

Notice of Application for a Planning Permit

The land affected by the application is located at:	L2 LP125741 200-204 Princes Highway, PAKENHAM VIC 3810
The application is for a permit to:	Use and Development of the land for a Child Care Centre, alteration of access to a road in a Transport Zone 2 and removal of canopy trees

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

32.04-2	Use of the land for a Child Care Centre
32.04-10	Construct a building or construct or carry out works for a use in Section 2 Child Care Centre
52.29-2	Create or alter access to a road in a Transport Zone 2
52.37-2	Remove, destroy or lop a canopy tree

APPLICATION DETAILS

The applicant for the permit is:	XZ Properties Pty Ltd C/O- Ratio Consultants
Application number:	T250559

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:		12 December 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 Summary

Portal Reference: A3258862

Basic Information

Proposed Use: Change of use (childcare centre) and associated buildings and works.
 Current Use: Existing single-storey building currently used as a Place of Worship.
 Cost of Works: \$1,100,000
 Site Address: 200-204 Princes Highway Pakenham 3810

Covenant Disclaimer

Does the proposal breach, in any way, an encumbrance on title such as restrictive covenant, section 173 agreement or other obligation such as an easement or building envelope? Not Applicable, no such encumbrances apply.

Contacts

Fees

Regulation Fee Condition	Amount	Modifier	Payable
9 - Class 13: More than \$1,000,000 and not more than \$5,000,000	\$3,874.70	100%	\$3,874.70
9 - Class 1: Change of use only	\$1,496.10	50%	\$748.05
Total			\$4,622.70

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Meetings

Meeting Type	Officer Name	Date of Meeting
Pre Application		23 Apr 2025



Civic Centre
20 Siding Avenue, Officer, Victoria

Council's Operations Centre (Depot)
Purton Road, Pakenham, Victoria

Postal Address
Cardinia Shire Council
P.O. Box 7, Pakenham VIC, 3810

Email: mail@cardinia.vic.gov.au

Monday to Friday 8.30am – 5pm
 Phone: 1300 787 624
 After Hours: 1300 787 624
 Fax: 03 5941 3784

Documents Uploaded

Date	Type	Filename
15-09-2025	A Copy of Title	200-204 Princes Highway, PAKENHAM - Titles.pdf
15-09-2025	Site plans	25-0156-TPC (1).pdf
15-09-2025	Written Explanation	200-204 Princes Highway Pakenham - Town Planning Report_merged.pdf
15-09-2025	Additional Document	22399T-REPE1 - P01.pdf
15-09-2025	Additional Document	22399W-ED1P01.pdf

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

Lodged By

Site User	
Submission Date	

Declaration

☒ By ticking this checkbox, I declare that all the information in this application is true and correct and the Applicant and/or Owner (if not myself) has been notified of the application.



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ADVERTISED MATERIAL
Planning Application: T250559
Date Prepared: 26 November 2025

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Request to amend a current planning permit application

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.:	T250559
Address of the Land:	200-204 Princes Highway, Pakenham

APPLICANT DETAILS

Name:	
Organisation:	
Address:	
Phone:	
Email:	

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

ADVERTISED MATERIAL

Planning Application: T250559

Date Prepared: 26 November 2025

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.		
Introduction of permit trigger for 'vegetation removal' pursuant to Clause 52.37-2.		
Changes to landscaping design.		

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:	
Signature:	
Date:	21 November 2025

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*.



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

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

VOLUME 09363 FOLIO 230

Security no : 124123738304W

Produced 16/04/2025 11:36 AM

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 125741.
PARENT TITLE Volume 08812 Folio 838
Created by instrument H406795 13/02/1979

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
XZ PROPERTIES PTY LTD of 4 PESCARA PLACE WANTIRNA VIC 3152
AW046886G 09/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AW046887E 09/09/2022
AUSTRALIA AND NEW ZEALAND BANKING GROUP LTD

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 or imaged folio set out under DIAGRAM LOCATION below.

DIAGRAM LOCATION

SEE LP125741 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 200-204 PRINCES HIGHWAY PAKENHAM VIC 3810

ADMINISTRATIVE NOTICES

NIL

eCT Control 16165A AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED
Effective from 09/09/2022

DOCUMENT END

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

VOLUME 09338 FOLIO 531

Security no : 124123738303X

Produced 16/04/2025 11:36 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 125741.
PARENT TITLE Volume 08812 Folio 838
Created by instrument H198162 18/08/1978

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
XZ PROPERTIES PTY LTD of 4 PESCARA PLACE WANTIRNA VIC 3152
AW046886G 09/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AW046887E 09/09/2022
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DIAGRAM LOCATION

SEE LP125741 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 200-204 PRINCES HIGHWAY PAKENHAM VIC 3810

ADMINISTRATIVE NOTICES

NIL

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

VOLUME 09294 FOLIO 769

Security no : 124123738301A
Produced 16/04/2025 11:36 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 119823.
PARENT TITLE Volume 03320 Folio 967
Created by instrument LP119823 04/08/1978

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
XZ PROPERTIES PTY LTD of 4 PESCARA PLACE WANTIRNA VIC 3152
AW046886G 09/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AW046887E 09/09/2022
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DIAGRAM LOCATION

SEE LP119823 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 200-204 PRINCES HIGHWAY PAKENHAM VIC 3810

ADMINISTRATIVE NOTICES

NIL

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Document Identification	LP125741
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Document Assembled	16/04/2025 11:41

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125741

LP125741Y

EDITION 1

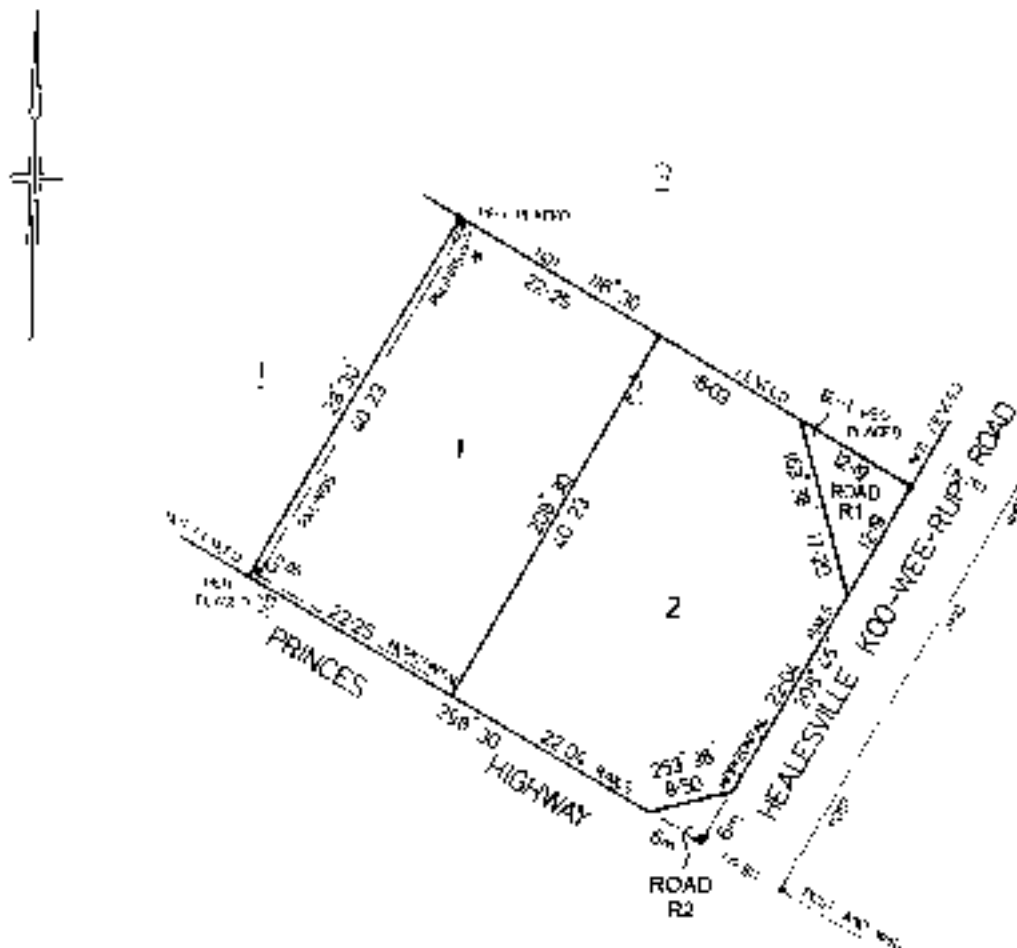
APPROVED 12/6/78

PLAN OF SUBDIVISION OF CROWN ALLOTMENT 2 SECTION 5 TOWNSHIP OF PAKENHAM PARISH OF NAR NAR GOON COUNTY OF MORNINGTON SCALE  LENGTHS ARE IN METRES	ABREVIATION BROWN - MAY DRAINAGE AND SEWERAGE
	NOTES FOR REFERENCE MARKS SEE FIELDNOTES ROAD WIDTHS ARE NOT TO SCALE

VOL. 8812 FOL. 838

COLOUR CONVERSION

R1 & R2 = BROWN



ADVERTISED MATERIAL

Planning Application: T250559
Date Prepared: 26 November 2025

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LP119823
EDITION 1
 APPROVED 9/11/77

PLAN OF SUBDIVISION OF CROWN ALLOTMENT 1 SECTION 5 TOWNSHIP OF PAKENHAM PARISH OF NAR NAR GOON COUNTY OF MORNINGTON	APPROPRIATIONS
	BROWN - WAY AND DRAINAGE
	NOTATIONS

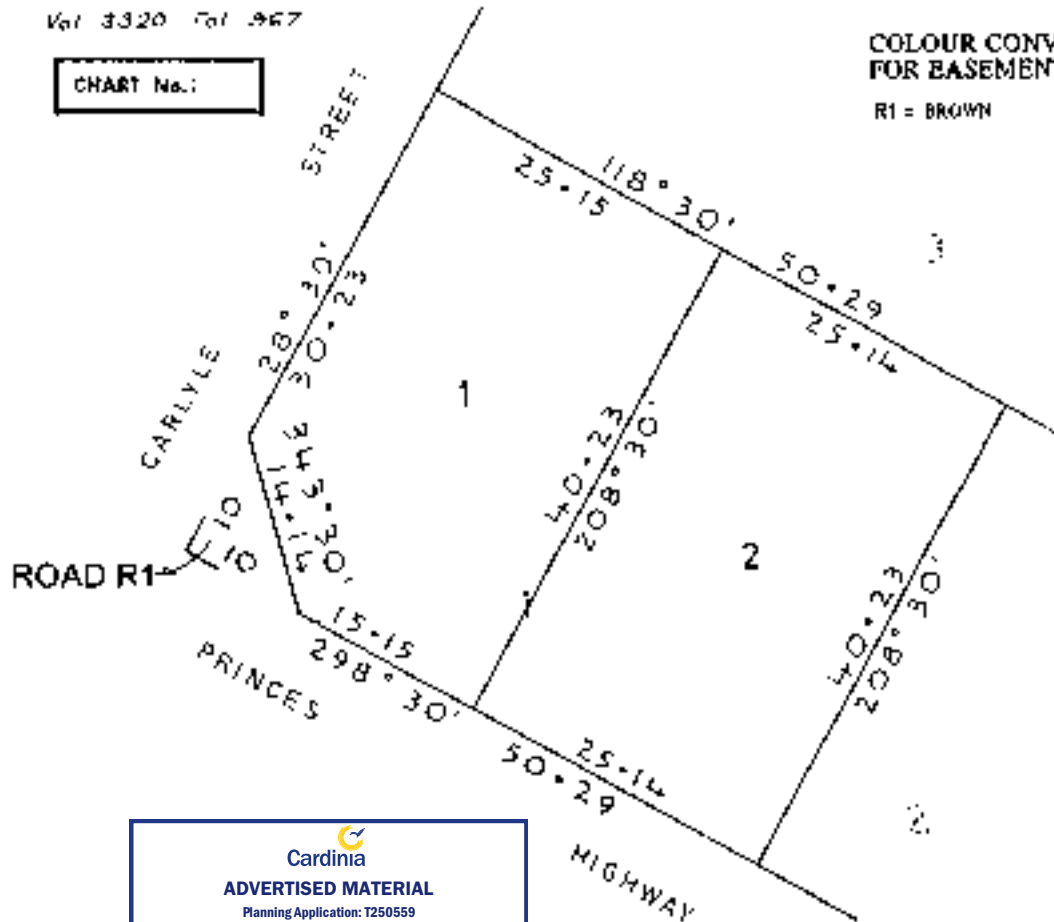
SCALE
 0 10 20 30
 LENGTHS ARE IN METRES

Vol 3320 Fol 967

CHART No.:

COLOUR CONVERSION
 FOR BASEMENT

R1 = BROWN



Cardinia
ADVERTISED MATERIAL
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CONSENT OF COUNCIL	SURVEYOR'S CERTIFICATION
 August 6	I CERTIFY THAT THIS PLAN HAS BEEN MADE BY ME, IS MATHEMATICALLY CORRECT ACCORDS WITH TITLE AND IS BASED ON SURVEY LICENSED SURVEYOR 26-11-75

FOR APPROPRIATIONS, ETC.
 SEE BACK HEREOF

119923

SUBDIVISIONAL
CERTIFICATE OF TITLE V. 3320 . F. 267 .

FOR TITLE REFERENCES TO LOTS
SEE PARCELS INDEX

LODGED BY MACPHERSON & KELLEY

DEALING No. DATE 31. / 8 / 76

DECLARED BY T. O'BRIEN SLATTERY

ON 26. / 11 / 75

COUNCIL SHIRE OF PAKENHAM

DATE OF CONSENT 16. / 8 / 76

PLAN MAY BE LODGED

PLAN APPROVED, DATE 2 / 12 / 77 TIME 2.30 ^{pm}

THE LAND COLOURED BROWN
APPROPRIATED OR SET APART
FOR EASEMENTS OF WAY & DRAINAGE

COUNCIL'S REQUIREMENT COMPLETED
SEE STATEMENT WITH COUNCIL REPORT

LP 119923
BACK OF SHEET 1



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Department of Environment, Land, Water & Planning

Electronic Instrument Statement

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Produced 16/04/2025 11:41:33 AM

Status	Registered	Dealing Number	AW046886G
Date and Time Lodged	09/09/2022 11:36:07 AM		

Lodger Details

Lodger Code	16165A
Name	AUSTRALIA AND NEW ZEALAND BANKING GROUP LIMITED
Address	
Lodger Box	
Phone	
Email	
Reference	

TRANSFER

Jurisdiction	VICTORIA
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Privacy Collection Statement

The information in this form is collected under statutory authority and used for the purpose of maintaining publicly searchable registers and indexes.

