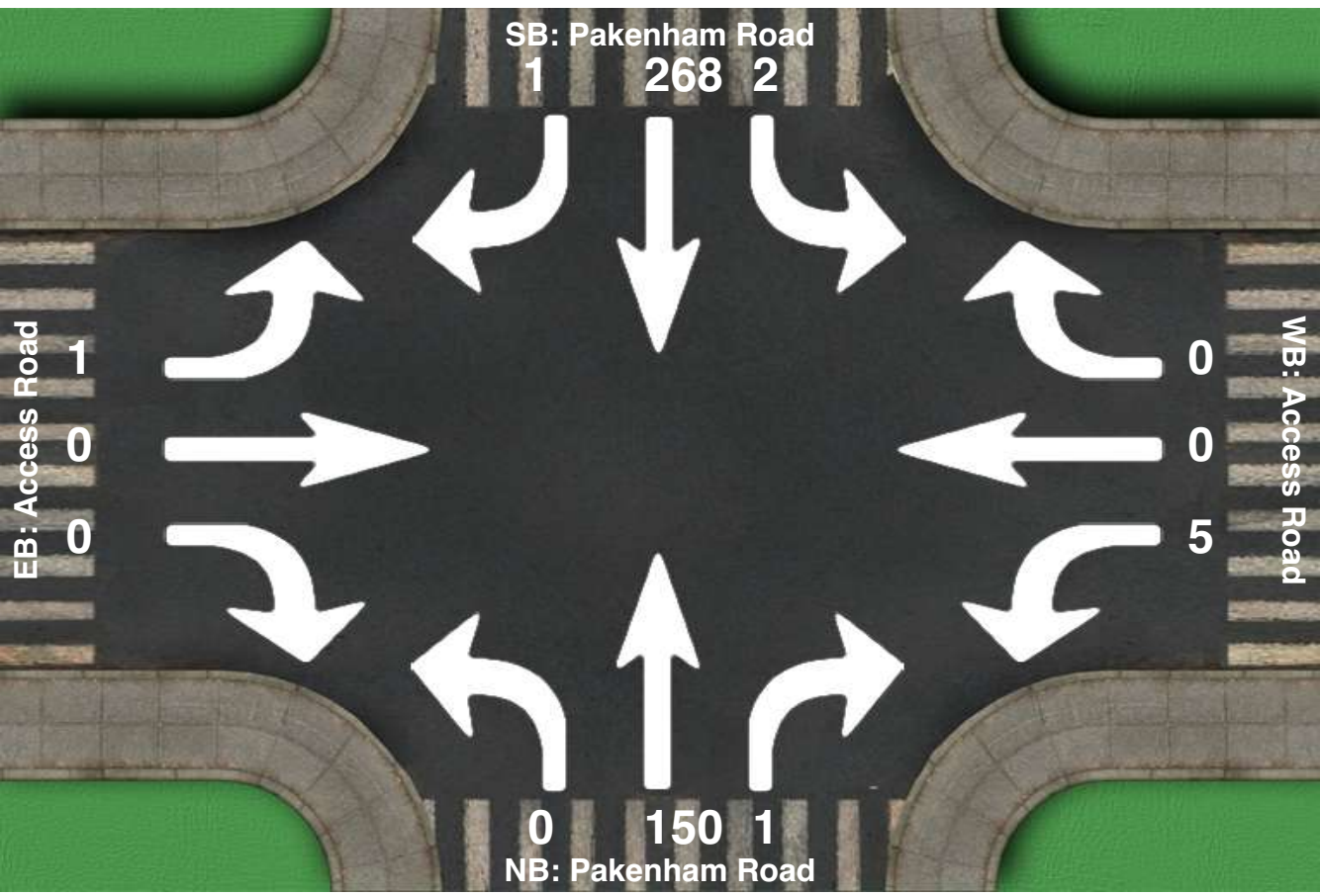
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	2	268	1	5	0	0	0	150	1	1	0	0	428

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Peak Hour

Location: Pakenham Road at Access Road,
GPS Coordinates:
Date: 2024-09-04
Day of week: Wednesday
Weather:
Analyst: Alice



Intersection Peak Hour

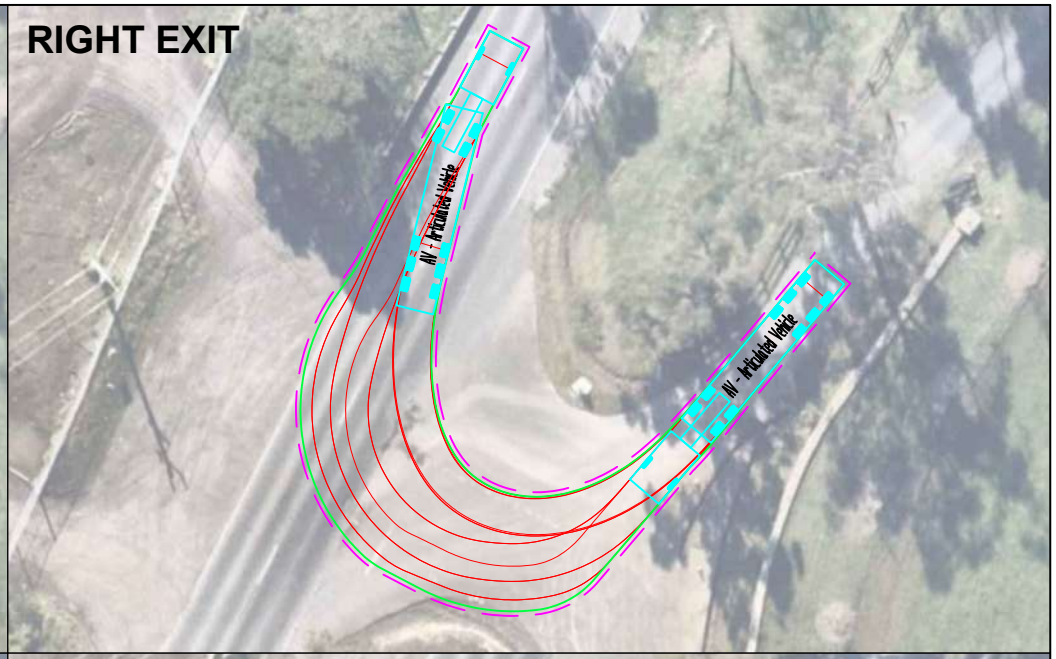
08:00 - 09:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	2	268	1	5	0	0	0	150	1	1	0	0	428
Factor	0.17	0.64	0.08	0.21	0.00	0.00	0.00	0.69	0.08	0.08	0.00	0.00	0.73
Approach Factor	0.65			0.21			0.66			0.08			

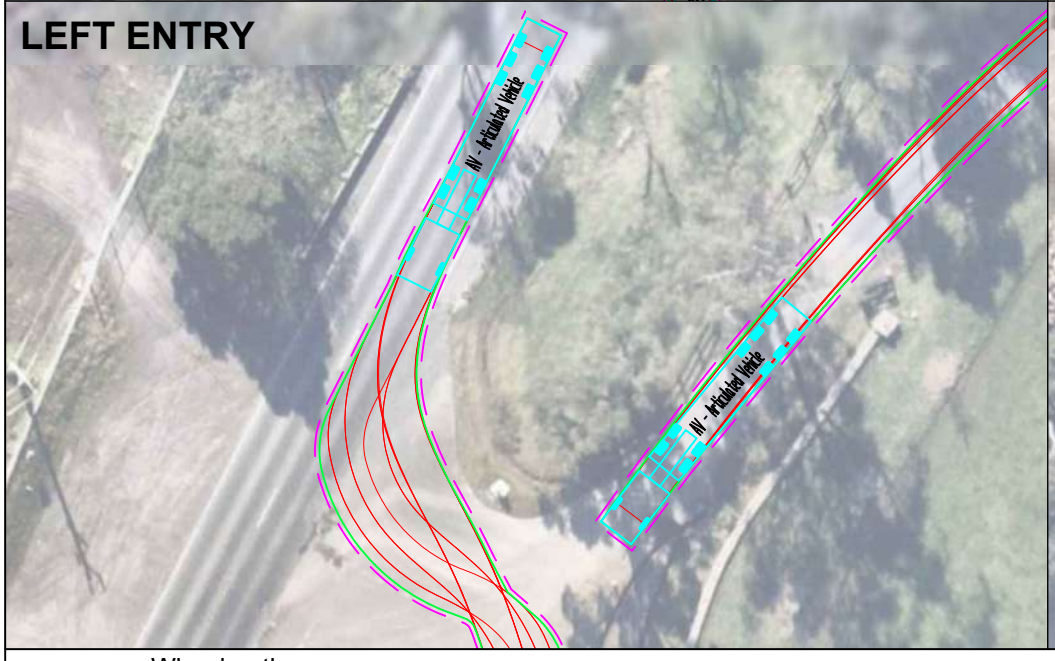
Appendix D: Swept Path Diagrams

RIGHT ENTRY

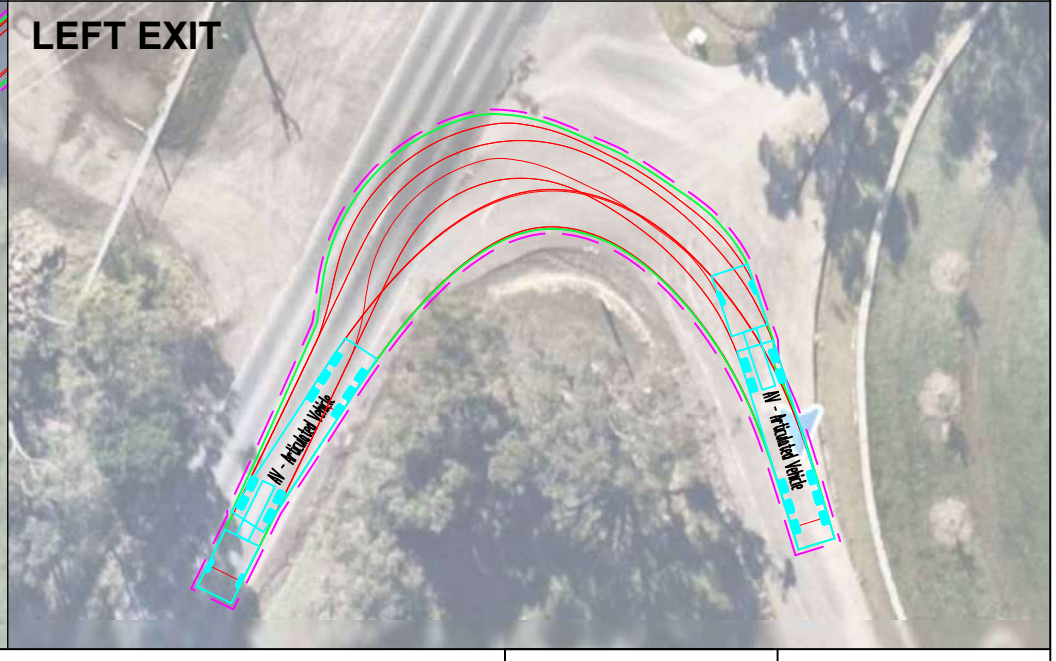
RIGHT EXIT



LEFT ENTRY



LEFT EXIT

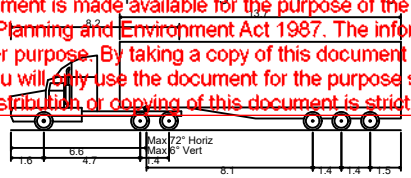


Wheel path

Vehicle Overhang

Vehicle Overhang + 300mm Clearance

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v25



AV - Articulated Vehicle

Overall Length	19.000m
Overall Width	2.500m
Overall Body Height	4.301m
Min Body Ground Clearance	0.418m
Track Width	2.500m
Lock to Lock Time	6.00sec
Curb to Curb Turning Radius	12.500m