Land Title Reference

9294/769
9338/531
9363/230

Transferor(s)

Name	GORDON GOLDEN SUNSHINE COAST PTY LTD
ACN	



Estate and/or Interest being transferred

Fee Simple

Consideration

\$AUD 3600000.00

Transferee(s)

Tenancy (inc. share)	Sole Proprietor
Name	XZ PROPERTIES PTY LTD
ACN	658674581
Address	
Street Number	4



Department of Environment, Land, Water & Planning

Electronic Instrument Statement

Street Name PESCARA
Street Type PLACE
Locality WANTIRNA
State VIC
Postcode 3152

Duty Transaction ID
5527843

The transferor transfers to the transferee their estate and/or interest in the land specified for the consideration, subject to any restrictive covenant set out or referred to in this transfer.

Execution

1. The Certifier has taken reasonable steps to verify the identity of the transferee or his, her or its administrator or attorney.
2. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
3. The Certifier has retained the evidence supporting this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.

Executed on behalf of	XZ PROPERTIES PTY LTD
Signer Name	[REDACTED]
Signer Organisation	KSL LEGAL
Signer Role	AUSTRALIAN LEGAL PRACTITIONER
Execution Date	09 SEPTEMBER 2022

Execution

1. The Certifier has taken reasonable steps to verify the identity of the transferor or his, her or its administrator or attorney.
2. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
3. The Certifier has retained the evidence supporting this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.

Executed on behalf of	GOLDEN SUNSHINE COAST PTY LTD
Signer Name	[REDACTED]
Signer Organisation	FUMENS LAWYERS
Signer Role	AUSTRALIAN LEGAL PRACTITIONER
Execution Date	09 SEPTEMBER 2022



File Notes:
NIL

This is a representation of the digitally signed Electronic Instrument or Document certified by Land Use Victoria.

Statement End.

21 November 2025

Principal Statutory Planner
Cardinia Shire Council
PO Box 7
PAKENAHM VIC 3810

**ADVERTISED MATERIAL**

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Response to Request for Further Information
Planning Permit Application No. T250559
200-204 Princes Highway, Pakenham VIC 3810

Dear [REDACTED]

Ratio Consultants continue to act for the permit applicant in this matter.

Reference is made to Council's Request for Further Information (RFI), pursuant to Section 54 of the *Planning and Environment Act 1987* (Vic), dated 13 October 2025.

Please see below a full response to the additional information and preliminary assessment comments provided by Council, as well as the following accompanying support documents:

- Updated Architectural Plans, prepared by Thomas Anderson Design, dated 21 November 2025.
- Landscape Plan, prepared by Ratio Consultants, dated 21 November 2025.
- Arborist Report, prepared by Gum and Maple, dated 18 November 2025.
- Acoustic Report, prepared by Octave, dated 31 October 2025.
- Updated Swept Paths Analysis, prepared by Ratio Consultants, dated 27 October 2025.
- Completed Section 50 Amendment form.

1. S50 Amendment

This response includes a Section 50 Amendment to the planning application. This S50 Amendment involves:

- The introduction of a permit trigger for 'vegetation removal', specifically for the removal of four (4) 'canopy trees', pursuant to **Clause 52.37-2** of the Planning Scheme.

This new clause was gazetted 15 September 2025 and came into effect that same day. It was approved one week earlier, on 8 September 2025. The planning application was submitted to Council on 15 September 2025.

The 'transitional provisions' in **Clause 52.37-9** state that this clause "*does not apply to... works in accordance with a permit if the application for that permit was made before the approval date of Amendment VC289*".

As the application was submitted to Council after the approval date and the same day as the gazettal date, the application does not benefit from the transitional provisions.

This new permit trigger is addressed further in the response to RFI below.

- Changes to the landscaping, increasing the overall quantum of landscaping and providing landscaping in areas not previously proposed. This is shown in the Landscape Plan, prepared by Ratio Consultants, and detailed further in the response to RFI below.

A S50 Amendment form has been prepared to accompany this submission and the proposed changes. There is no change to the estimated development cost.

2. Response to RFI

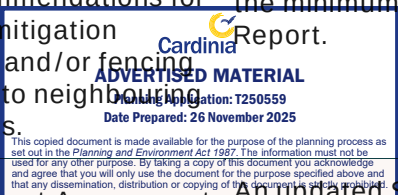
A response to each RFI item is provided in the table below.

RFI Item	Response
Further Information Required	
1. Payment of planning permit application fees.	The additional application fee has been paid, and remittance has been provided to Council separately.
2. Proposed Site Plan prepared by Thomas Anderson Design, Sheet 4 Issue C, revised to clearly show: - Notation of any proposed fencing detail to Play Space 1 adjacent to the Princes Highway service lane. - The proposed location of fencing details as shown within the legend to be clearly shown on the plans. - Notation to confirm if existing trees are to be retained or removed. - Notation confirming if redundant vehicle crossing (located immediately north west of the proposed entry only) is to be retained or reinstated as kerb and channel.	The updated Architectural Plans, prepared by Thomas Anderson Design, include the following changes: - A notation has been added to the site plan and proposed floor plan confirming that 1.8m tall fencing will be provided to play space 1, fronting the Princes Highway service lane. This fencing is detailed as “non climbable acoustic timber and glass fence”. - This is also shown on the proposed south-west elevation. - As above, the site plan and proposed floor plan have been updated to show location and details of proposed fencing. - This is also shown on the elevations. - The site plan has been updated to show the removal of all on-site trees except for Tree 9. - A notation has been added to the site plan confirming that the “<i>redundant crossover is to be reinstated as kerb and channel to the satisfaction of the responsible authority</i>”.
3. Landscape Plans, prepared by a suitably qualified person(s), showing (but not limited to):	A Landscape Plan has been prepared by Ratio Consultants and Arborist Report prepared by Gum and Maple that includes the relevant information required by Item 3(a)-(e). In particular, the following is noted:

- | | |
|--|--|
| <ul style="list-style-type: none"> a. A survey (including botanical names) of all existing vegetation to be retained and/or removed. b. Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary. c. Details of surface finishes of pathways and driveways. d. Location of proposed fencing. e. A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant. | <ul style="list-style-type: none"> a. The Arborist Report includes a survey of all trees including botanical names and recommendations for retention / removal. These recommendations have been adopted and are reflected in the updated Architectural Plans and Landscape Plan. b. The trees within the road verge have been shown in the tree survey and are identified as to be retained. This is reflected in the updated Architectural Plans and Landscape Plan. c. The Landscape Plan includes the details of survey facilities within the play space areas and pathways, and the updated Architectural Plans include details of the car parking surface. d. Fencing is shown on the updated Architectural Plans and indicated on the Landscape Plan. e. A planting schedule has been provided with all necessary information for the proposed landscaping. |
|--|--|

Note: The landscape plans are not required to detail particular landscaping and surface finishes proposed within the internal play spaces.

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|---|---|
| <p>4. An Acoustic Report, prepared by a suitably qualified person(s), assessing:</p> <ul style="list-style-type: none"> a. The proposed use and any impacts to neighbouring sensitive uses. b. Any recommendations for acoustic mitigation measures and/or fencing upgrades to neighbouring boundaries. | <p>An Acoustic Report has been prepared by Octave that confirms recommendations for replacement or augmentation of some of the boundary fencing to achieve sufficient acoustic attenuation between the play spaces and the adjoining residential properties.</p> <p>It is expected that this will be conditioned and that the fencing will either be replaced or augmented to the minimum standard detailed in the Acoustic Report.</p> |
| <p>5. Transport Impact Assessment prepared by Ratio Consultants Pty Ltd dated 26 August 2025, revised to include:</p> <ul style="list-style-type: none"> a. A swept path assessment of egress and ingress to car parking spaces 10, 21, 22 and 23. | <p>An updated Swept Paths Analysis has been prepared by Ratio Consultants that confirms the suitability of egress and ingress for car parking spaces 10, 21, 22, and 23.</p> |



Preliminary Assessment Comments

6. Please be advised that Clause 52.37 Canopy Trees (gazetted by Amendment VC289 on 15 September 2025) applies to the subject land. Accordingly, the information requested above seeks to confirm if existing trees located within the subject site are to be retained or removed.

Please note should any existing trees be proposed for removal, Clause 52.37 may apply.

Clause 52.37 of the Planning Scheme does apply to the current application. The proposed development involves the removal of four (4) 'canopy trees' and therefore triggers a permit under Clause 52.37-2.

At the outset, all four trees proposed to be removed as of low retention value. More specifically:

- Tree 4 is a Japanese Maple that has a low retention value.
- Tree 5 is a Silver Birch, identified by the Arborist as an inappropriate species for a child care centre development from a safety perspective given ingestion can cause stomach cramps and serious heart problems.
- Tree 6 is a Desert Ash, identified by the Arborist as a weed species and therefore should be removed.
- Tree 7 is a Silver Birch, identified by the Arborist as an inappropriate species for child care centre development per the above.

There is also one (1) additional tree proposed to be removed, a Silver Birch with a height of 5m and spread of 1m. This tree does not meet the definition for a 'canopy tree' and is therefore not considered under Clause 52.37.

The proposed landscaping outcome achieves a tree canopy coverage of >20% of the site area, approximately 680m².

In response to the 'decision guidelines' in Clause 52.37-7, the following is noted:

General

- At the outset, the proposal increases the overall quantum of landscaping (tree canopy coverage) on the site.
- This will contribute to a greener environment and reduce urban heat, as envisaged in the decision guidelines.
- The replacement of the existing Silver Birch and Desert Ash trees with more appropriate species for the proposed child care centre development is consistent with the decision guidelines.
- No existing (retained or removed) or proposed canopy trees will have any adverse impacts on pedestrian or vehicle access to the site, easements, overhead powerlines, or known in-ground infrastructure.


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- There are no physical characteristics noted that would impact the viability of the existing trees to be retained or the proposed new canopy trees.
- The existing retained and proposed canopy trees are not expected to have an unreasonable impact on existing rooftop solar systems.

The only notable solar system is on the roof of 5 Pakenham Road. This solar system is located on the northwestern aspect of the roof and oriented the same.

It is located more than 7m from the nearest existing or proposed canopy tree.

Given the aspect and orientation of this solar system and the distance from the nearest canopy tree, the proposal is not expected to have an unreasonable impact on this existing solar system.

- The site is not within a designated bushfire prone area.

Removal of canopy trees

- All trees proposed to be removed are low retention value.
- As noted above, this includes several inappropriate and weed species, that should be removed in any case.
- The proposed development does not result in the need to remove any trees as a result of encroachment, noting the Silver Birch specimens are inappropriate for the proposed use.
- There has been no other known vegetation removal in the past 12 months.

New canopy trees

- The proposed new canopy trees are provided with sufficient planting areas to ensure viability.
- If any structural protection measures are required, this can be resolved by way of a permit condition. However, none are noted in Arborist Report.

Therefore, the proposed landscaping outcome provides an acceptable response to the decision guidelines in Clause 52.37-7, and relevantly a superior landscaping outcome to the current site conditions.

7. Swept path assessment for additional car parking spaces have been requested to ensure that the proposed

Refer to response to Item 5 above.



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modification to the car parking area (and aisle width) for the inclusion of accessible car parking space 9 is able to provide appropriate ingress and egress to nearby parking spaces.

8. It is strongly recommended for a footpath link between the shared area of the accessible parking space and the existing porch area is provided, to provide an accessible path of travel between the car parking space and the entrance.

The updated Architectural Plans include changes to area adjoining car parking space 8 and the shared zone of the accessible car parking space, to create a direct pedestrian connection from the shared zone to the main entrance of the child care centre.

This is shown on drawing no. 5.

We trust the information provided satisfies the RFI and look forward to advertising of the application at your earliest convenience.

If additional information is required, we hereby request an extension to the lapse date by which information must be provided and ask for this to be confirmed in writing.

Kind regards,

Associate: Planning
Ratio Consultants Pty Ltd

Encl.



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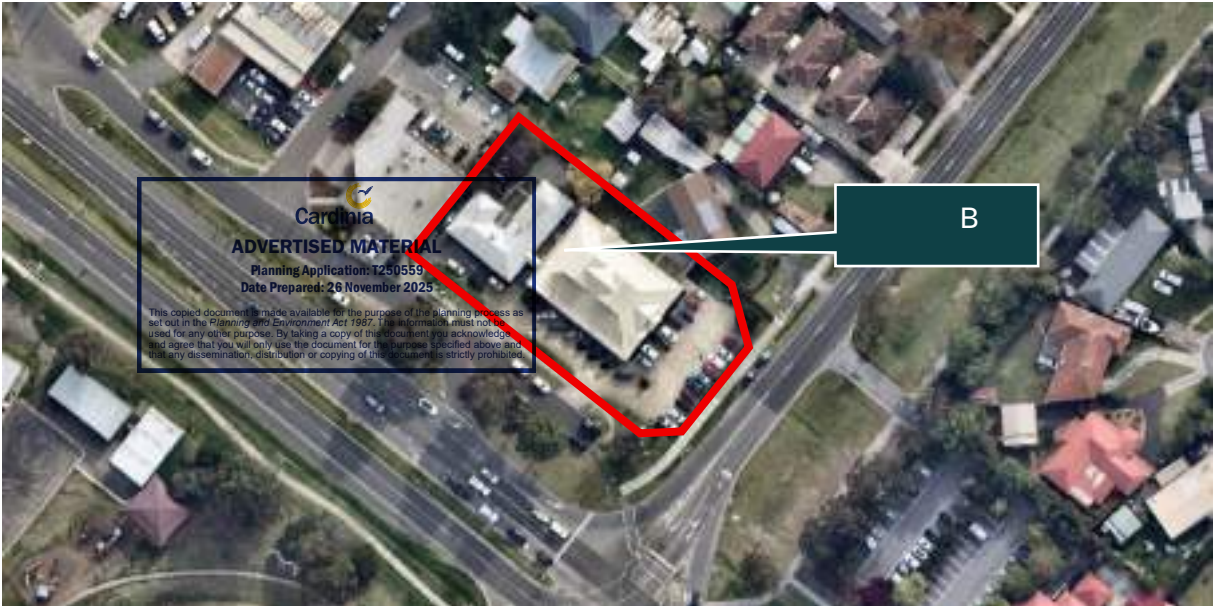
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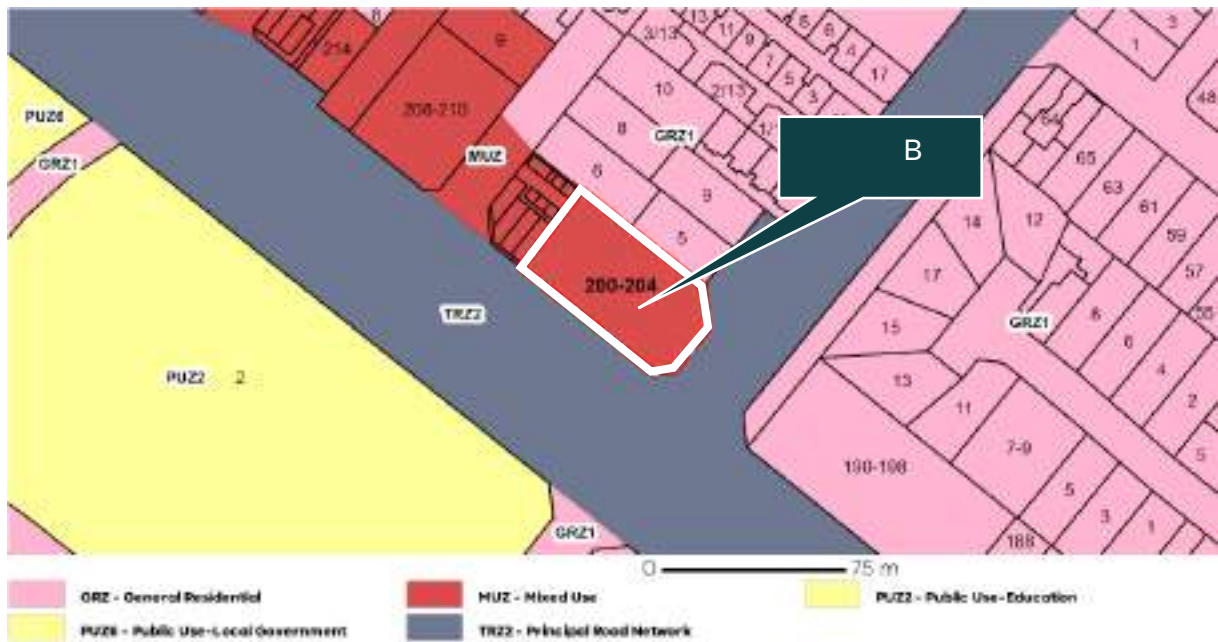




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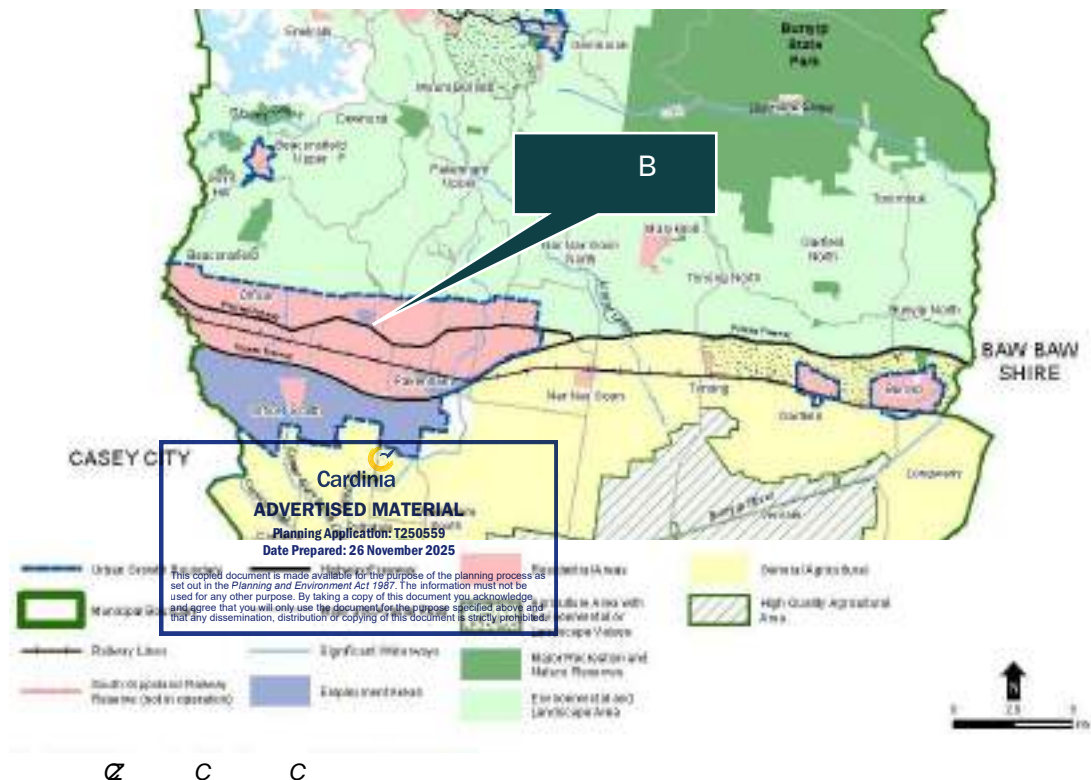
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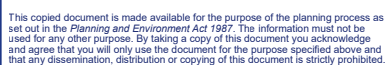
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VOLUME 09363 FOLIO 230

Security no : 124123738304W

Produced 16/04/2025 11:36 AM

LAND DESCRIPTION

Lot 1 on Plan of Subdivision 125741.
PARENT TITLE Volume 08812 Folio 838
Created by instrument H406795 13/02/1979

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
XZ PROPERTIES PTY LTD of 4 PESCARA PLACE WANTIRNA VIC 3152
AW046886G 09/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AW046887E 09/09/2022
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DIAGRAM LOCATION

SEE LP125741 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 200-204 PRINCES HIGHWAY PAKENHAM VIC 3810

ADMINISTRATIVE NOTICES

NIL

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VOLUME 09338 FOLIO 531

Security no : 124123738303X

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LAND DESCRIPTION

Lot 2 on Plan of Subdivision 125741.
PARENT TITLE Volume 08812 Folio 838
Created by instrument H198162 18/08/1978

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
XZ PROPERTIES PTY LTD of 4 PESCARA PLACE WANTIRNA VIC 3152
AW046886G 09/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AW046887E 09/09/2022
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DIAGRAM LOCATION

SEE LP125741 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

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ADMINISTRATIVE NOTICES

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VOLUME 09294 FOLIO 769

Security no : 124123738301A
Produced 16/04/2025 11:36 AM

LAND DESCRIPTION

Lot 2 on Plan of Subdivision 119823.
PARENT TITLE Volume 03320 Folio 967
Created by instrument LP119823 04/08/1978

REGISTERED PROPRIETOR

Estate Fee Simple
Sole Proprietor
XZ PROPERTIES PTY LTD of 4 PESCARA PLACE WANTIRNA VIC 3152
AW046886G 09/09/2022

ENCUMBRANCES, CAVEATS AND NOTICES

MORTGAGE AW046887E 09/09/2022
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DIAGRAM LOCATION

SEE LP119823 FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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ADMINISTRATIVE NOTICES

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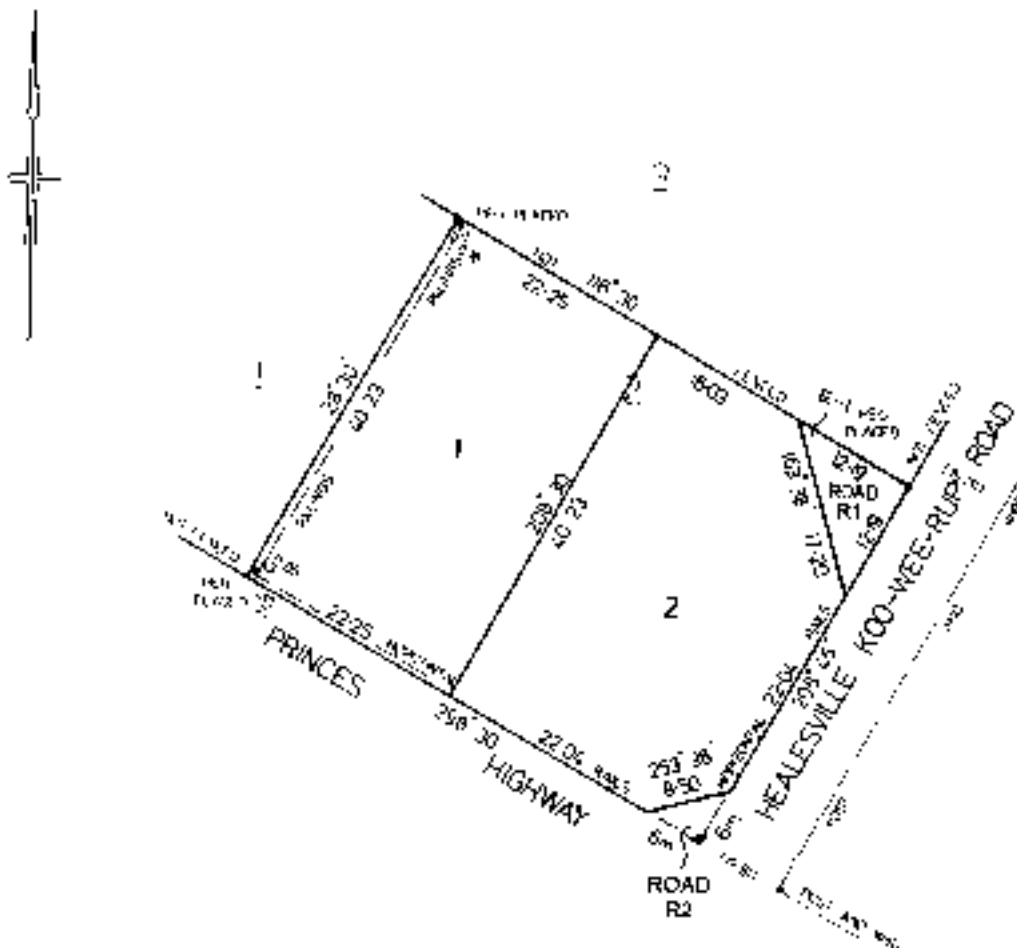
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PLAN OF SUBDIVISION OF CROWN ALLOTMENT 2 SECTION 5 TOWNSHIP OF PAKENHAM PARISH OF NAR NAR GOON COUNTY OF MORNINGTON SCALE  LENGTHS ARE IN METRES	ABREVIATION BROWN - MAY DRAINAGE AND SEWERAGE
	NOTES FOR REFERENCE MARKS SEE FIELDNOTES ROAD WIDTHS ARE NOT TO SCALE

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COLOUR CONVERSION

R1 & R2 = BROWN




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 Date Prepared: 26 November 2025

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PLAN OF SUBDIVISION OF CROWN ALLOTMENT 1 SECTION 5 TOWNSHIP OF PAKENHAM PARISH OF NAR NAR COON COUNTY OF MORNINGTON	APPROPRIATIONS
	BROWN - WAY AND DRAINAGE
	NOTATIONS

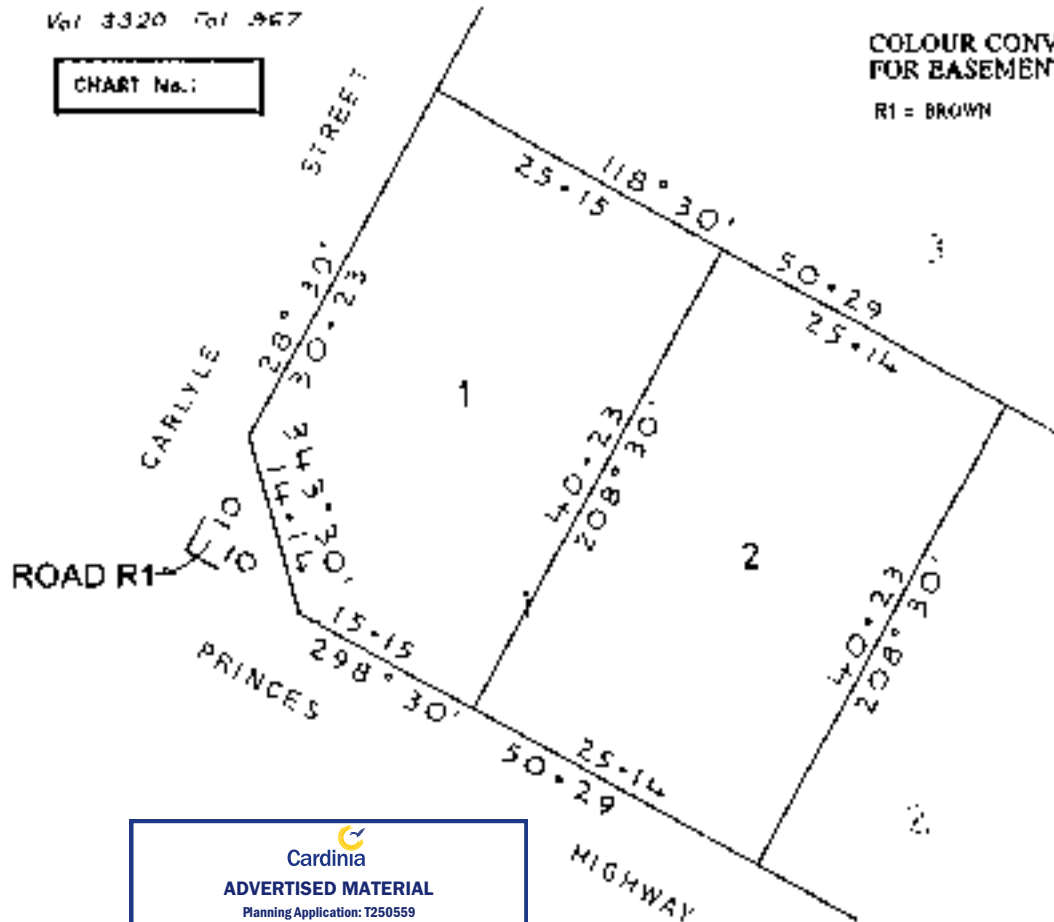
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Vol 3320 Fol 967

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 August 6	I CERTIFY THAT THIS PLAN HAS BEEN MADE BY ME, IS MATHEMATICALLY CORRECT ACCORDS WITH TITLE AND IS BASED ON SURVEY LICENSED SURVEYOR 26-11-75

FOR APPROPRIATIONS, ETC.
 SEE BACK HEREOF

119923

SUBDIVISIONAL
CERTIFICATE OF TITLE V. 3320 . F. 267 .