N

Issue	Appd	Date	Comments
A	PJM	5/09/24	Original Issue

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PROPOSED CONTRACTORS DEPOT 340 PAKENHAM ROAD, PAKENHAM SWEPT PATH DIAGRAMS

Scale 0 5 10 1:500 @ A4

Drawing No : 24MET0271

Sheet No : 2 Issue : A

CIRCULATION 1

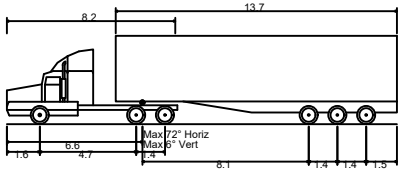
Wheel path

Vehicle Overhang

Vehicle Overhang + 300mm Clearance

Issue	Appd	Date	Comments
A	PJM	5/09/24	Original Issue

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v25



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PROPOSED CONTRACTORS DEPOT 340 PAKENHAM ROAD, PAKENHAM SWEPT PATH DIAGRAMS

Scale 0 7 14 21 28 35 1:1,750 @ A4

Drawing No : 24MET0271

Sheet No : 3 Issue : A

CIRCULATION 2

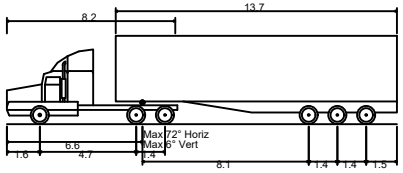
Wheel path

Vehicle Overhang

Vehicle Overhang + 300mm Clearance

Issue	Appd	Date	Comments
A	PJM	5/09/24	Original Issue

Swept Path Diagram Prepared using AutoDesk Vehicle Tracking v25



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PROPOSED CONTRACTORS DEPOT 340 PAKENHAM ROAD, PAKENHAM SWEPT PATH DIAGRAMS

Scale 0 7 14 21 28 35 — 1:1,750 @ A4

Drawing No : 24MET0271

Sheet No : 4 | Issue : A

340 PAKENHAM ROAD, PAKENHAM

Acoustic Report for Town Planning Application

For

340 PTY LTD C/- 3D DESIGN GROUP

DOC. REF: V1940-03-P ACOUSTIC REPORT - CONTRACTOR'S DEPOT (R0)
19 SEPTEMBER 2024

Enfield Acoustics Pty Ltd
ABN 15 628 634 391
Ph: +61 3 9111 0090
PO Box 920
North Melbourne, VIC 3051

1 Introduction and Scope

Enfield Acoustics has been engaged by 340 Pty Ltd (Applicant) c/- 3D Design Group to assess potential noise impacts relating to the proposed commercial use at 340 Pakenham Road, Pakenham (Subject Land).

The Applicant intends to operate a contractors depot on the Subject Land, which will be used to store mobile machinery, including minor maintenance and washing of machines and vehicles.

A site plan of the proposal is shown below:

It is understood that the following operating hours are proposed for the contractors depot:

- 6.00am to 6.00pm daily

To this end, Enfield Acoustics has:

1. Confirmed proximities to existing dwellings and interfaces surrounding the Subject Land;
2. Used benchmark noise measurements of similar uses to determine likely noise levels from the proposed use; and
3. Conducted 3D computational noise modelling to assess potential noise emissions from the proposed use against relevant noise policies.

Our assessment has been conducted in reference to Plans prepared by 3D Design Group dated 26 August 2024.

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2 Site Inspection

Based on aerial imagery (Nearmap and Google Maps), the nearest dwellings to the proposal were identified as follows:

Tag	Location of Sensitive Use	Direction	Type
R1	368 Pakenham Road	North	Double-storey dwelling
R2	15 Mount Shamrock Road	West	Single-storey dwelling
R3	315 Pakenham Road	West	Single-storey dwelling
R4	310 Pakenham Road	South	Single-storey dwelling
R5	75 Lilliput Lane	East	Single-storey dwelling
R6	70 Lilliput Lane	Northeast	Single-storey dwelling

Refer to the site map below for locations of nearby sensitive uses:

Given that the above dwellings identified are the closest to the Subject Land, it is intrinsic that compliance at these locations would also result in compliance at all other sensitive uses proximate to the Subject Land.

3 Policy Requirements

3.1 Noise Protocol

Noise from any Commercial, Industrial or Trade (CIT) premises must comply with the *Environment Protection Regulations 2021* and *Publication 1826: Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues* (Noise Protocol).

The methodology for determining the applicable noise limits under the Noise Protocol is dependent on several factors, in particular for this site whether a sensitive use is located within a rural area or a Major Urban Area (MUA).

Given that the sensitive uses are located within a rural area, the applicable limits have been derived in accordance with Table B.1 of the Noise Protocol, as follows:

R1, R2, R3 & R4

Period	Zoning Level / Noise Limit *GWZ to GWZ*
'Day' Period 7am to 6pm (Monday to Saturday)	46 dB(A)
'Evening' Period 6pm to 10pm (Monday to Saturday) 7am to 10pm (Sundays)	41 dB(A)
'Night' Period 10pm to 7am (All days)	36 dB(A)

R5 & R6

Period	Zoning Level / Noise Limit *GWZ to GWAZ*
'Day' Period 7am to 6pm (Monday to Saturday)	45 dB(A)
'Evening' Period 6pm to 10pm (Monday to Saturday) 7am to 10pm (Sundays)	38 dB(A)
'Night' Period 10pm to 7am (All days)	33 dB(A)

Background noise levels are not required to be measured under the rural method of the Noise Protocol, where the proposal can be demonstrated to comply with the Zoning Levels. It is noted however that because the proposal is only to operate within the 6am-7am shoulder of the 'Night' period, it is likely that the actual noise limit during this period would be significantly higher.

The Noise Protocol considers 30-minute average energy noise emissions, meaning that the relevant assessment metric being considered is $L_{Aeq\text{-}30min}$, dB(A).

4 Assessment

Based on our review of the proposal, possible noise emissions may include:

1. Vehicle passby's
2. Minor workshop repair (hand tools)
3. Pressure washing

The Sound Power Levels (SWL) used in our assessment are summarised in the table below:

Noise Source	Assumptions	Sound Power Level / Sound Pressure Level
Vehicle passby	Up to 1 vehicle per 30 min	SWL 103 dB(A) $L_{max\text{-}passby}$
Workshop activities	Worst-case internal reverberant noise level. Noise sources include welders, grinders, sanders, hammering, ratchets, polishing, and other general workshop activities.	SPL 76 dB(A) $L_{eq\text{-}30min}$
Pressure wash	High-pressure washing occurring for up to 15 minutes within a 30-minute period.	SWL 97 dB(A) $L_{eq\text{-}30min}$

While noise levels from mobile machinery passby's can vary in nature, we have adopted a sound power level consistent with large trucks (similar to a B-double truck) in our assessment.

The internal noise levels for workshop activities were benchmarked from a busy panel repairs workshop, which had constant noise emissions and a multitude of activities occurring at once. The contractors depot, being centred around minor maintenance is unlikely to be characteristic of this type of workshop, however, we have adopted this as a conservative noise level to demonstrate that the risk of any internal noise emissions being non-compliant is low.

Based on the assumptions above, 3D noise computational model has been generated using the software package CadnaA. The model considers acoustic propagation factors including ground absorption and the natural topography of the land.

We have assumed the following minimum forms of construction in our noise model:

- Minimum steel shed (colorbond) construction for the workshop (R_w>21)
- Garage roller doors assumed open in our assessment

The results of our modelling indicate the following worst-case noise levels at identified sensitive uses:

Effective Noise Levels – All activities occurring at the same time

Location	Effective Noise Level $L_{Aeq\text{-}30\ min}$	Noise Protocol Limit	Exceedance/comply?
R1, R2, R3 & R4	33 dB(A)	46 dB(A) – Day 41 dB(A) - Evening 36 dB(A) – Night	✓ All periods
R5 & R6	25 dB(A)	45 dB(A) – Day 38 dB(A) - Evening 33 dB(A) – Night	✓ All periods

A map of the noise model showing noise levels at all identified sensitive uses is presented in Appendix A.

Based on the results of our assessment, noise emissions from the contractors depot are expected to comply with the Noise Protocol by a reasonable margin during the most sensitive 'Night' period (between 6am to 7am), and by much larger margins for all other periods.

It is also worth noting that the assessment is conservative given that it assumes that all activities are occurring within the same 30-minute period, so the modelling results are considered 'worst-case'.

While compliance is predicted, the *Environment Protection Act 2017* (EP Act) requires that any commercial use fulfill their *General Environmental Duty* (GED) obligations. In effect, the GED requires that environmental impacts and the risk of harm are minimised by reasonable and practicable means, however the GED does not set out prescriptive or objective targets.

To satisfy the Applicant's obligations with the GED, it is recommended that the following controls are adopted as best practise to minimise noise emissions:

- **The use of the wash bay and power tools must not occur between the hours of 6am and 7am**

The above is considered to be a reasonable and practicable way to minimise the risk of noise impacts, noting that vehicle movements on the land before 7am is the more critical component of the operation.

Overall, we are satisfied that the proposed contractors depot on the Subject Land is likely to comply with the Noise Protocol without specific acoustic treatment, however, recommend that best practice controls are adopted to minimise noise impacts.