FOR TITLE REFERENCES TO LOTS
SEE PARCELS INDEX

LODGED BY MACPHERSON & KELLEY

DEALING No. DATE 31. / 8. / 76

DECLARED BY T. O'BRIEN SLATTERY

ON 26. / 11. / 75

COUNCIL SHIRE OF PAKENHAM

DATE OF CONSENT 16. / 8. / 76

PLAN MAY BE LODGED

PLAN APPROVED, DATE 2 / 12 / 77 TIME 2.30 pm

THE LAND COLOURED BROWN
APPROPRIATED OR SET APART
FOR EASEMENTS OF WAY & DRAINAGE

COUNCIL'S REQUIREMENT COMPLETED
SEE STATEMENT WITH COUNCIL REPORT

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Name	GORDON GOLDEN SUNSHINE COAST PTY LTD
ACN	



Estate and/or Interest being transferred

Fee Simple

Consideration

\$AUD 3600000.00

Transferee(s)

Tenancy (inc. share)	Sole Proprietor
Name	XZ PROPERTIES PTY LTD
ACN	658674581
Address	
Street Number	4



Department of Environment, Land, Water & Planning

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Locality WANTIRNA
State VIC
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1. The Certifier has taken reasonable steps to verify the identity of the transferee or his, her or its administrator or attorney.
2. The Certifier holds a properly completed Client Authorisation for the Conveyancing Transaction including this Registry Instrument or Document.
3. The Certifier has retained the evidence supporting this Registry Instrument or Document.
4. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.

Executed on behalf of	XZ PROPERTIES PTY LTD
Signer Name	[REDACTED]
Signer Organisation	KSL LEGAL
Signer Role	AUSTRALIAN LEGAL PRACTITIONER
Execution Date	09 SEPTEMBER 2022

Execution

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4. The Certifier has taken reasonable steps to ensure that this Registry Instrument or Document is correct and compliant with relevant law and any Prescribed Requirement.



Executed on behalf of	GOLDEN SUNSHINE COAST PTY LTD
Signer Name	[REDACTED]
Signer Organisation	FUMENS LAWYERS
Signer Role	AUSTRALIAN LEGAL PRACTITIONER
Execution Date	09 SEPTEMBER 2022

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Client
XZ Properties

Date
26 August 2025

Planning

Transport

Urban Design

Waste

Transport Impact Assessment

Proposed Childcare Development

200-204 Princes Highway,
Pakenham



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Project
200-204 Princes Highway, Pakenham

Prepared for
XZ Properties

Our reference
22399T

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Version	Date	Issue	Prepared by	Checked by
22399T-REP01- D01	21/08/2025	Draft		
22399T-REP01-F01	26/08/2025	Final		



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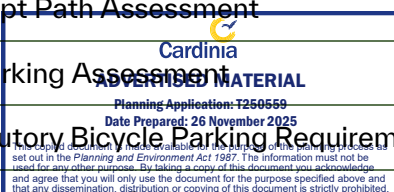
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Acknowledgement of Country

We acknowledge the Traditional Owners of the land we work, live and travel on, and appreciate the rich cultures of the Aboriginal and Torres Strait Islander Peoples and their enduring connection to country.

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1. Introduction

1.1. Introduction

Ratio Consultants has been engaged by XZ Properties to assess the traffic and parking implications of the childcare development on land at 200-204 Princes Highway in Pakenham.

This report has been prepared to address the traffic and parking matters associated with the proposed development and associated changes to the car parking design and car parking reduction sought.

1.2. Purpose & Structure of this Report

This report sets out an assessment of the anticipated parking, traffic and transport implications of the proposed development, including considerations of the:

- Parking requirement and the demand likely to be generated by the proposed development.
- Suitability of the proposed parking in terms of supply and layout.
- Traffic generating characteristics of the proposed development.
- Transport impact of the development proposal on the surrounding road network.

1.3. References

In preparing this report, reference has been made to the following:

- Architectural plans for the proposed development, prepared by Thomas Anderson Design and provided in **Error! Reference source not found.** for reference.
- Cardinia Planning Scheme.
- Australian/New Zealand Standard, Parking Facilities Part 1: Off-Street Car Parking (AS2890.1:2004).
- A desktop inspection of the subject site and its surroundings.
- Other documents and data as nominated.


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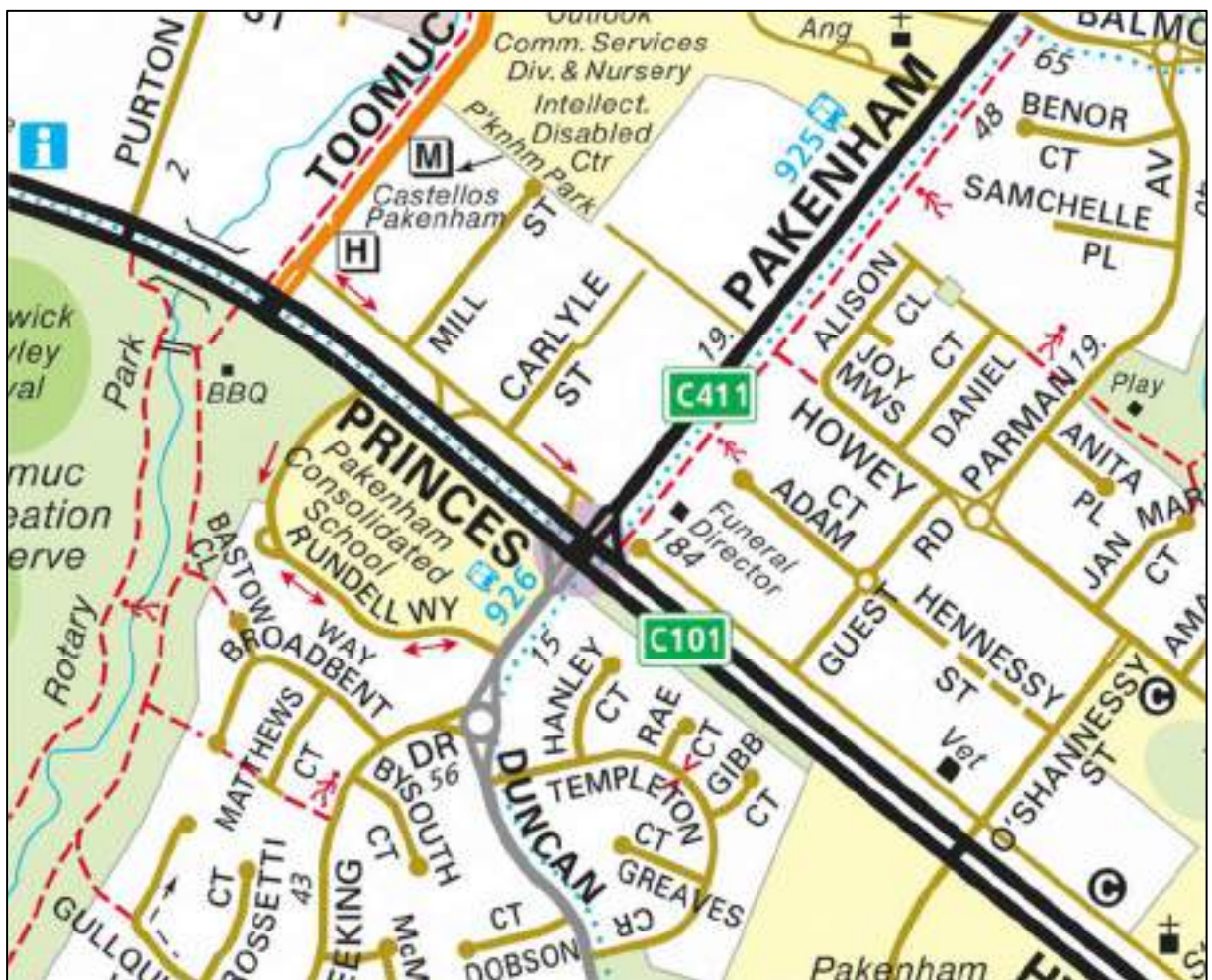
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2. Existing Conditions

2.1. Subject Site

The site is located on the corner of Princes Highway Service Road and Pakenham Road in Pakenham. The location of the subject site relative to the surrounding area is shown in Figure 2.1.

Figure 2.1: Subject Site and Surrounds



Source: Melways

The subject site is irregular in shape, with a frontage to the Princes Highway Service Road of approximately 69.4 metres and a frontage to Pakenham Road and frontage to Pakenham Road approximately 22.4 metres, with an overall site area of approximately 2,947 square metres.

The site is currently occupied by an existing Place of Worship with associated car parking and accessed via the Princes Highway Service Road.



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The site is situated within a Mixed Use Zone and is subject to a Development Contributions Plan Overlay – Schedule 1 (DCPO1). Land use within the immediate vicinity of the subject site is predominantly residential areas with some public park, industrial areas and mixed-use areas.

An aerial view of the subject site is shown in Figure 2.2.

Figure 2.2: Aerial View of the Subject Site



Source: Landchecker

2.2. Road Network

Princes Highway is a Primary State Arterial Road under the care and management of the Department of Transport and Planning, which runs in a northwest to southeast direction.

Proximate to the subject site, Princes Highway accommodates for two lanes of traffic in each direction with left and right turning lanes at the intersection with Pakenham Road.

Princes Highway has a posted speed limit of 80km/h and constructed footpaths along the northern side of the Princes Highway Service Road and along the southern side of Princes Highway.

Views of Princes Highway are shown in Figure 2.3 and Figure 2.4.



Figure 2.3: View of Princes Highway facing northwest



Figure 2.4: View of Princes Highway facing southeast



The Princes Highway Service Road is a Local Road under the care and management of Council, running parallel to Princes Highway. The Princes Highway Service provides two-way movements, and kerbside parking is available along the side of the road. The Princes Highway Service Road runs between Toomuc Valley Road (located northwest of the site) and terminates at the site frontage, with an access point to Princes Highway.


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Figure 2.5: View of Princes Highway Service Road facing southeast



Pakenham Road is a Primary State Arterial Road under the care and management of the Department of Transport and Planning, which runs in a northeast to southwest direction

Proximate to the subject site, Pakenham Road accommodates one lane of traffic in each direction and converts into two southbound lanes at the signalised intersection with Princes Highway.

Pakenham Road has a typical posted speed limit of 80km/h and constructed footpaths are provided on the western side of the road.

Views of Pakenham Road are shown in Figure 2.3 and Figure 2.4.

Figure 2.6: View of Pakenham Road facing southwest



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Figure 2.7: View of Pakenham Road facing northeast

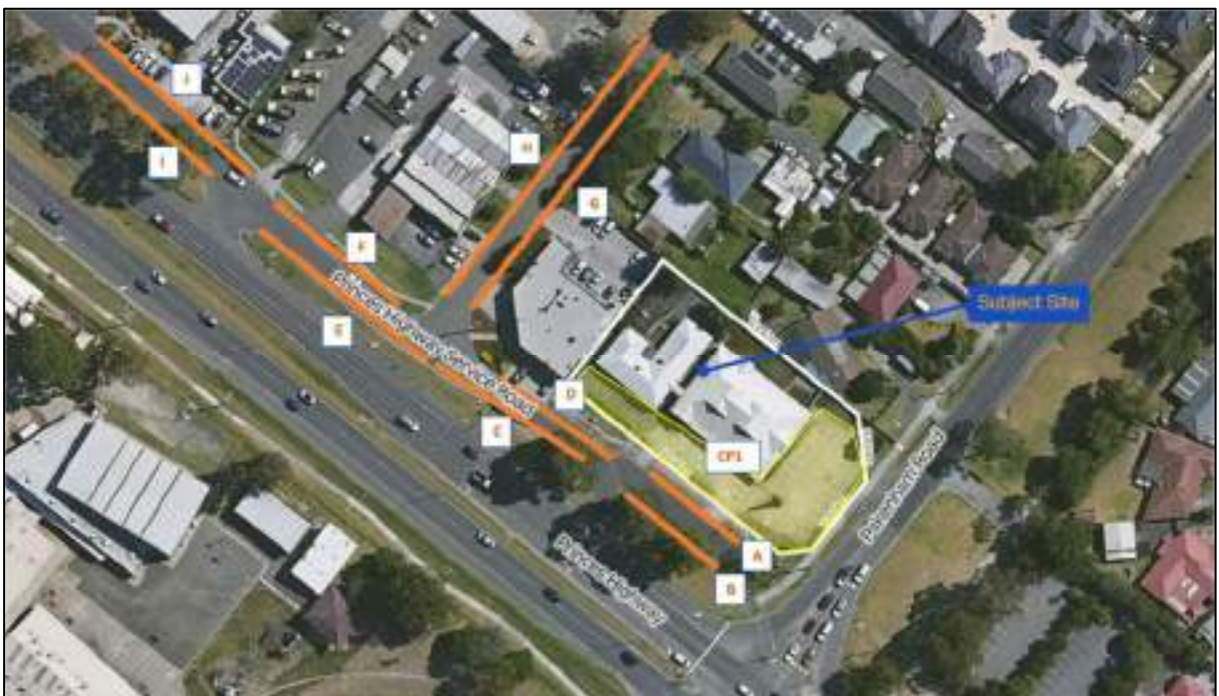


2.3. Parking Conditions

To gain an understanding of existing car parking conditions in the vicinity of the site, Ratio Consultants commissioned car parking occupancy surveys of the publicly available on-street car parking supply and demand on Thursday 15 May 2025 between 8:00am to 6:00pm.

The extent of the survey area is presented in Figure 2.8.

Figure 2.8 Parking Survey Area



After excluding any of the parking that has an active residential interface, as well as the existing No Stopping restrictions, the segment of kerbside parking within our site frontage along the Princes Highway Service Road (Parking Areas A, B) is capable of providing 8 on-street kerbside parking spaces.

It is acknowledged that the on-street parking along the Princes Highway Service Road frontage (Parking Areas A, B) had a maximum occupancy of 1 space at all times, leaving at least 7 vacant spaces unoccupied at all times.

The car parking surveys are provided in Appendix B.

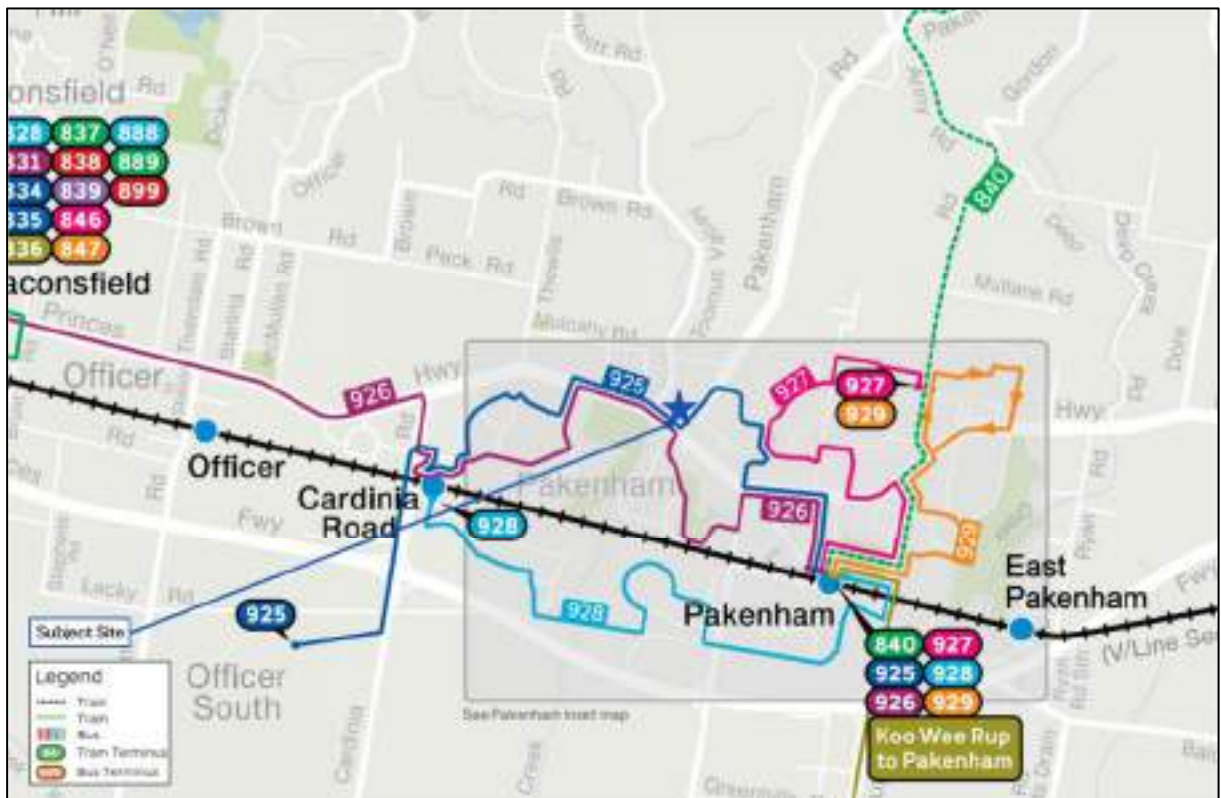
2.4. Sustainable Transport

Public Transport

The subject site is situated outside the Principal Public Transport Network (PPTN) area, with limited public transport services operating near the subject site. However, notably, Routes 925 and 926 are located northwest of the subject site along Princes Highway within a 5-minute walk, providing access to locations such as Cardinia Road Railway Station

The public transport services in the vicinity of the site are shown in Figure 2.9.

Figure 2.9: Public Transport Services in the Vicinity of the Subject Site



Bicycle Network

There is limited bicycle infrastructure in the vicinity of the site. However, there are some bicycle trails within some portions of residential local roads as well as along public parks and recreation areas, such as along the Toomuc Creek Linear Reserve.

Pedestrian Network

Pedestrian movements surrounding the site are well facilitated, with constructed footpaths on the southern side of Princes Highway, the northern side of Princes Highway Service Road, the western side of Pakenham Road and other streets in the vicinity of the subject site. These provide a link between the subject site and the surrounding residential areas for pedestrians.

3. The Proposal

3.1. Background/ Planning Permit History

The subject site was historically used as a 120-place childcare centre with a permit issued in 1993 and amended in 1995 and 2003, allowing for the following:

- Operational Hours: Monday to Friday 6:30am to 7:00pm
- A childcare with a maximum number of 120 child places.

More recently, a permit was issued in 2012 and amended in 2014, allowing for a Place of Worship with the following patron numbers:

- Monday to Friday – 100 patrons
- Saturday – 150 patrons
- Sunday – 220 patrons
- Special events (weddings/funerals) – 220 people, on the provision that the entire car park is available at 190 Princes Highway, Pakenham.
- Car parking arrangements for the Place of Worship to utilise David W Bull Funeral car park located at 190 Princes Highway, Pakenham with the following patrons permitted:
 - Monday to Friday – 100 patrons
 - All other times – 150 patrons

3.2. Proposed Development

The proposal now seeks to convert the use back into a 120-place childcare centre with a provision of 26 car spaces accessed via Princes Highway Service Road.

It is noted that the subject site currently has four vehicle crossovers connecting to/from the Princes Highway Service Road. As part of the proposal, an outdoor activity area will be introduced at the eastern corner of the site, which will occupy the existing driveway that currently serves two accessible parking spaces. Consequently, the two easternmost vehicle crossovers will be retained. Additionally, the existing car park will be modified to accommodate the required accessible parking spaces as part of this application.

An excerpt of the plans is shown below, with the full set attached in Appendix A:



Figure 3.1: Excerpt of Site Plans



Source: Thomas Anderson Design – Proposed Site Plan, dated 22 August 2025



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4. Car Parking Assessment

4.1. Clause 52.06-5 – Planning Scheme Assessment

Car parking requirements for new development mix are set out under Clause 52.06 of the Cardinia Planning Scheme.

As the subject site is located outside the Principal Public Transport Network Area, Column A rates of Table 1 in Clause 52.06-5 are applicable for the number of car spaces to be provided, which are outlined in Table 4.1 for the proposed development scheme.

Table 4.1: Statutory Car Parking Requirement

Land Use	Size/Number	Statutory Car Parking Rate	Statutory Requirement
Childcare	120 Children	0.22 per child	26 spaces
Total Statutory Car Parking Requirement			26 spaces

Accordingly, the proposal has a statutory requirement to provide a total of 26 car parking spaces. The site plans show a total of 26 car spaces within the on-site car park. As a result, the proposal meets the statutory requirements for car parking.



5. Access and Car Parking Layout

5.1. Clause 52.06-9 – Design Standard Assessment

Design Standard 1 – Accessways

Design Standard 1 of Clause 52.06-9 relates to the design of accessways. The requirements of Design Standard 1 are assessed against the proposal in Table 5.1.

Table 5.1: Design Standard 1 Assessment - Accessways

Requirement	Comments
Must be at least 3m wide.	Satisfied – The proposed accessway has a minimum width of at least 3.5 metres in excess of this requirement.
Have an internal radius of at least 4m at changes of direction or intersection or be at least 4.2m wide.	Satisfied – The proposed access aisle is in excess of 4.2 metres.
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.	Satisfied – Vehicles parked in the last space of the dead-end accessway are able to exit the site in a forward direction with one manoeuvre.
Provide at least 2.1m headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8m.	Satisfied – The car park is open-air.
If the accessway serves four or more car spaces or connects to 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 – All vehicles are able to depart the site in a forward direction.
Provide a passing area at the entrance at least 6.1m wide and 7m long if the accessway serves ten or more car parking spaces and is either more than 50m long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Considered Satisfactory – Generally, a passing area is provided to allow an arriving vehicle to prop to avoid vehicles queuing along the frontage road. In this case, the proposed car park is provided with a separate entry and exit point, which will ensure that vehicles are not queuing along the Princes Highway Service Road.



Have a corner splay or area at least 50% clear of visual obstructions extending at least 2m along the frontage road from the edge of an exit lane and 2.5m along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied – A corner splay measuring 2.0 metres wide and 2.5 metres long has been provided on both sides of the exit-only access.
If an accessway to four 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 6m from the road carriageway.	Satisfied – All car spaces are at least 6 metres from the Princes Highway Service Road carriageway.
If entry to the car space is from a road, the width of the accessway may include the road.	Not Applicable – None of the car spaces are accessed directly from a road.

Design Standard 2 – Car Parking Spaces

Design Standard 2 of Clause 52.06-9 relates to the design of car parking spaces. The proposal seeks to provide a total of 26 at-grade car parking spaces. The requirements of Design Standard 2 are assessed against the proposal in Table 5.2 below:

Table 5.2: Design Standard 2 Assessment - Car Parking Spaces

Requirement	Comments
Car parking spaces and accessways must have the minimum dimensions as outlined in Table 2 of Design Standard 2	Satisfied – All car parking spaces have been provided with one of the following configurations: – 45-degree parking with a width of 2.6 metres, a length of 4.9 metres accessed via an accessway width of 3.5 metres. – 90-degree parking with a width of 2.6 metres, a length of 4.9 metres accessed via an accessway width of 6.4 metres.
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 of Design Standard 2, 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 2.1m above the space	Satisfied – All car parking spaces are clear of any encroachments within the area marked on Diagram 1 of Design Standard 2 in Clause 52.06-9 of the Planning Scheme.  ADVERTISED MATERIAL Planning Application: T250559 Date Prepared: 26 November 2025 This copied document is made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose. By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.

Car spaces in garages or carports must be at least 6m long and 3.5m wide for a single space and 5.5m wide for a double space measured inside the garage or carport.	<u>Not Applicable</u> – No car spaces have been provided within garage or carports
Where parking spaces are provided in tandem (one space behind the other) an additional 500mm in length must be provided between each space.	<u>Not Applicable</u> – No car parking spaces have been provided in tandem format.
Where two or more car parking spaces are provided for a dwelling, at least one space must be under cover.	<u>Not Applicable</u> – The proposal does not include a dwelling.
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 of Design Standard 2 by 500mm.	<u>Satisfied</u> – A disabled parking space and adjacent space has been provided with a width in excess of 2.4 metres and a length of 5.4 metres that encroaches into the accessway width by 500mm as allowed by Table 2 of Design Standard 2.

5.2. Swept Path Assessment

An assessment (refer to Appendix B) of the accessibility to/from the site using the 'Autodesk Vehicle Tracking' software has been conducted.

An assessment of the site access and circulation was undertaken using the B99 (99th percentile car) and it was found that two B99 vehicles were able to simultaneously within the carpark in a satisfactory manner.

An assessment of the accessibility to/from all parking spaces was also undertaken using the B85 (85th percentile car) and it was found that all parking spaces could be accessed (ingress and egress) in a satisfactory manner.

The assessment indicates that the car parking layout and site access arrangements have been designed appropriately and in general accordance with the requirements of the Cardinia Planning Scheme and/or the relevant sections of AS/NZS 2890.1:2004.



6. Bicycle Parking Assessment

6.1. Statutory Bicycle Parking Requirement – Clause 52.34

Clause 52.34 of the Cardinia Planning Scheme sets out the statutory requirements to provide bicycle parking for various uses. Childcare centre is not a land use listed under Table 1 of Clause 52.34 of the Cardinia Planning Scheme and therefore the proposal does not have a statutory requirement nor is it proposed to provide any bicycle parking spaces on-site.



7. Loading and Waste Collection Arrangements

7.1. Loading and Unloading Arrangements

Clause 65.01 of the Cardinia Planning Scheme outlines the provision of loading facilities and states the following:

“Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate:

- *The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.”*

Loading and delivery activities related to the proposed use on-site will occur outside of peak pick-up and drop-off periods of the childcare centre. These activities will be primarily undertaken by vans and smaller trucks and can be accommodated within the on-site car parking outside of the peak periods or within an on-street car park.

Accordingly, it is considered that loading and unloading activities associated with the proposal can suitably be undertaken on-site or within an on-street car park.

7.2. Waste Collection Arrangements

Refuse and recycling storage is proposed to be stored in a dedicated waste area located in the northeastern corner of the site at the end of the car park.

A Waste Management Plan (WMP) has been prepared by Ratio Consultants. Waste is proposed to be collected on-site by a private waste contractor via a 6.4 metre long mini-rear loader via accessing the on-site car park via Princes Highway Service Road, collecting waste and departing the car park in a forward direction. This will be conducted outside of the childcare’s operational hours when the carpark is expected to be fully vacant for any turnaround manoeuvres required.

It is considered that the proposed waste collection arrangement is acceptable from a traffic engineering perspective.



8. Traffic Assessment

8.1. Childcare Traffic Generation

The RTA Guide to Traffic Generating Developments (October 2002) suggests that childcare centres typically generate in the order of 0.7 – 0.8 movements per child in the morning and afternoon peak periods.

A survey conducted by Ratio Consultants at the existing Ariston Childcare Centre in Newtown (Geelong) confirms that Childcare Centres typically generate a peak hourly traffic demand in the order of 0.8 vehicle trips per child during the PM peak hours. The 'Ariston' Child Care Centre study also indicated that the peak traffic generation AM and PM hours of Child Care Centres typically occur between 8:00 am to 9:00 am and between 4:45 pm and 5:45 pm.

Applying a rate of 0.8 vehicle trips per child, the proposed 120 children Childcare Centre would generate 96 vehicle movements during each of the AM and PM peak hours. Given the relatively even distribution of incoming/outcoming vehicles, it is expected that the proposed childcare centre will generate in the order of 48 vehicle arrivals and 48 departures during each of the AM and PM commuter peak hours. No traffic will be generated on weekends given that the childcare centre will be closed.