5 Conclusion

Enfield Acoustics has assessed potential noise impacts resulting from the proposed contractors depot at 340 Pakenham Road, Pakenham and is satisfied that a planning permit can be issued.

Based on the results of our assessment, we conclude that the use is likely to comply with the Noise Protocol without requiring specific acoustic treatment. The siting of a contractors depot on the Subject Land is unlikely to result in adverse noise impacts, given that:

- All receivers are well setback from noise sources
- The proposed use is considered moderate and that noise emissions are mostly transient in nature
- There are sufficient compliance margins (even under conservative assumptions), meaning that minor variations in assumed noise levels are unlikely to affect the outcome of the assessment

Regardless of the above, it is recommended that the following controls are adopted to assist the Applicant in minimising their noise impacts and satisfying their GED obligations, as follows:

- **The use of the wash bay and power tools must not occur between the hours of 6am and 7am**

To this end, Enfield Acoustics is satisfied that the Application can be approved by Council, where the recommendations in this report are adopted.

Appendix A: Noise Modelling Maps

Legend:

- Point Source
- Line Source
- Area Source
- vert. Area Source
- Building
- Barrier
- Contour Line
- Receiver
- Building Evaluation

Scale: 1: 3331 @ A3

ENFIELD ACOUSTICS NOISE VIBRATION

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Noise emission levels from CONTRACTORS DEPOT

LAeq-30min Noise Levels - Noise Protocol Assessment - All Periods

Vehicle passby
Workshop activities
Pressure wash

NOTES:

*Propagation in accordance with ISO9613

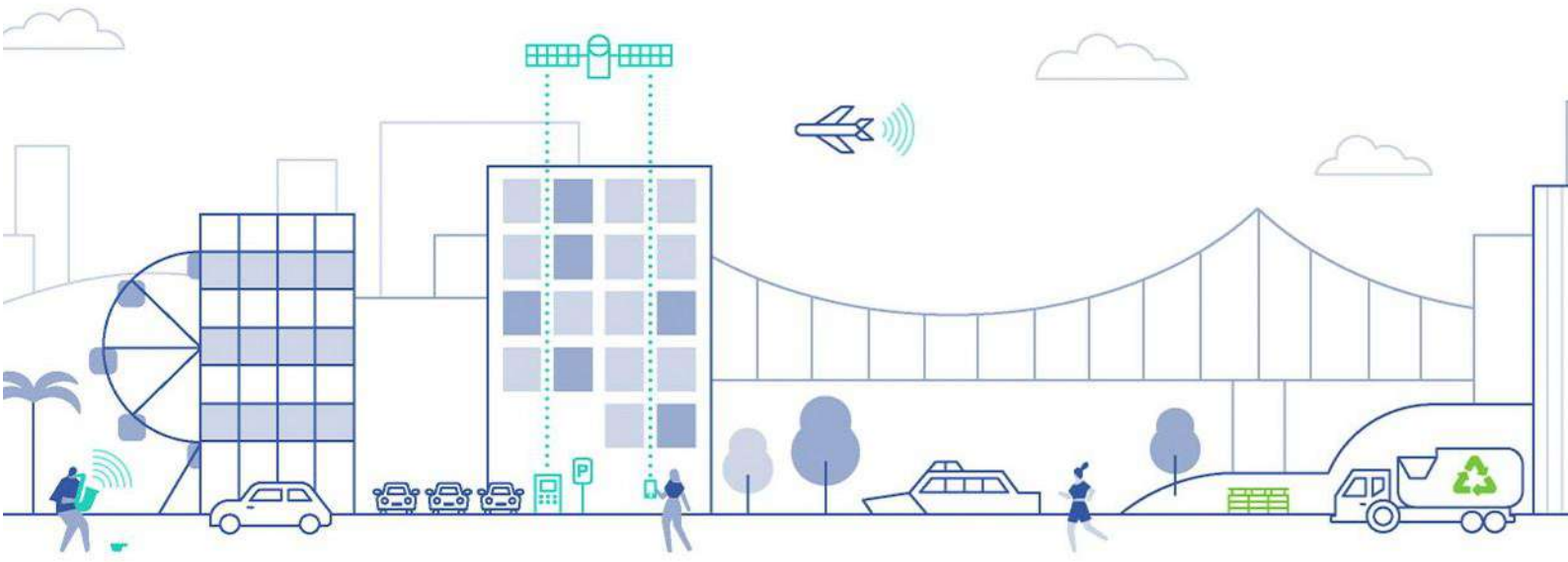
Project No: V1940-03 Drawing No: MAP-01 Date: 19.09.2024

Operational Waste Management Plan

Proposed Contractor's Depot Development

At 340 Pakenham Road, Pakenham

On behalf of 3D Design Group



1 Introduction

1.1. Background

TTM Consulting has been engaged by 3D Design Group. to prepare an OWMP to support the proposed Contractor's Depot Development located at 340 Pakenham Road, Pakenham. It is understood that a development application will be lodged with the Cardinia Shire Council.

1.2. Scope

The content of this OWMP is intended to provide information in reverse order to the typical movement of waste streams from disposal to collection. The reverse order provides context for refuse collection, storage, and transfer. Information on refuse disposal and collection points is given for each use within the development. Recommendations in this report related to the operational phase of the development only. Additional requirements for refuse management during or after demolition or construction phases are not included and require a dedicated plan. The items covered within the report are explained in Table 1-1.

Table 1-1: Scope Items

Item	Explanation
Refuse streams	Identification of refuse streams & anticipated development refuse volumes likely to be produced.
Refuse separation	Recommendations for appropriate segregation methods for each refuse stream
Refuse collections	Assessment of refuse collection vehicle (RCV) access and manoeuvring
Refuse storage	Detailed analysis of refuse storage facilities and design
Refuse transfer	Assessment of refuse transfer between refuse storage and collections areas
Refuse disposal	Recommendations for refuse disposal within the development
Refuse management equipment	Identification of recommended and optional refuse management systems and equipment
Refuse management operations	Recommendations for operational efficiency and ongoing management, including refuse minimisation, tenant education and safety
Building design	Recommendations for design of refuse management facilities

Detailed information including site plans and drawings, recommended refuse management equipment and system specifications, common refuse signage as well as a list of terms and abbreviations are provided in the appendices.

The provisions outlined in this OWMP are considered appropriate for this type of development. It is noted that the refuse storage areas are suitably sized to accommodate the refuse generated and number of bins proposed based on standard storage and collection methods.

1.3. Regulatory Considerations

1.3.1. Council's waste requirements

The plan satisfies Cardinia Shire Council's requirements by providing the following information:

- Type and quantity of refuse materials to be generated during the occupancy of the proposed site – General waste and Co-mingled recycling.
- Refuse collection, storage, transfer, and disposal arrangements during occupancy of the completed development –bins in separate, designated storage area that will comfortably fit within the property for a private collection.
- Recommended operational requirements for the operational phase of the development, and design requirements for the building and refuse management facilities.

1.4. Site Location

The site is located at 340 Pakenham Road, Pakenham as shown in Figure 1.4.

The site has a crossover onto Pakenham Road and All Waste and Delivery vehicle entries will take place the internal access road to access the Contractor's Depot.

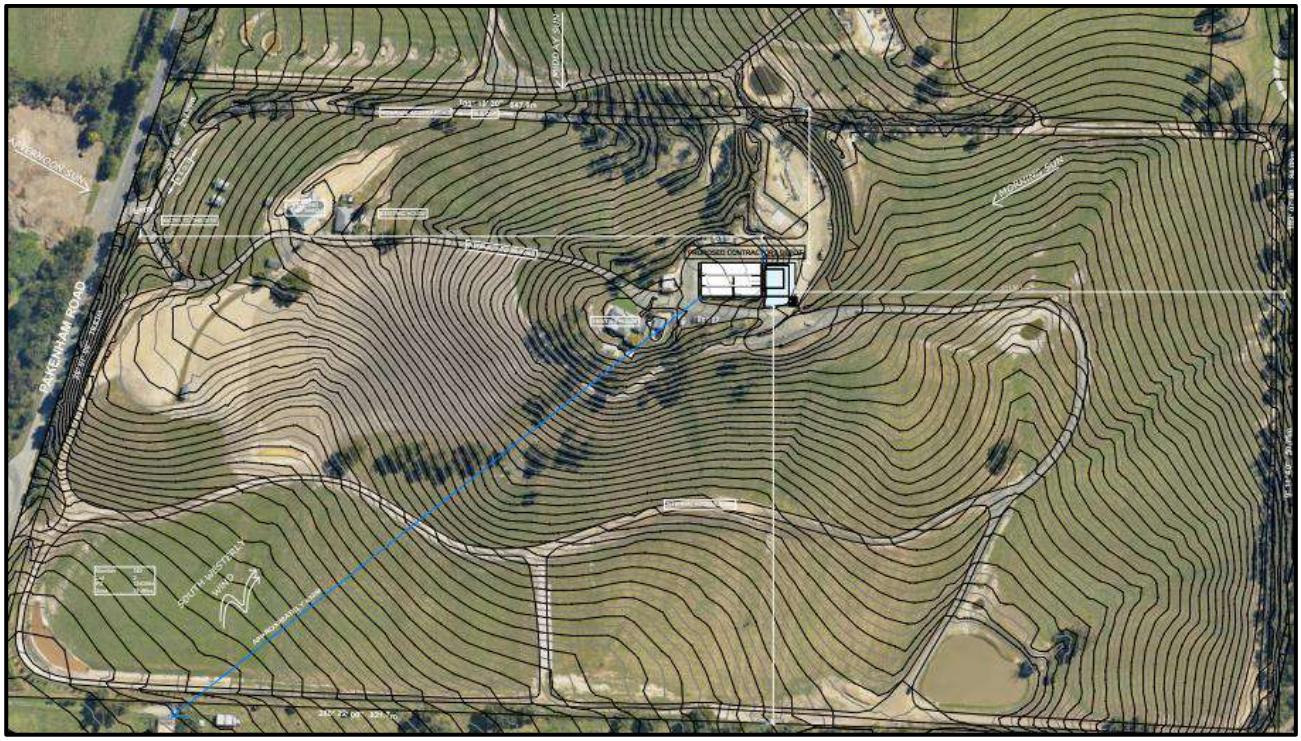


Figure 1-1: Site Location

Source: 3D Design Group, 340 Pakenham Road, Contractors Dept, Site context 1 to 1200, Dwg No; 24-036, Rev A