Table 8.1: Childcare Traffic Generation

	AM Peak Hour	PM Peak Hour
Arriving trips:	48 veh/hr	48 veh/hr
Departing trips:	48 veh/hr	48 veh/hr
Total trips:	96 veh/hr	96 veh/hr

8.2. Traffic Impact

The development is expected to generate a total of 96 vehicles per hour during the AM and PM peak hour periods. The traffic generated by the development will flow directly onto Princes Highway Service Road and then onto the surrounding road.

The level of traffic is expected to be generally consistent with existing Place of Worship use and historic Childcare use and is not expected to adversely affect the operation of Princes Highway, Pakenham Road or the surrounding road network.

9. Conclusion

The proposal seeks to provide a 120-place childcare development on land at 200-204 Princes Highway in Pakenham.

Based on the foregoing assessment, the following conclusions have been reached:

- The proposed development meets the statutory car parking requirements of Clause 52.06-5 of the Cardinia Planning Scheme.
- The proposed car parking layout has been designed in accordance with the requirements of the AS/NZS 2890 series and Clause 52.06 of the Cardinia Planning Scheme.
- There is no requirement to provide bicycle spaces for a childcare centre.
- Loading and waste arrangements will be undertaken by vans, smaller trucks as well as the 6.4 metre mini-rear loader outside of peak hour periods.
- The level of traffic generated by the proposed development will remain consistent with the previously approved development not adversely affect the traffic safety or operation of Princes Highway, Pakenham Road and the surrounding road network.



Appendix A : Site Plan



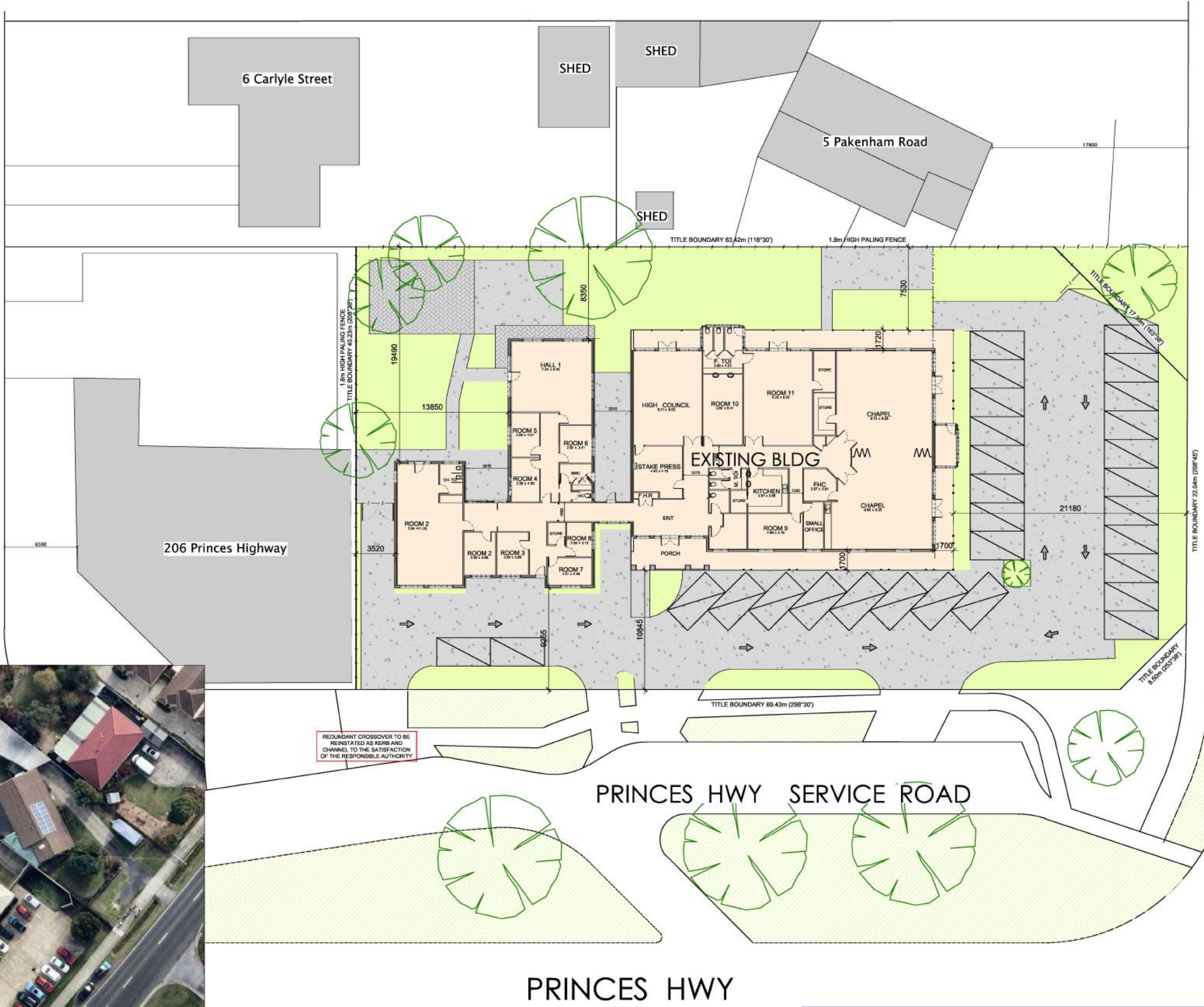
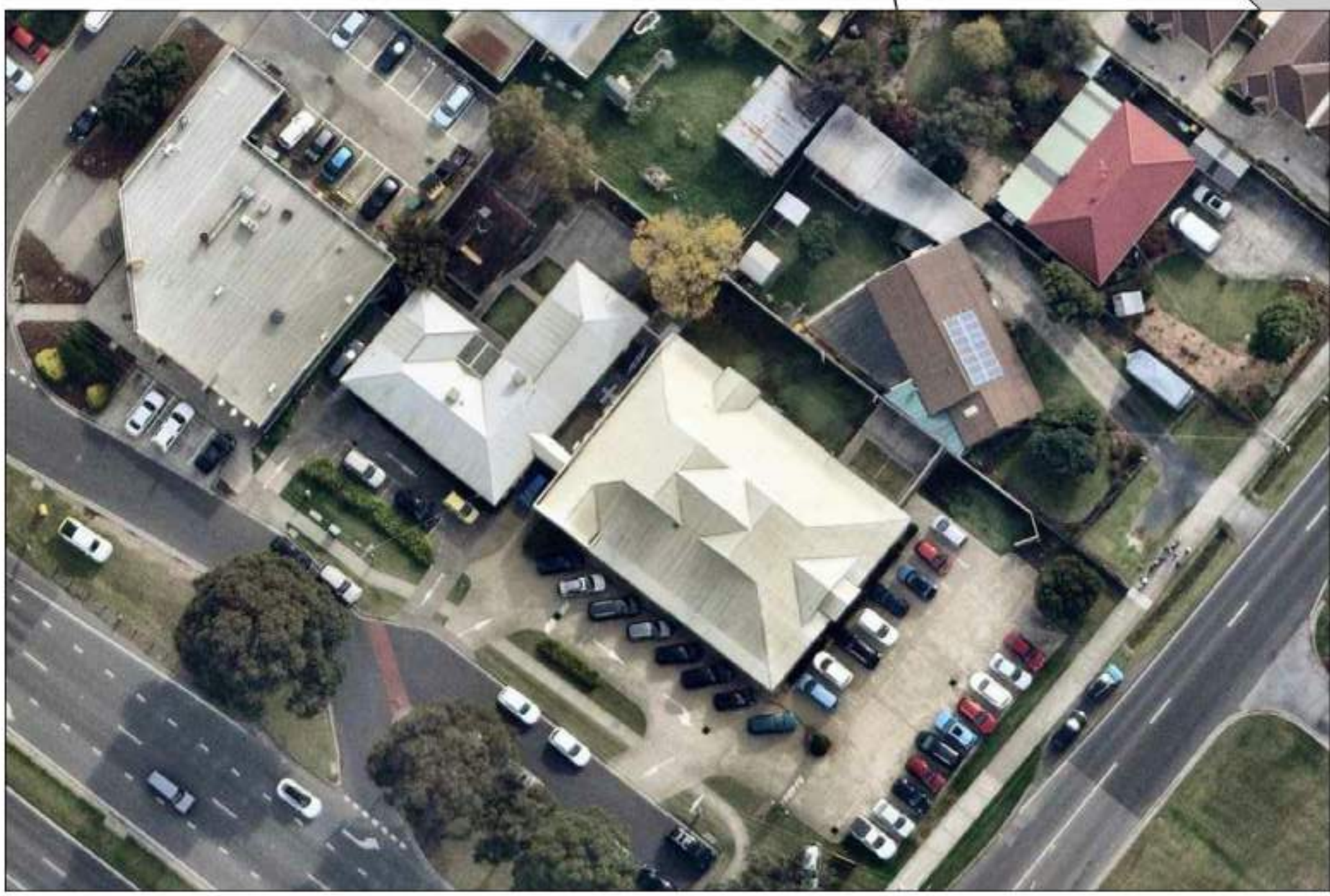
HEALESVILLE - KOO WEE RUP ROAD

CARLYLE STREET

LEGEND

- PREVAILING WINDS
- PEDESTRIAN ACCESS
- NOISE AND TRAFFIC SOURCE
- DESIRABLE VIEWS FROM THE SITE
- VEHICLE ENTRY TO SITE
- LOCATION OF LOWEST & HIGHEST POINTS ON THE SITE
- SITE FALL

GOOGLE AERIAL IMAGE :



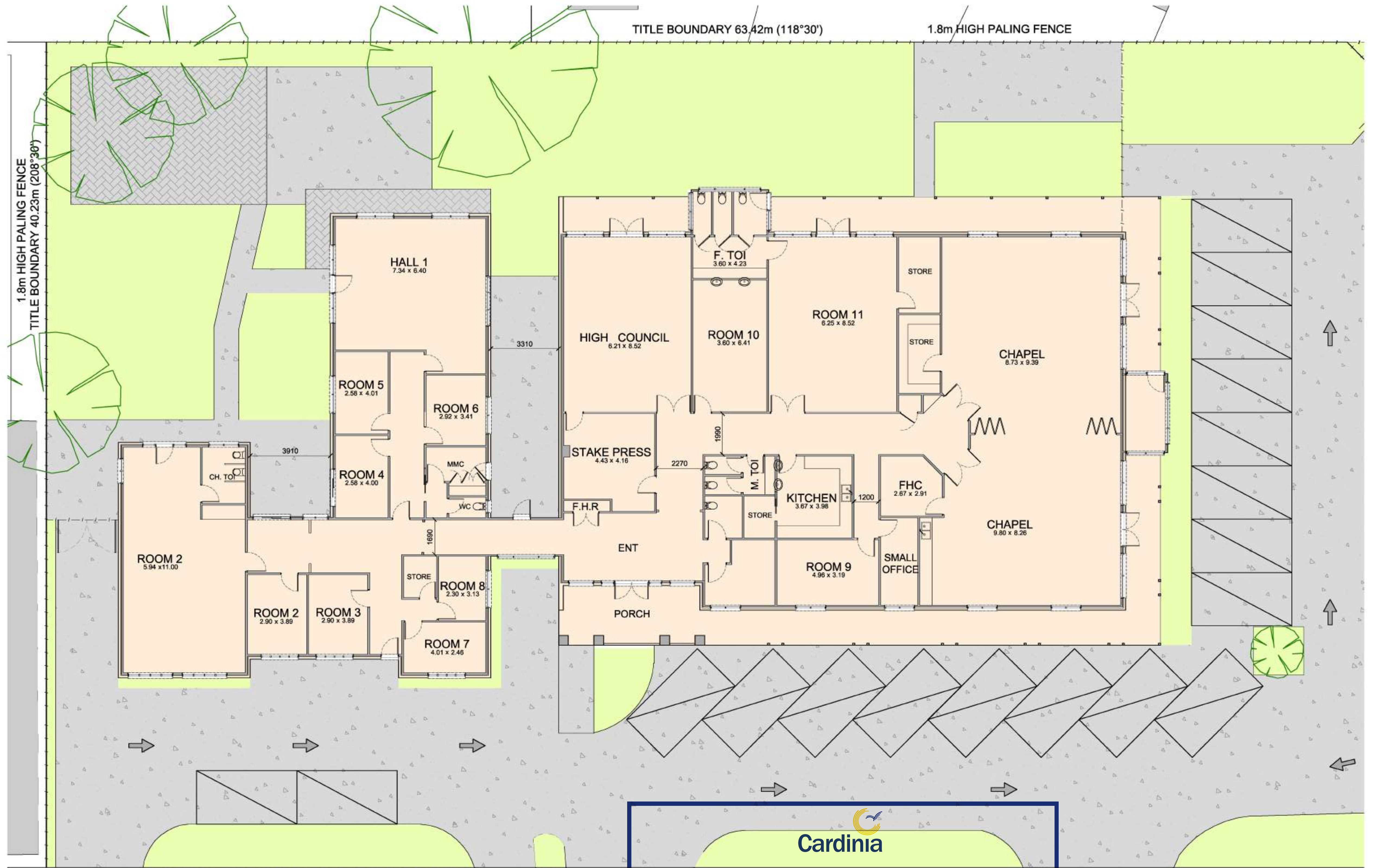
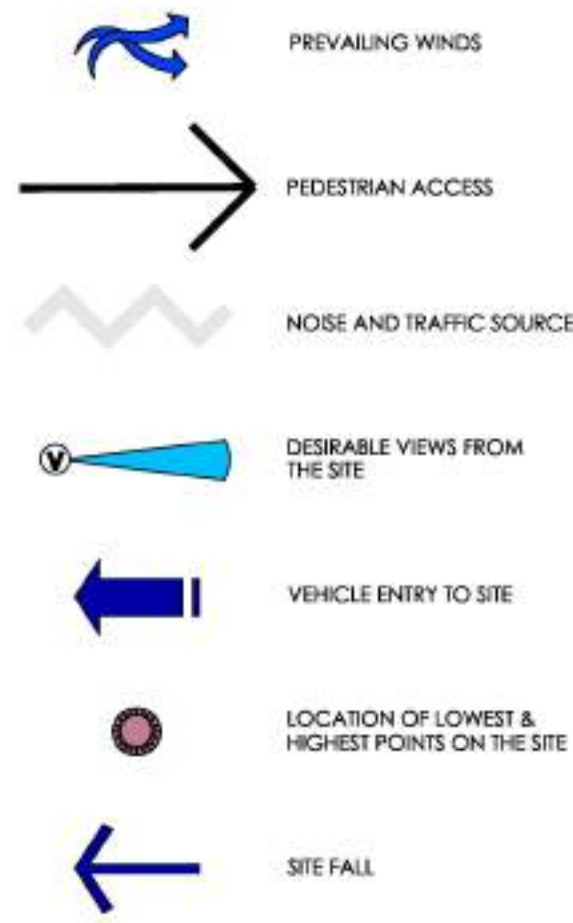
EXISTING SITE PLAN
SCALE 1:200

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Date Prepared: 26 November 2025

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LEGEND



EXISTING FLOOR PLAN

SCALE 1:100



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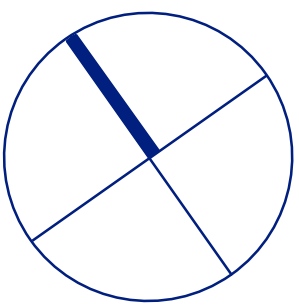
PROPOSED ALTERATIONS TO CONVERT
AN EXISTING BLDG INTO CHILDRENS CENTER.