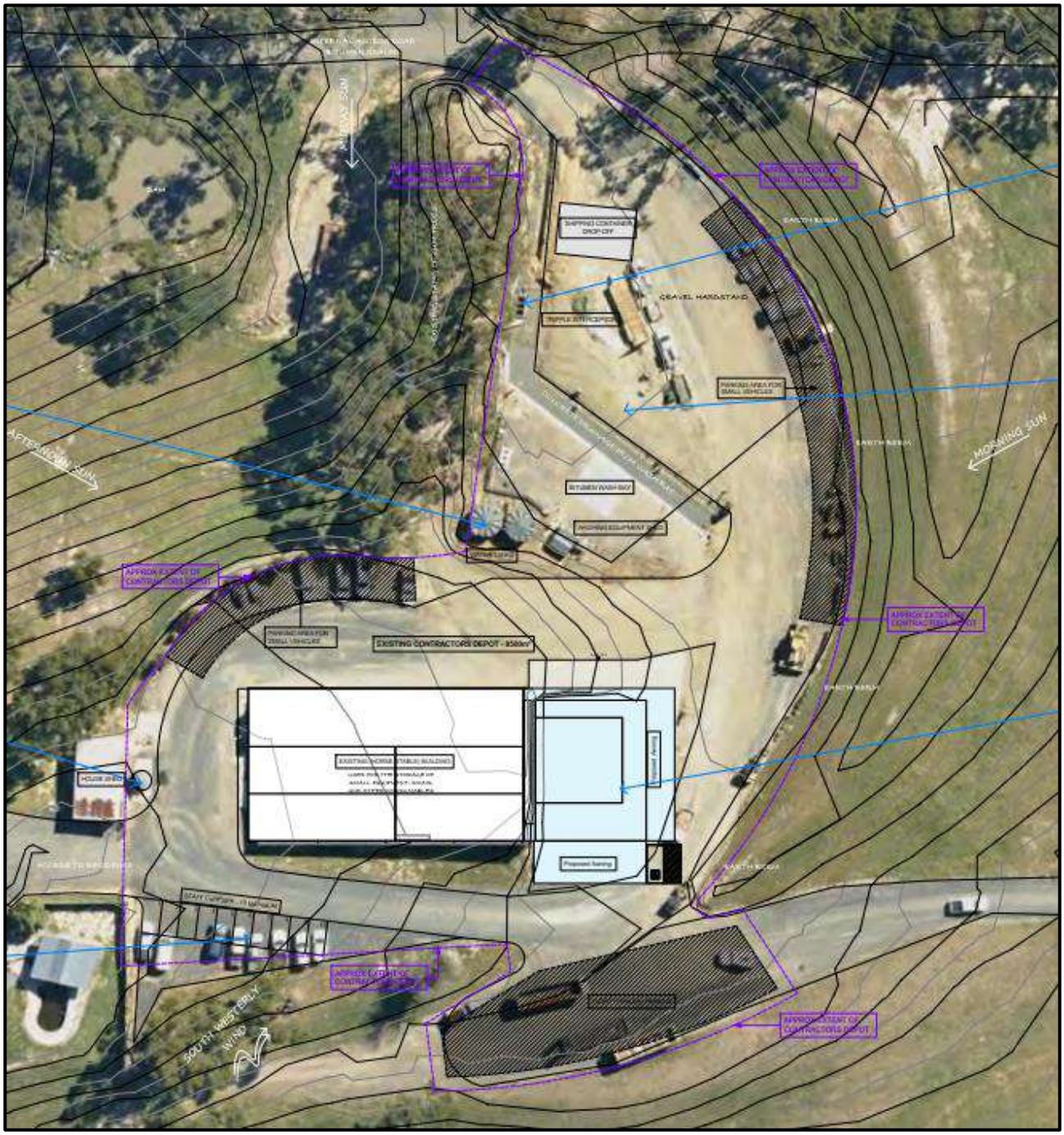


Figure 1-2: Site Context

Source: 3D Design Group, 340 Pakenham Road, Contractors Dept, Site context Plan, Dwg No; 24-036, Rev A

1.5. Development Summary

The development comprises of an existing single storey shed that is currently used as a stable and will be used as a storage space for small equipment, signs and consumables as well as a proposed two storey building that will act as a shed/depot for contractors to park vehicles on the basement and a mezzanine storage on the ground floor.

Table 1-2 provides a summary of the development, in relation to refuse generating areas for use with the refuse calculations provided in Section 2.1.

Table 1-2: Development Summary

Area Schedule - Existing	
Name	**Area**
Existing Stables	510.34 m²
Stable External Cover	316.67 m²
	827.01 m²

Area Schedule - Proposed	
Name	**Area**
Proposed Warehouse	341.43 m²
Canopy	79.15 m²
Canopy Storage	94.99 m²
	515.56 m²

2 Waste Management

This section provides the detailed waste calculations and describes the arrangements for the collection, storage, transfer, and disposal of refuse within the development. This includes associated bin quantities, storage capacities, equipment details, collection frequencies and site access details.

2.1. Refuse Calculations

The generation rates used for the calculation of commercial refuse produced have been applied based on the waste generation rates recommended by the Sustainability Victoria, as outlined in table 2.1.

It should be noted that these rates are standardised generation rates and not site specific however, give an estimation on the maximum potential waste generation. Site specific auditing will be required to establish actual refuse generation of this site and enable refinement of the waste strategy and refuse equipment utilised.

Table 2-1: Waste Generation Rates

Type	Applied To	General Waste	Commingled Recycling
Warehouse	827.01 m^2	10 L/100m^2/Day	10 L/100m^2/Day
Warehouse	515.56 m^2	10 L/100m^2/Day	10 L/100m^2/Day

Table 2-2: Waste Calculation

North Tower - Residential				
Description	Quantity	Measure	General Waste L/Week	Mixed recycling L/Week
Warehouse (existing)	827.01	m^2	579	579
Warehouse (New)	515.56	m^2	361	361
Volumes per Day (L / Day)			**940**	**940**
Volumes per Collection (L / Collection)			**9,40**	**9,40**
Collection and Equipment Details	Collections per Week		1	1
	Storage Capacity		7 Days	7 Days
	Equipment Size		1100L	1100L
	Equipment Quantity Required		1	1

2.2. Bin and Equipment Requirements

Table 2.3 outlines the number of bins required within the development. As waste volumes may vary according to the development occupants' attitudes to waste disposal and recycling, bin numbers and sizes may need to be altered to suit the building operation once the development is occupied. The table shows the maximum number of bins and equipment expected.

The development is not anticipated to produce large volumes of waste. It is only intended to be used as a storage space for contractor equipment and vehicles. An optional scrap metal bin is recommended in the event of major maintenance work done to any vehicles.

Table 2-3: Bin Requirements

Refuse Stream	Bin / Equipment - Type or Size	Bins Required	Collection frequency
General Waste	1100L Metal Mobile Bins	1	Once a week
Recycling	1100L Metal Mobile Bins	1	
Scrap metal (Optional)	1100L Metal Mobile Bins	1	
Oil and grease trap	Triple interceptor	1	As required

2.3. Refuse Storage

The General waste and recycling (and Scrap metal if applicable) generated by the occupants will be disposed of in 1100L Bulk mobile bins located in the basement. These bins will be stored within the building, on the basement level, along the northern boundary wall of the building, as seen in figure 2.1.

All internal areas will also be provided with space to store 60 – 80 L caddies indoors for each stream to transfer to the mobile bins when full.

The triple interceptor will be located next to the vehicle wash bay. This will be used to catch any oil/petrol run-off in a safe and environmentally friendly manner.

The mobile bins can also be washed at the wash bay as required.

Figure 2.1 outline the various bin rooms within the development.

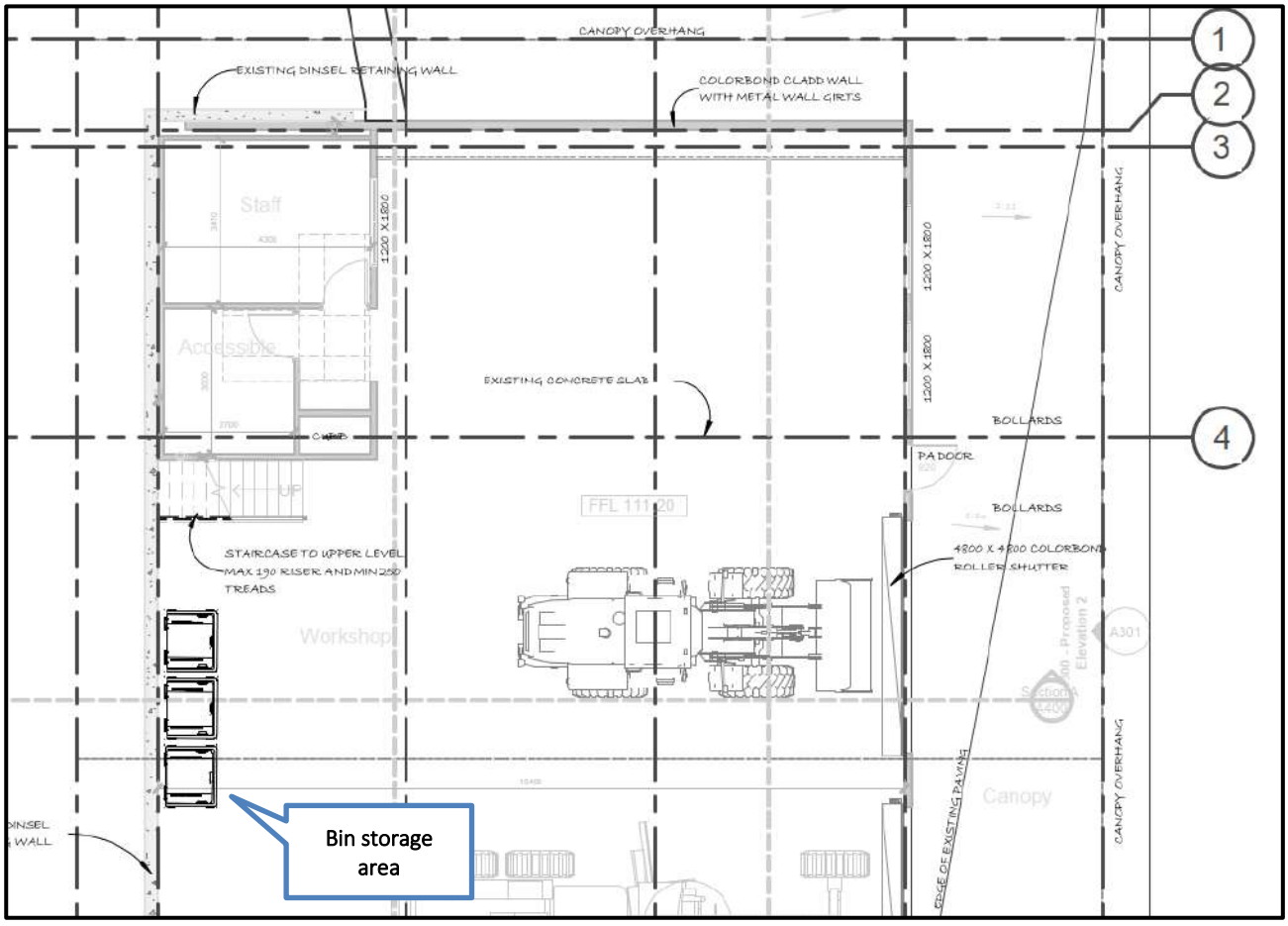


Figure 2-1: Bin storage Layout (Ground Floor)

Source: 3D Design Group, 340 Pakenham Road, Contractors Dept, Site context Plan, Dwg No; 24-036, Rev A

The refuse areas will require the following features in order to minimise odours, deter vermin, protect surrounding areas, and make it a user-friendly and safe area:

- Doors / gates wide enough to allow for the easy removal of the largest container to be stored.
- Adequate lighting (natural or artificial).
- Not located within any habitable portion of a building or place used in connection with food preparation (including food storage).
- Permits unobstructed access for removal of the containers to the service point.
- Does not have any steps or lips.
- Is screened to ensure bins are not visible from a public place, neighbouring properties, passing vehicles or pedestrian traffic external to the site.
- Is of sufficient size to accommodate the bins with sufficient clearance around the combined bin area.
- Is positioned away from entrances to shops or residential premises.
- The height of the bin storage area allows for waste bins to be fully screened from public view.
- A hose connection/Tap provided next to the enclosure for cleaning bins and the rooms.
- A drain connected to a sewer line for bin-wash water run-off.

Additional Design Requirements

- Is designed to be visually sympathetic to the surrounding areas.
- Is naturally ventilated.

2.4. Refuse Transfer

The Occupants/Cleaners will be required to transfer their waste and recycling to the bins in the bin storage area every evening or as required.

Occupants/Cleaners will need to transfer their general waste and recycling bins outside the depot, prior to collection. The bins will need to be transferred via the roller doors to the back (East of the property) for collection once a week, prior to the appointed contractor's agreed upon service date.

Hard waste will need to be via a private collection as required, using a skip, only when and if necessary.

The servicing contractor will collect bins directly from the East of the Depot using a rear loader collection vehicle and return the bins after servicing. The owners/occupants/Cleaning teams will be responsible for cleaning bins after service as required.

The refuse transfer path has been designed to allow for:

- The bins to be transferred via hard stand pathway.
- Allows bins to be easily manoeuvred.
- Does not impeded traffic flow.
- Does not extend through any habitable parts of a building or food premises.
- Does not have any lips, stairs, or steps for bins to be manoeuvred easily

2.5. RCV Arrangements and Bin Servicing Areas

All bins will be collected by a private waste contractor utilising a rear-loader Waste Collection Vehicle as per the schedule outlined in table 2.2. The WCV will need Enter 340 Pakenham Road via the crossover on Pakenham Rd and follow the looped internal access road to the Contractor's depot.

Once to the East of the Depot, the contractor will have to line up to the bins and move them to the rear of the vehicle for servicing. Once Serviced, the truck will need to return the bins to the presentation area and leave 340 Pakenham Rd in a forward gear, back onto Pakenham Rd.
It is recommended that all bins within the development are collected by the same contractor to reduce the number of truck movements on-site.

All vehicle movement swept path analysis can be seen in TTM's traffic report.

3 Recommended Operational Requirements

3.1. Refuse Disposal

The tables in this section summarise general recommended disposal arrangements for frequently generated in infrequently generated refuse for each use within the development. Section 3.1.1 describes the frequently generated refuse streams that are generated in high volumes for any given period and require significant capacity for storage prior to collections. Section 3.1.2 describes the infrequently generated refuse streams that are generated in relatively low volumes, and where minimal provision for storage can be easily managed by collection frequency.

3.1.1 Frequently Generated Refuse

Table 3.1 provides an overview of the anticipated residential refuse generation on site.

Table 3-1: Disposal of Warehouse Waste

Refuse Stream	Disposal Details
WASTE	
General Waste	**Disposal** General waste from warehouses is usually minimal. Bins for at least one full day of waste should be placed within the areas accessible to the public and / or near entry / exit doors, depending on the operations of the warehouse. Bins should also be places in staff or back-of-house areas. All waste bins should be lined with plastic bags. Bags should be tied before removal. An equivalently sized recycling bin should also be provided. **Transfer** Waste is collected by staff / cleaners who circulate the building using movable bins or trolleys. The material is then transferred to the refuse rooms for final disposal into (bulk) bins.
RECYCLING	
Commercial Comingled, including • aluminum • steel cans • tins • cardboard • semi rigid plastics	**Disposal** Recycling from Warehouses may consist of cardboard and plastic packaging material, but can change depending on the use of the Warehouse. Recycling bins should be located next to waste bins. Bins should be located near the entry / exit doors. Items for recycling can be collected separately from comingled recycling if larger quantities are produced. **Transfer** Recycling is collected by staff / cleaners and transferred to the refuse rooms for final disposal into (bulk) bins. It is recommended that movable bins or trolleys are use for transfer. Items for recycling must not be bagged and disposed in loose form.
	Container deposit / refund schemes are in place in Victoria as of November 2023. Once in place, there is a large possibility to see a drop in the amount of recycling material sent into the co-mingle bins. Once operational, occupants should be encouraged to separate containers that qualify for the schemes from the waste or recycling streams and send back to return points. Storage space or dedicated bins within the units or refuse rooms can be provided but it is preferrable for residents to be encouraged to take material to communal drop-off locations.

3.1.1. Infrequent Waste

Table 3-2: Disposal of Infrequently Generated Waste

Refuse Stream	Disposal Details
Hard Waste / Bulky Goods	Hard waste may be stored within unused car parking spaces and collection must be organized with a licensed, private waste contractor by the owners/operators of the building. More information can be found on the council website.

3.2. On-going Management

The tables below are not assessable as part of the development application instead for the demonstration of required tasks during the operational phase of the development and therefore intentionally left blank.

Responsibilities have to be assigned for all on-going refuse management operations. This is generally done by a body corporate, building manager, building management staff and / or cleaners. The following lists (Table 3-3 to Table 3-8) are designed to help managing responsibilities and monitor the refuse operations in order to maintain efficient services and a safe environment.

Table 3-3: General Refuse Management Checklist

Objectives	Checked	Remarks
Organising of weekly pick-ups for all refuse streams.		Liaise with contractor or council as required.
Managing bin transfers between refuse storage / collection areas.		
Check bin fill levels within each tenancy and rotate / swap bins as required.		

3.2.1. Safety

From a safety perspective we can identify the manoeuvring of bins as a "manual handling" task and therefore risk assessment is required. Therefore, the owners/operators must ensure that a full risk assessment of equipment, surfaces and related gradients is complete.

Table 3-4: Safety Checklist

Objectives	Checked	Remarks
Abiding by all relevant occupational health and safety legislation, regulations and guidelines to ensure site safety for residents, visitors, staff and contractors.		
Assessment of any manual handling risks and preparation of a manual handling control plan for waste and bin transfers.		
Provision of equipment manuals, training, health and safety procedures, risk assessments and personal protective equipment to body corporate, staff or residents if required.		

3.2.2. Signage

All receptacles, bins and other refuse management equipment will have adequate signage. Standard signage will be provided in and around waste collection and storage areas and should be colour coded in accordance with AS 4123.7–2006 Mobile waste containers (see Appendix B).

Table 3-5: Signage Checklist

Objectives	Checked	Remarks
Ensuring compliance of signage with government, local council regulations.		Use signage provided by Council if available
Ensuring that labelling on bins, refuse room etc. is appropriate and clear and easy to read and updated if required.		

3.2.3. Cleaning and Maintenance

Regular cleaning and maintenance of all shared bins and the bins storage area is important to maintain a safe and hygienic environment for residents, visitors, staff and contractors.

Table 3-6: Cleaning and Maintenance Checklist

Objectives	Checked	Remarks
General cleaning of all refuse holding and transfer areas including • Refuse rooms and storage areas • Refuse bins • Refuse transfer areas • Any other refuse management equipment		Taps and drain pits provided in residence outdoor areas can be used to wash bins if necessary. Frequency will depend on refuse generation.
Coordination of specialised cleaning contractors if required.		

3.2.4. Refuse Minimisation

Refuse minimisation is an important part of any site operation, it is strongly recommended that the Body corporate is actively involved in encouraging and assisting tenants to follow the refuse hierarchy. At a minimum, the following should be implemented. Additional refuse minimisation options can be found in the Appendices.
Refuse minimisation requires regular reviewing to ensure operational sustainability of refuse volumes, equipment and economic feasibility. It is recommended that refuse weights and movements are noted and reviewed. An external review is usually conducted 12 to 18 months after the implementation of the plan.

Table 3-7: Refuse Minimisation Checklist

Objectives	Checked	Remarks
Regularly review quantities to avoid over-ordering and food waste.		
Consideration of secondary and recycled materials where possible.		
Encouraging refuse minimisation through education and signage (see below).		
Reduce refuse through conscious purchasing and using less single use material.		

3.2.5. Monitoring and Review

Regular monitoring and inspections of waste and related equipment and facilities from the development should be conducted by body corporate or designated staff for maintenance and sustainability.

Table 3-8: Monitoring and Review Checklist

Objectives	Checked	Remarks
Regular review of refuse management equipment and facilities such as bin volumes, refuse storage capacities and stormwater management arrangements.		