200-204 PRINCES HWY
PAKENHAM

T A D
thomasanderson design

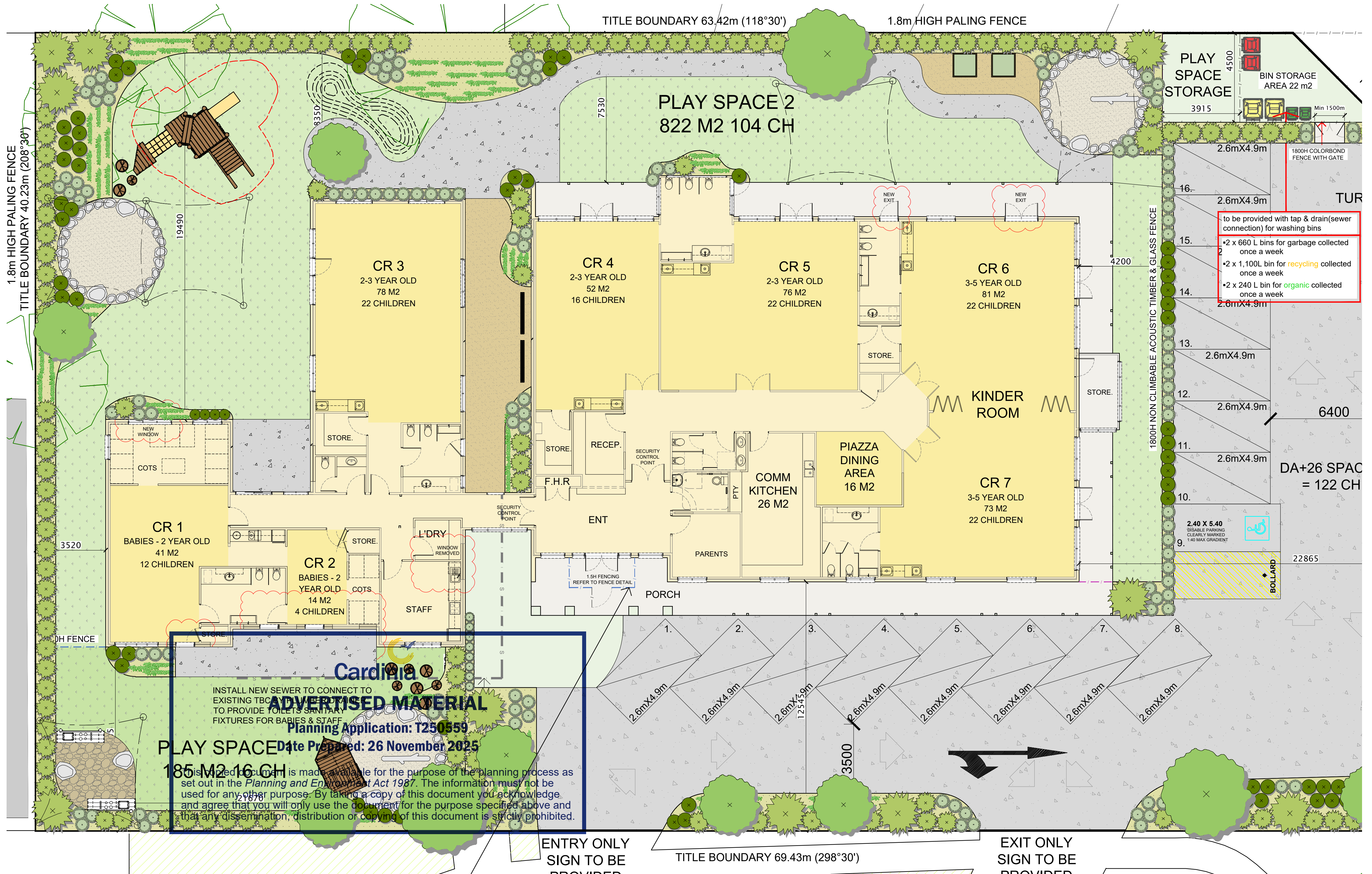
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25-0156
ISSUE 'C'
DRAWN: DA & SV
22/06/2025
SHEET SIZE A1

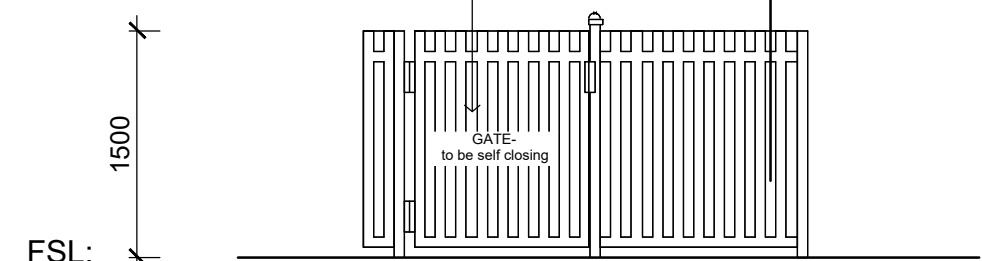


LEGEND

- PLAY AREA
- COMMON PROPERTY
- ALL WEATHER SEAL COATING DRIVEWAY
- PERMEABLE PAVING
- PERMEABLE TIMBER DECKING
- NEW CONCRETE CROSSOVER
- EXISTING TREES TO BE RETAINED
- TREE 1P2
- TREE 3P2
- TREE TO BE REMOVED
- 1.8M HIGH FENCE REFER TO FENCE DETAIL
- 1.5M HIGH FENCE BETWEEN PLAY AREAS
- FINISHED FLOOR LEVEL
- FINISHED SURFACE LEVEL (CUT - FILL LEVEL)
- SECURITY LIGHT: "SENSOR LIGHT"
- BOLLARD LIGHT
- TAP
- LETTER BOX
- 3000 L WATER TANK
- REMOTE METER
- RUBBISH AND RECYCLE BIN LOCATION
- RETAINING WALLS
- RETAINING WALL AS PER PLAN
- TREATED PINE SLEEPERS WITH AGG. DRAIN - OR REFER ENG. DESIGN
- COLLAPSIBLE COLORBOND SHED IN MOTTLED TONES ON 100MM CONCRETE SLAB
- EXISTING TREE
- PROPOSED TREE
- BIN COLLECTION FOOTPRINT
- TREE PROTECTION FENCE
- 10 AMP GPO FOR EV CHARGING
- RAINWATER GARDEN
- URBAN STREET POLE 6.0 METRE ABOVE GROUND C/W BASE PLATE FOOTING & 14 WATT LED LOW GLARE STREET LANTERN.
- METER BOX



SELECTED 1.5m HIGH CHILD SAFE TUBULAR FENCE BETWEEN THE PLAY AREAS. REFER TO MANUFACTURE'S DETAILS.



INTERNAL -ENTRY SAFETY FENCE
INTERNAL CHILD SAFE TUBULAR FENCE BETWEEN THE PLAY AREAS.
SCALE 1:50

ACTIVITY AREA SCHEDULE

ROOM	PLACES	AGE	STAFF RATIO	STAFF NO.	AREA REQ	UNENCUMBERED AREA	ENCUMBERED AREA	TOTAL AREA PROVIDED
ROOM 1	12	0-2	1:4	3	39.0	41.1	0.0	41
ROOM 2	4	0-2	1:4	1	13.0	13.3	0.8	14
ROOM 3	22	2-3	1:4	6	71.5	77.8	1.5	79
ROOM 4	16	2-3	1:4	4	52.0	53.2	3.8	57
ROOM 5	22	2-3	1:4	6	71.5	74.0	2.5	77
ROOM 6	22	3-5	1:11	2	71.5	78.6	2.5	81
ROOM 7	22	3-5	1:11	2	71.5	71.5	2.5	74
TOTAL	120			24	390	410	14	423

OUTDOOR PLAY AREA SCHEDULE

ROOM	PLACES	AREA REQ	UNENCUMBERED AREA	ENCUMBERED AREA	TOTAL AREA PROVIDED
ROOM 1	12				
ROOM 2	4				
ROOM 3	22				
ROOM 4	16				
ROOM 5	22				
ROOM 6	22				
ROOM 7	22				
TOTAL	120	840	951	56	1007

PROPOSED FLOOR PLAN

SCALE 1:100

PROPOSED ALTERATIONS TO CONVERT
AN EXISTING BLDG INTO CHILDCARE CENTER.

CLIENT: ANGELA MOK

200-204 PRINCES HWY

PAKENHAM

T A D
thomasandersondesign

5

25-0156
ISSUE 'C'
DRAWN: DA & SV
22/08/2025
SHEET SIZE A1

Appendix B : Car Parking Surveys



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Date Prepared: 26 November 2025

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Parking 200-204 Princes Highway, Pakenham

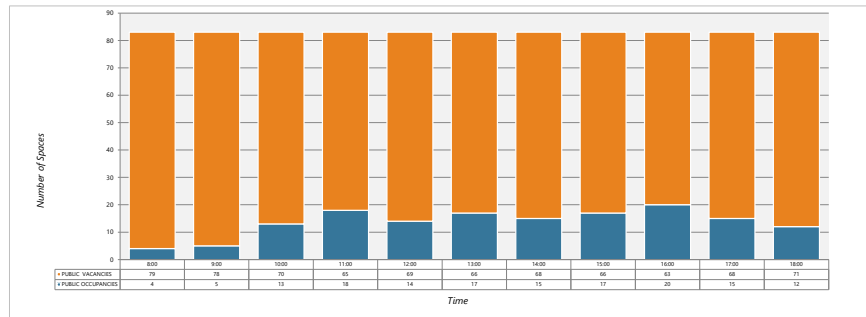


Parking Occupancy Survey

Date:	Thursday, 10 May 2025
Location:	200-204 Princes Highway, Pakenham
GPS:	38.05557, 145.468725
Weather:	Fine
Customer:	Ratio

Public Parking (10)	Map Ref	Street	Section	Side	Restriction	Clear Way	Capacity	Parking Occupancy										
								8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00
1	I	Princess Hwy Service Rd	Mill St to 214 Princess Hwy Service Rd	S	Unrestricted		5	0	0	0	1	1	2	1	1	1	2	0
1	J		Mill St to 214 Princess Hwy Service Rd	N	Unrestricted		8	0	0	6	8	7	7	5	6	7	6	6
1	F		214 Princess Hwy Service Rd to Carlyle St	N	Unrestricted		3	0	0	0	2	1	2	2	3	3	3	1
1	E		214 Princess Hwy Service Rd to Carlyle St	S	No Stopping		4	0	0	0	0	0	0	0	0	0	0	0
1	C		Carlyle St to CP1	S	Unrestricted		4	0	0	0	0	0	0	1	0	0	0	0
1	D		Carlyle St to CP1	N	Unrestricted		5	0	0	2	2	1	1	2	2	2	1	2
1	A		CP1 to End	N	Unrestricted		3	0	0	0	0	0	0	0	1	1	1	1
1	B		CP1 to End	S	Unrestricted		5	0	0	0	0	0	0	0	0	0	0	0
1	H	Carlyle St	Princess Hwy Service Rd to 11 Carlyle St	W	Unrestricted		12	4	5	4	4	4	5	4	4	4	2	1
1	G		Princess Hwy Service Rd to 11 Carlyle St	E	Unrestricted		6	0	0	0	0	0	0	0	0	2	0	0
1	CP1				Disabled		2	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		26	0	0	1	1	0	0	0	0	0	0	1
PUBLIC CAPACITY								83	83	83	83	83	83	83	83	83	83	83
PUBLIC OCCUPANCIES								4	5	13	18	14	17	15	17	20	15	12
PUBLIC VACANCIES								79	78	70	65	69	66	68	66	63	68	71
PUBLIC % OCCUPANCIES								5%	6%	16%	22%	17%	20%	18%	20%	24%	18%	14%