Appendix A Site Plans and Drawings

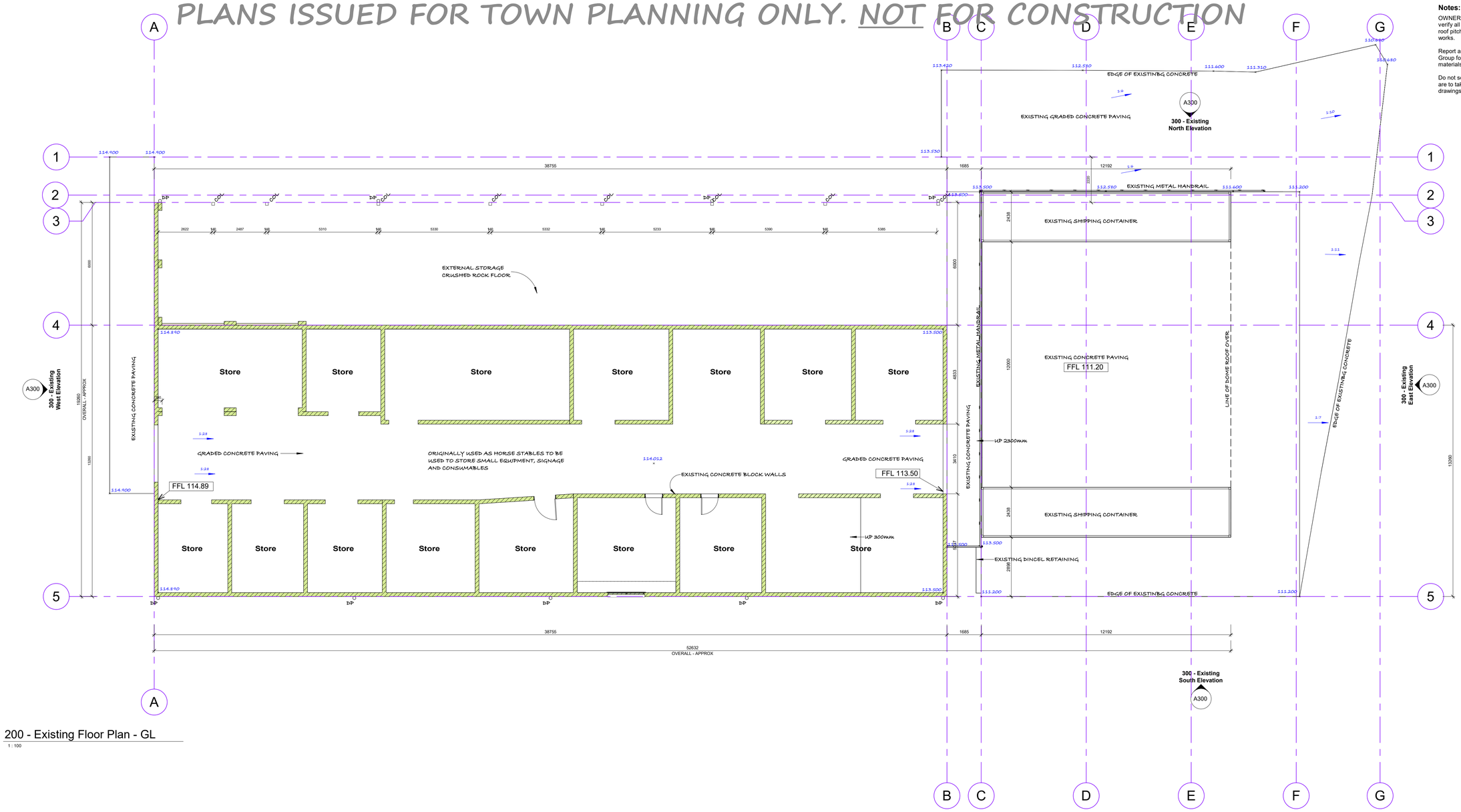
NORTH

Notes:

OWNER and/or BUILDER to check and verify all dimensions, site levels, grades, roof pitches, etc prior to commencing any works.

Report any discrepancies to 3D Design Group for directions prior to ordering materials and start of building works.

Do not scale drawings, written dimensions are to take precedence over scaled drawings.



200 - Existing Floor Plan - GL

1 : 100

Area Schedule - Existing

Name	Area
Existing Stables	510.34 m²
Stable External Cover	316.67 m²
Existing Concrete Hardstand	506.42 m²
	1333.42 m²

Revision: **A**

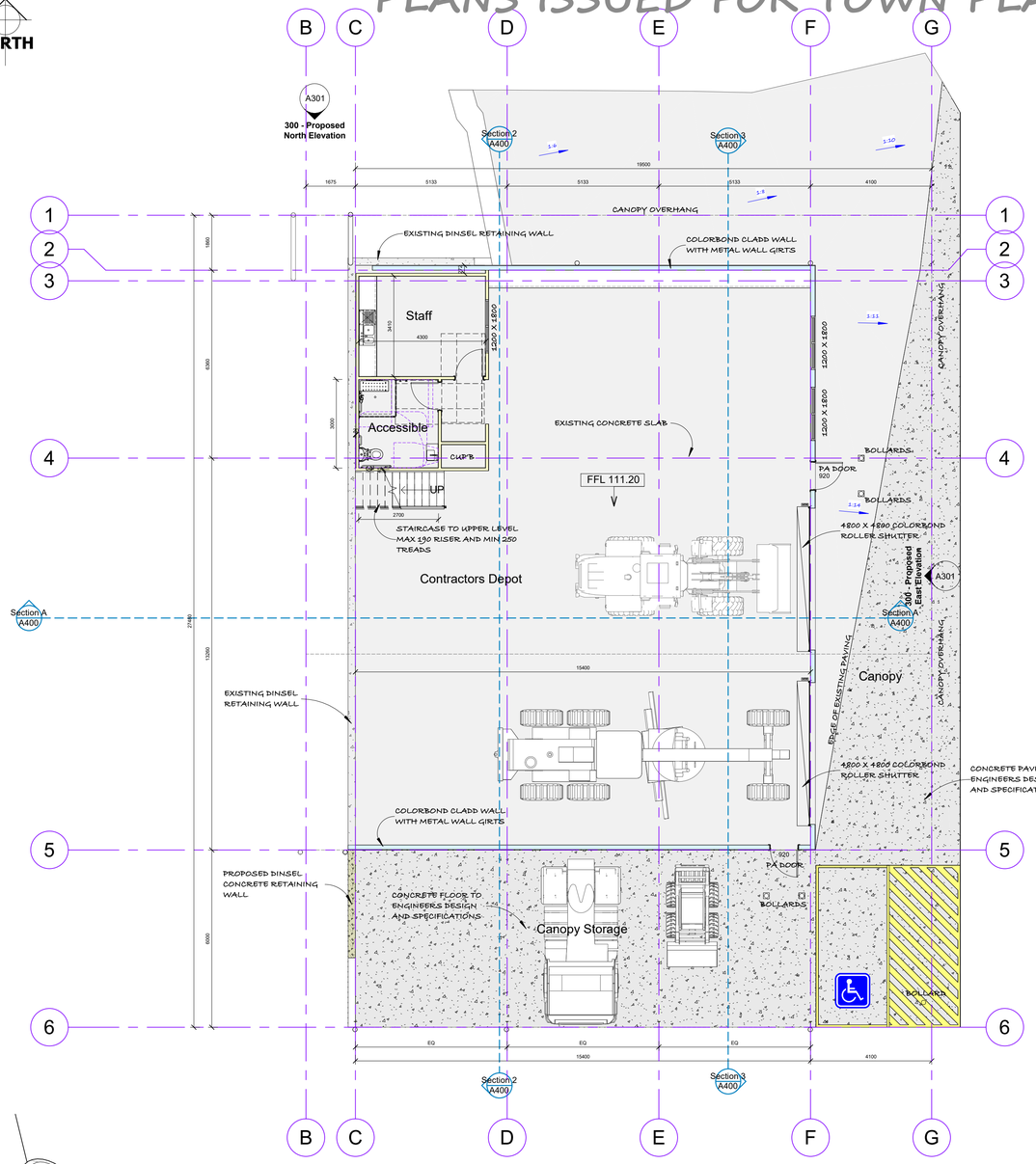
No.	Date	Description
A	04.09.24	Town Planning Issue

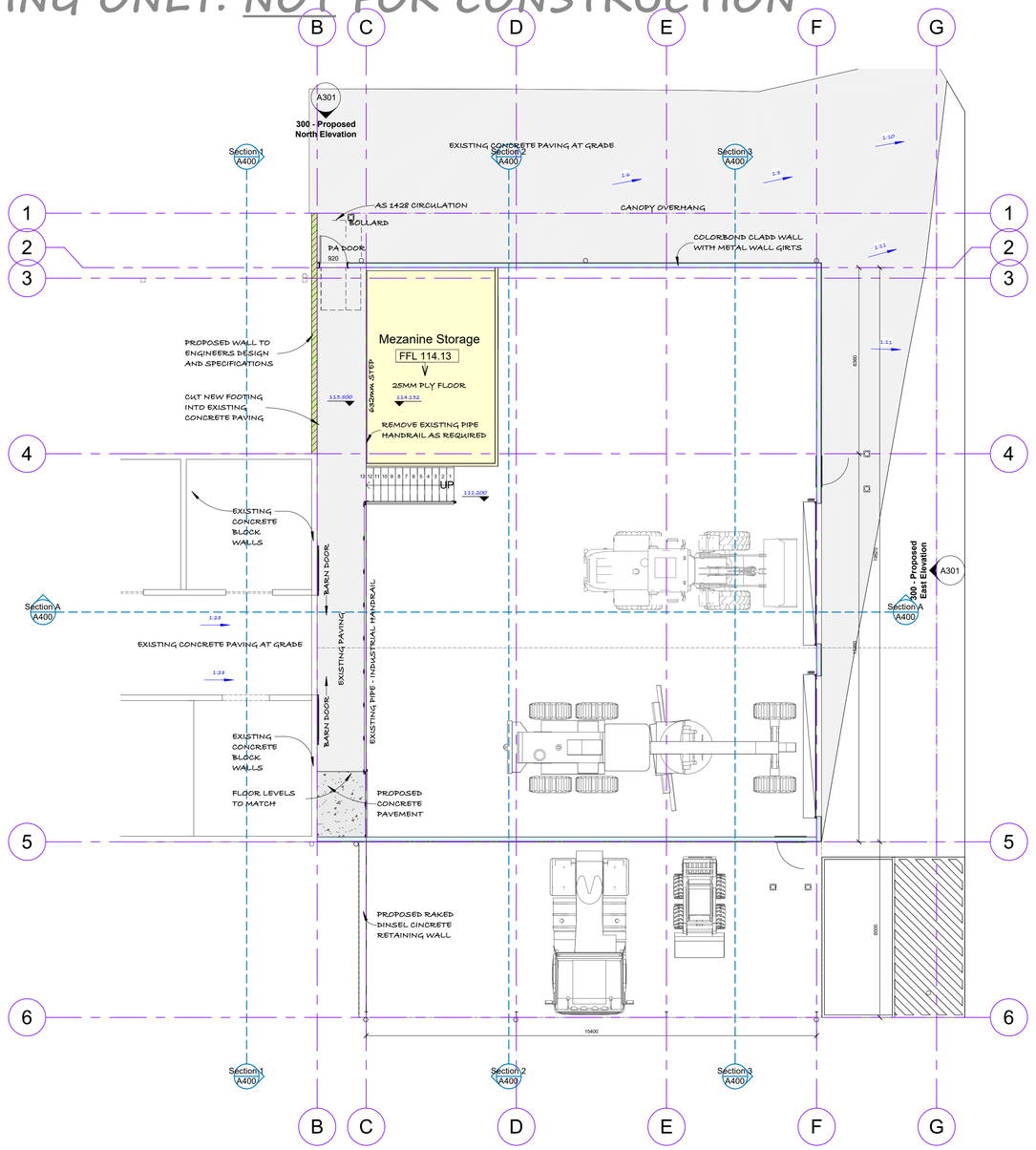
3D DESIGN GROUP
Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Existing Floor Plan - GL**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**340 Pakenham Road, Pakenham**
Design:	**BE**
Sheet Size:	**A1**
Drawn:	**BE**
Scale:	**1 : 100**
Checked:	**BE**
Issue:	**Planning**
Date:	**04.09.2024**
Revision:	**A**
Dwg No:	**24-036**
Sheet No:	**A200**

PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

NORTH





Notes:

OWNER and/or BUILDER to check and verify all dimensions, site levels, grades, roof pitches, etc prior to commencing any works.

Report any discrepancies to 3D Design Group for directions prior to ordering materials and start of building works.

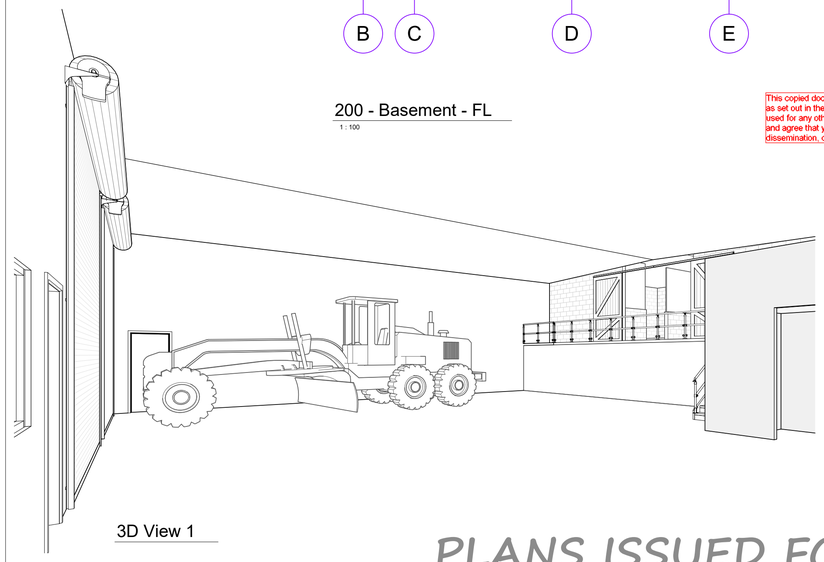
Do not scale drawings, written dimensions are to take precedence over scaled drawings.

200 - Basement - FL

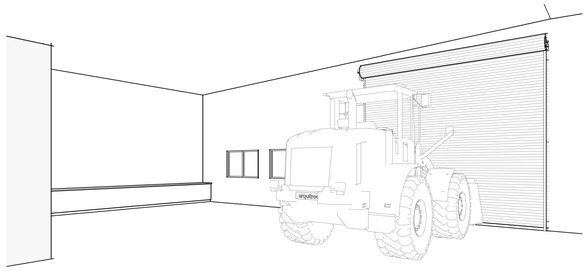
1 : 100

200 - Floor Plan - GL

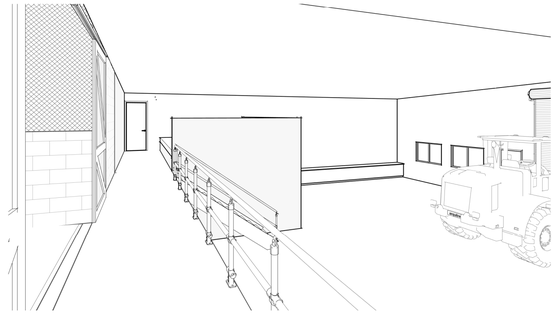
1 : 100



3D View 1



3D View 2



3D View 3

Area Schedule - Existing

Name	Area
Existing Stables	510.34 m²
Stable External Cover	316.67 m²
Existing Concrete Hardstand	506.42 m²
	1333.42 m²

Area Schedule - Proposed

Name	Area
Proposed Warehouse	341.43 m²
Canopy	79.15 m²
Canopy Storage	94.99 m²
	515.56 m²

Revision: **A**

No.	Date	Description
A	04.09.24	Town Planning Issue

3D DESIGN GROUP
Shop B, 42 Main Street, Pakenham, Vic. 3810.
Ph (03) 5941 4717
email - pakenham@3dds.com.au
web - www.3dds.com.au

Title:	**Floor Plan - GL**
Job:	**Contractors Dept**
Name:	**340 Pty Ltd**
Address:	**340 Pakenham Road, Pakenham**

Design:	**BE**	Sheet Size:	**A1**
Drawn:	**BE**	Scale:	**1 : 100**
Checked:	**BE**	Issue:	**Planning**
Date:	**04.09.2024**	Revision:	**A**
Dwg No:	**24-036**	Sheet No:	**A201**

PLANS ISSUED FOR TOWN PLANNING ONLY. NOT FOR CONSTRUCTION

Appendix B Systems and specifications

Bin Types	Waste Streams	Examples	Information
Back-of-house bins	General waste, recycling		Various options and sizes available. Tenant to supply depending on preference and space available. Example: 60L metro bins Dimensions approx. 559 x 279 x 635 mm (L x W x H) Examples: https://www.spacepac.com.au
60-80L bins	General waste, recycling		Dimensions approx. 500 x 440 x 640 mm (L x W x H) (60L) 500 x 440 x 840 mm (L x W x H) (80L) Example: http://wheeliebinsonline.com.au/product/80-litre-wheelie-bin/
1100L bins	General waste, recycling, paper / cardboard		Dimensions approx. 1070 x 1240 x 1330mm (L x W x H) (dimensions depend on contractor) Examples: http://www.justwheeliebins.com.au, https://www.australianwastemanagement.com.au
Chute systems	General waste, recycling		Triple interceptors retain trade waste such as grease, fat, oil, silt, sand, sludge and other substances to prevent their entry into the sewerage system. Examples: https://tripleinterceptor.com.au/

Appendix C Refuse Signage

C.1 Refuse Signage

All waste stream signage used should be colour coded to be compliant with AS 4123.7–2006 Mobile waste containers – Part 7: Colours, markings and designation requirements.

Example of waste signage guidelines as provided by the City of Melbourne: https://www.melbourne.vic.gov.au/residents/waste-recycling/apartment-buildings/Pages/waste-signage-for-apartments.aspx

Communal waste area poster:

General Refuse Signage

Other Refuse Signage

Colour coding as per AS 4123.7-2006

Mixed (Commingled) Recycling	*PMS 108*
General waste (landfill)	*PMS 032C*
Organics	*PMS 15-0343*
Paper and cardboard recycling	*PMS Process Blue C*
Soft Plastics	*PMS 1655*
Used Cooking Oil	*Grey*

C.2 Other Refuse, Facility and Safety Signage

Various signage including refuse area, safety and facility signage should be arranged through certified signage providers. Example signs can be found at http://www.signblitz.com.au, https://www.wayout.com.au or https://www.smartsign.com.

Example Refuse Room Signage

Example Facility Signage

Example Safety Signage

Appendix D Terms and Abbreviations

In this OWMP, a term or abbreviation has the following meaning unless indicated otherwise:

TERM	ABBREVIATION	DEFINITION
Equipment		
Bin (Refuse Bin)		A plastic or steel container for disposal and temporary storage of waste or recycling items. Various types and sizes exist for different items and purposes. Examples include residential unit bins, bulk bins, MGB, steely bins and specialised for medical waste or cigarette butts.
Bin Storage Area		An enclosed area designated for storing on-site refuse bins or a refuse compactor within the property.
Bulk Bin		A galvanized or steel bin receptacle that is greater than 360L in capacity generally ranging from 1.00m³ to 4.50m³ used for the storage of refuse that is used for on-site refuse collection.
Bulk Mobile Garbage Bin	Bulk MGB	A plastic (polypropylene) receptacle that is greater than 360L in capacity generally ranging from 660L to 1100L used for the storage of refuse.
Collection Point		An identified position where refuse bins are stored for collection and emptying. The collection point can also be the bin storage area.
Compactor		A receptacle that provides for the mechanical compaction and temporary storage of refuse. It allows to reduce bin numbers and collection frequency.
Composter		A container or machine used for composting specific food scraps and/or organic materials.
Food Waste Recycling System		Defined as a vacuum or pump-based system for shredding, macerating or pulping of food waste. The food waste is transferred through pressure (service) pipes to sealed liquid storage tanks.
Green Waste		All vegetated organic material such as small branches, leaves and grass clippings, tree and shrub pruning, plants and flowers.
Liquid Waste		Non-hazardous liquid waste generated by commercial premises should be connected to sewer or collected for treatment and disposal by a liquid waste contractor (including grease trap waste).
Mobile Garbage Bin	MGB	A plastic (polypropylene) bin or bins used for the temporary storage of refuse that is up to 360L in capacity and may be used in kerbside refuse collection or on-site collection.
Putrescible Waste		Putrescible waste is the component of the waste stream liable to become putrid and usually breaks down in a landfill to create landfill gases and leachate. Typically applies to food, animal and organic products.
Recycling		Recycling contains all material suitable for re-manufacture or re-use, e.g. glass bottles and jars; plastics such as PET, HDPE and PVC; aluminium aerosol and steel cans and lids; milk and juice cartons; soft drink, milk and shampoo containers; paper, cardboard, junk mail, newspapers and magazines.
Refuse		Refuse is material generated and discarded from residential and commercial buildings including general waste, recyclables, green waste and bulky items.
Refuse Storage Room		An area identified for storing on-site MGBs or Bulk Bins within the property.
Refuse Tolley		A cart on wheels that can be used to collect smaller quantities of refuse from different areas or rooms of a building or site, and wheel the collected refuse to a (bulk) bin storage area where it is disposed. Refuse trolleys are commonly used in hotels or offices.
Regulated Waste		Regulated waste is waste prescribed under legislation as regulated waste.
Transfer (Manual Transfer)		Manual transfer means physical transfer of refuse material and associated bulk bins or trolleys without assistance.
Waste		Waste is referred to as refuse material with the exclusion of recycling, green waste, hazardous waste, special waste, liquid waste and restricted solid waste.

TERM	ABBREVIATION	DEFINITION
Waste (General Waste)		General waste is generally referred to as material free of any actual or apparent contamination such as pathological / infectious, radioactive materials and / or hazardous chemical. Reporting use is for material considered to be free of food waste.
Wheelie Bin		A MGB of up to 360L, usually with 2 wheels for easy transfer. A common type is a 240L wheelie bin used for kerbside collection in many residential areas.
Measures		
Cubic Metre	m^3	Volume in cubic metre(s) related to refuse management equipment.
Ground Floor Area	GFA	The GFA of all storeys of a building is measured from the outside of the external walls or the centre of a common wall. It is commonly measured in square metres.
Kilogram	kg	Kilogram(s) related to refuse weight.
Litre	L	Litre(s) related to refuse volumes.
Square Metre	m^2	Square metre(s) related to refuse areas.
Ton	T	Ton(s) related to refuse weight.
Collection Vehicles		
Body Truck		A conventional heavy vehicle with a covered loading area. It is generally not specifically designed for emptying the content of bins into the truck during refuse collections, but can be used to carry entire (full) bins for servicing by bin swap-over.
Refuse Collection Vehicle	RCV	A vehicle specifically designed for collecting and emptying refuse bins and refuse compactors.
Rear-End-Loading Refuse Collection Vehicle	REL RCV	A truck specially designed to collect municipal solid waste and recycling, typically 240L wheelie bins to 1100L bulk bins, from rear loading mechanism and haul the collected waste to a solid waste treatment facility.
Tank Truck		An RCV that is specifically designed to collect liquid wastes such as waste cooking oil and food waste pulp. The waste is typically pumped from a waste storage tank into the truck via a hose. Liquid waste management equipment is often provided by the contractor who collects the waste and operates the truck.

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

VOLUME 10255 FOLIO 147

Security no : 124118008825R
Produced 05/09/2024 11:52 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 334356V.
PARENT TITLES :
Volume 10143 Folio 185 Volume 10244 Folio 240
Created by instrument PS334356V 19/10/1995

REGISTERED PROPRIETOR

[redacted]

ENCUMBRANCES, CAVEATS AND NOTICES

[redacted]

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 PS334356V FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NUMBER		STATUS	DATE
AY138378X (E)	DISCHARGE OF MORTGAGE	Registered	25/06/2024
AY138379V (E)	MORTGAGE	Registered	25/06/2024

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

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

ADMINISTRATIVE NOTICES

NIL

eCT Control 16667Y GADENS LAWYERS
Effective from 25/06/2024

DOCUMENT END

PLAN OF SUBDIVISION

STAGE No.	LTO USE ONLY	PLAN NUMBER
	EDITION 1	PS 334356V

LOCATION OF LAND

PARISH: NAR NAR GOON

TOWNSHIP:

SECTION:

CROWN ALLOTMENT: 4A (PART) 5A (PART) & 5J (PART)

CROWN PORTION:

LTO BASE RECORD: PARISH (3272) SH 1

TITLE REFERENCES:

VOL 9770 FOL 087 VOL 10143 FOL 185

LAST PLAN REFERENCE/S: PS 321536R LOT1

POSTAL ADDRESS: ARMY ROAD
(At time of subdivision) PAKENHAM

AMG Co-ordinates E ZONE: 55
(of approx centre of land in plan) N

COUNCIL CERTIFICATION AND ENDORSEMENT

COUNCIL NAME: **SHIRE OF PAKENHAM** REF: S94/060

1. This plan is certified under Section 6 of the Subdivision Act 1988.

~~2. This plan is certified under Section 11(7) of the Subdivision Act 1988.~~
~~Date of original certification under Section 6. / /~~

~~3. This is a statement of compliance issued under Section 21 of the Subdivision Act 1988.~~

OPEN SPACE

(i) A requirement for public open space under Section 18 of the Subdivision Act 1988 ~~has~~/has not been made.

~~(ii) The requirement has been satisfied.~~

~~(iii) The requirement is to be satisfied in Stage.....~~

Council Delegate
~~Council Seal~~
Date 12/10/94

~~Re-certified under Section 11(7) of the Subdivision Act 1988.~~
~~Council Delegate~~
~~Council Seal~~
~~Date / /~~

VESTING OF ROADS AND/OR RESERVES

IDENTIFIER	COUNCIL/BODY/PERSON
NIL.	NIL.

NOTATIONS

STAGING This ~~is~~/is not a staged subdivision.
Planning Permit No. TP94/257

DEPTH LIMITATION: ANY LAND BEING PART OF CROWN ALLOTMENT 5J BEING SO MUCH AS LIES ABOVE THE DEPYH OF 15.24 METRES BELOW THE SURFACE.

THE LAND BEING SUBDIVIDED IS ENCLOSED WITHIN THICK CONTINUOUS LINES.

SURVEY: THIS PLAN ~~IS~~/IS NOT BASED ON SURVEY.
THIS SURVEY HAS BEEN CONNECTED TO PERMANENT MARKS No.(s)
IN PROCLAIMED SURVEY AREA No.

EASEMENT INFORMATION

LEGEND A-Appurtenant Easement E-Encumbering Easement R-Encumbering Easement (Road)

Section 12(2) of the Subdivision Act 1988 applies to all the land on this plan.
IMPLIED EASEMENTS BY VIRTUE OF SECTION 12(2) OF THE SUBDIVISION ACT SET ASIDE IN PS321536R MAY AFFECT LOTS ON THIS PLAN.

Easement Reference	Purpose	Width (Metres)	Origin	Land Benifited/In Favour Of
E-1	Carriageway	See Plan	C/E N 701741L	C/T Vol. 9696 Fol. 195

LTO USE ONLY

STATEMENT OF COMPLIANCE/
EXEMPTION STATEMENT

RECEIVED ☑

DATE 17/10/95

LTO USE ONLY

PLAN REGISTERED

TIME 9.00

DATE 19/10/95

Assistant Registrar of Titles

SHEET 1 OF 2 SHEETS

PETER HERBERT & ASSOC. (AUST) P/L
CONSULTING SURVEYORS, ENGINEERS
TOWN PLANNERS & PROJECT MANAGEMENT
86 MT. ELIZA WAY, MT. ELIZA. PH (03) 787 2980.
2 MERTON STREET, STH. MELBOURNE. FAX (03) 787 4763.

LICENSED SURVEYOR (PRINT) PETER F. HERBERT

SIGNATURE ..... DATE / /94

REF 2598/2 VERSION 2

..... DATE / /
COUNCIL DELEGATE SIGNATURE

ORIGINAL SHEET SIZE A3

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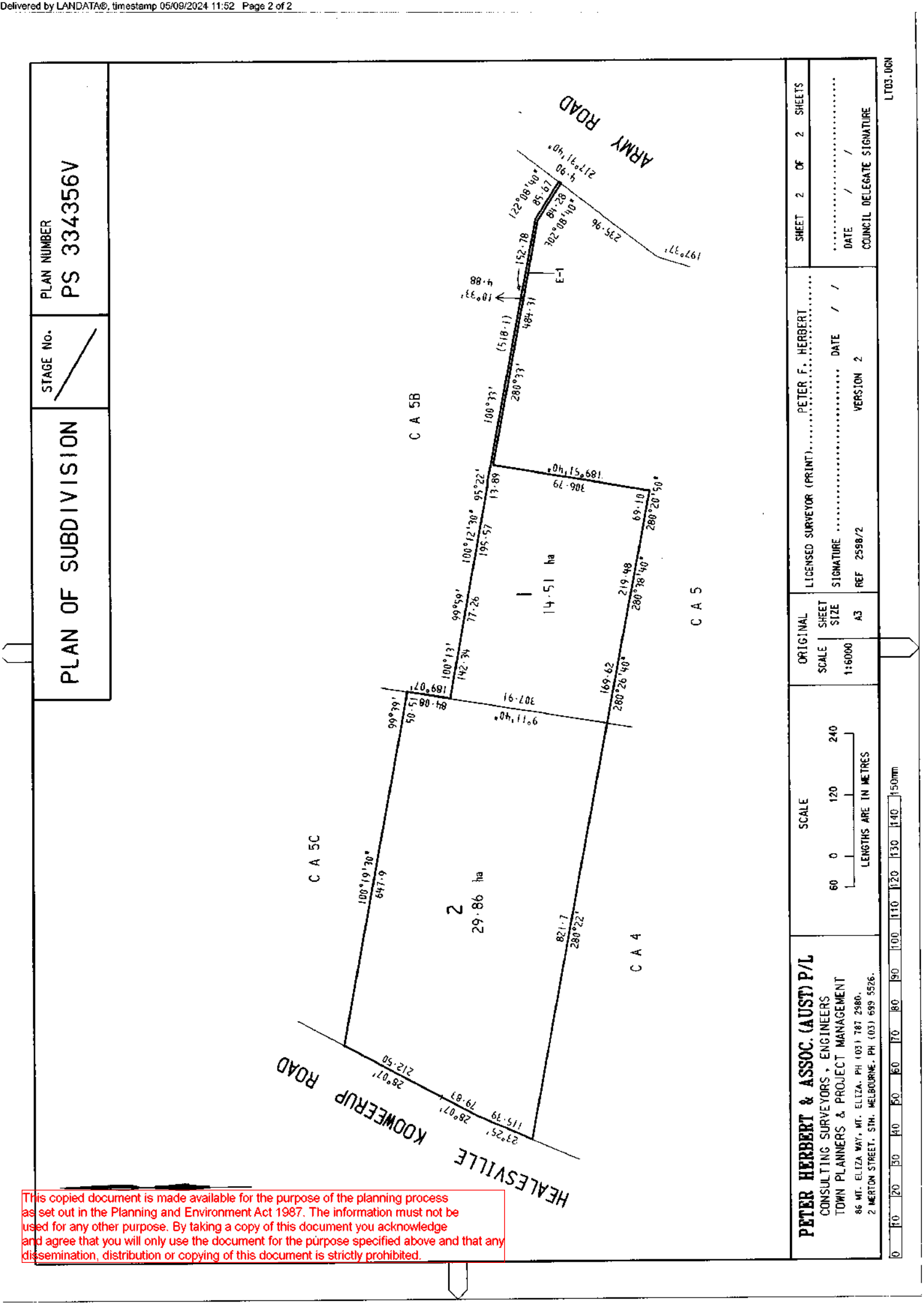
LTO1.DGN

PLAN OF SUBDIVISION

STAGE No. /

PLAN NUMBER PS 334356V



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