not available for public parking





Cardinia

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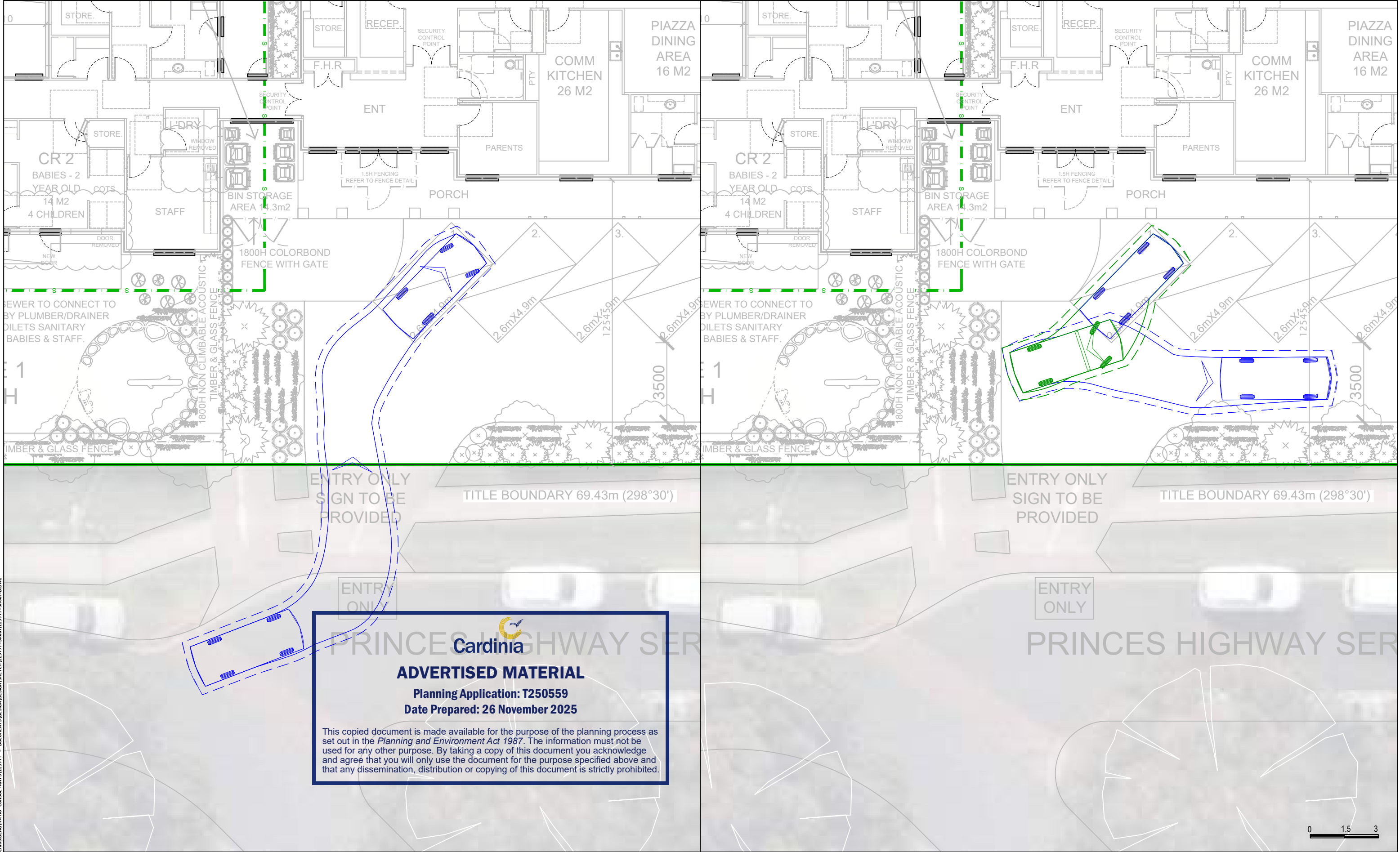
Planning Application: T250559

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Appendix C : Swept Path Assessment

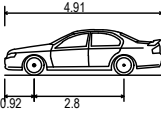




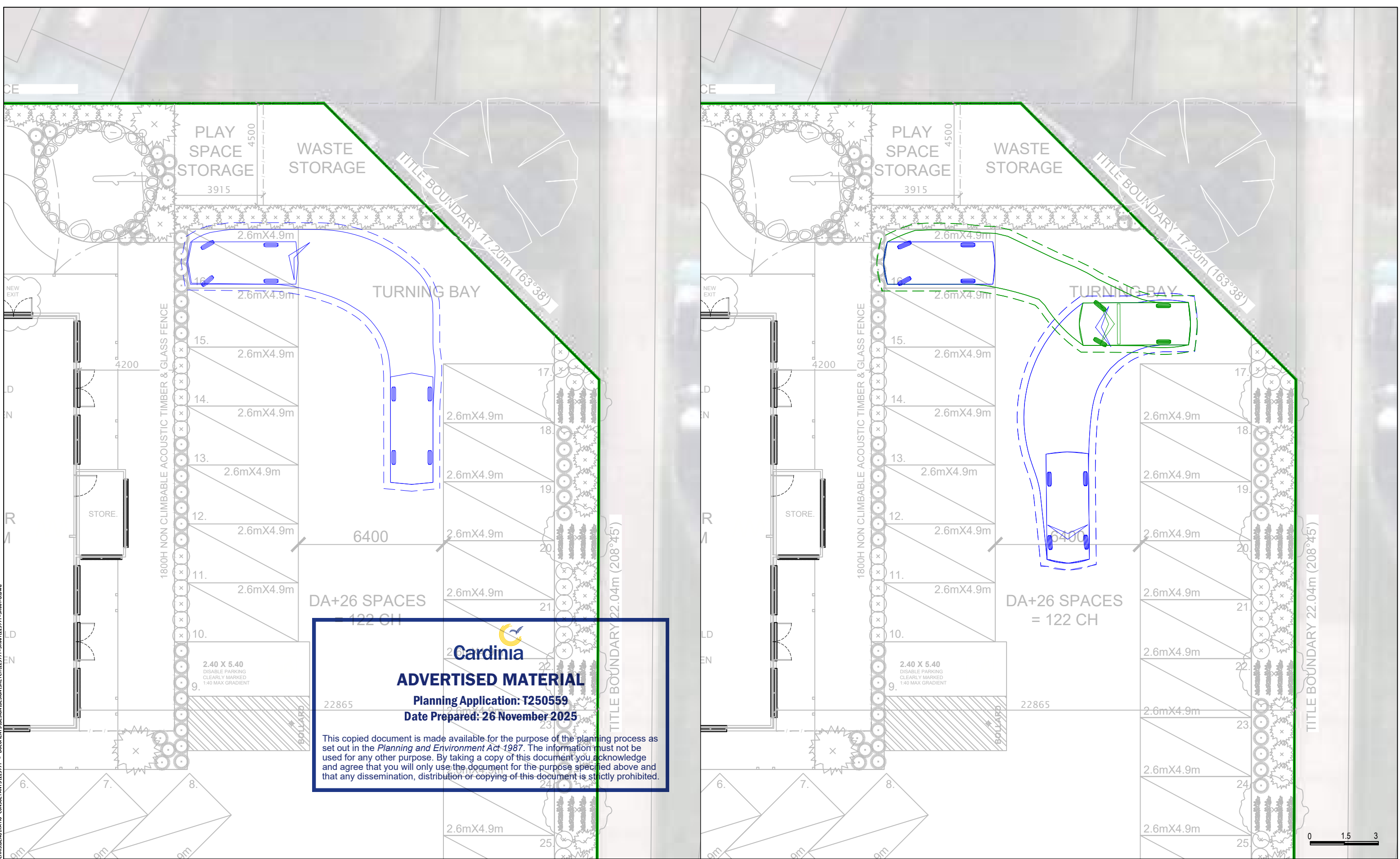


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 RATIO CONSULTANTS PTY LTD ABN 005 422 104 8 GWYNNE STREET CREMORNE, VICTORIA 3121 TELEPHONE (03)9429 3111 FACSIMILE (03)9429 3011	B85 Vehicle (AS/NZS2890.1:2004)  Overall Length Overall Width Overall Body Height Min Body Ground Clearance Track Width Lock to Lock Time Curb to Curb Turning Radius VEHICLE ENVELOPE (FORWARD) 300mm CLEARANCE (FORWARD) VEHICLE ENVELOPE (REVERSE) 300mm CLEARANCE (REVERSE) 4.91m 1.870m 1.421m 0.159m 1.770m 4.00 sec 5.80m	Proposed Childcare Development 200-204 Princes Highway, Pakenham Swept Path Assessment NOTE: 1) Base Plan Supplied By Thomas Anderson Design 2) Maximum Design Speed 10km/h	RATIO REFERENCE 22399T-SK001-B	SHEET No. 1 of 8	PREPARED BY C.D.	SCALE 1:150 @A3	DATE 26/08/2025
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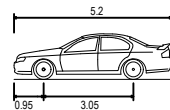
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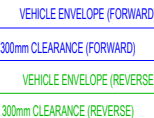
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RATIO CONSULTANTS PTY LTD
ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B99 Vehicle (AS/NZS2890.1:2004)



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius



Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock to Lock Time
Curb to Curb Turning Radius

Proposed Childcare Development 200-204 Princes Highway, Pakenham Swept Path Assessment

NOTE:
1) Base Plan Supplied By Thomas Anderson Design
2) Maximum Design Speed 10km/h

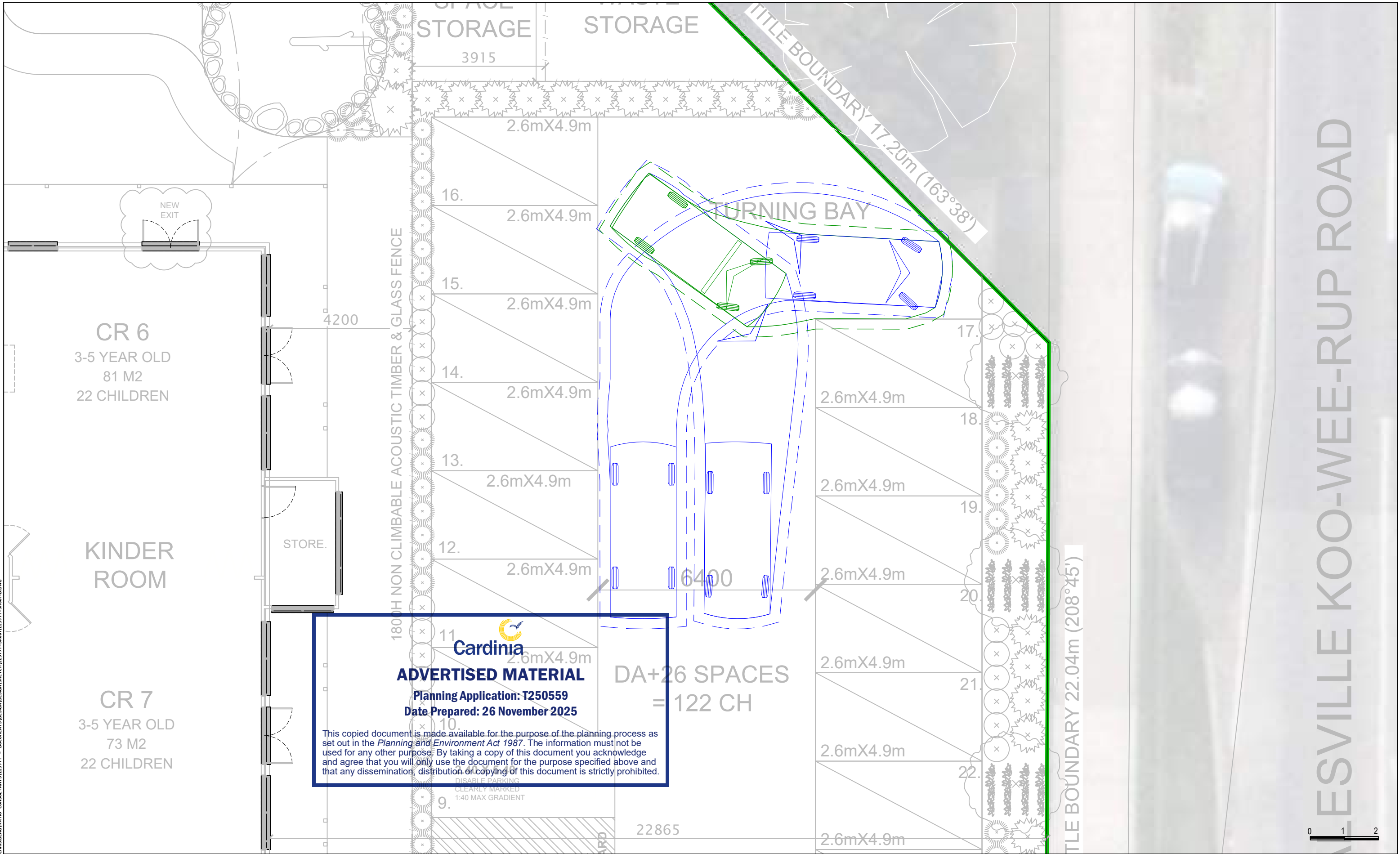
RATIO REFERENCE
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SHEET No.
3 of 8

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C.D.

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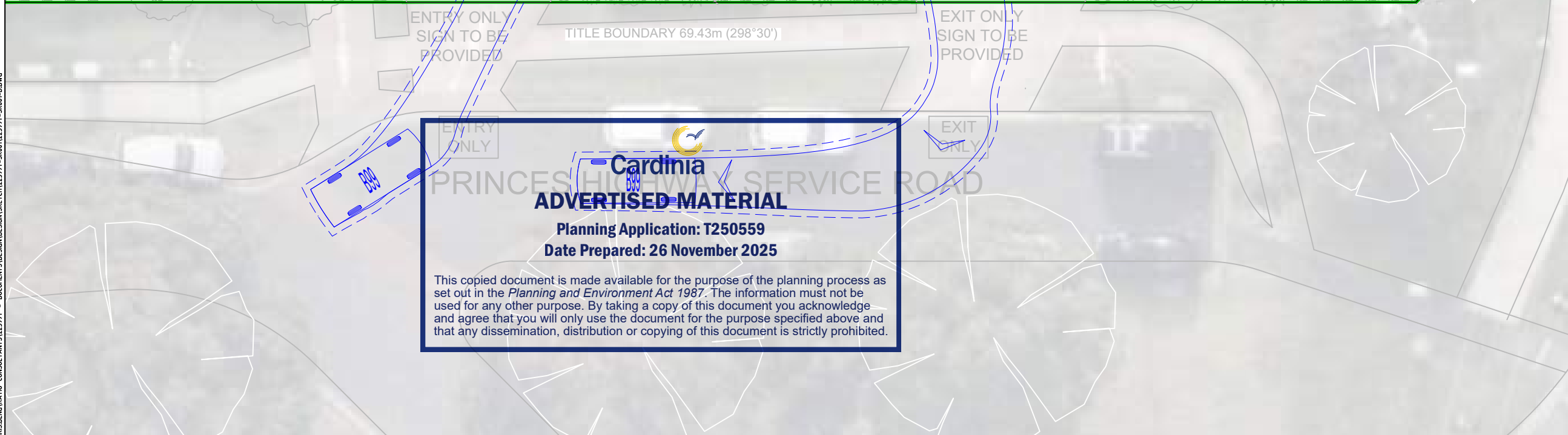


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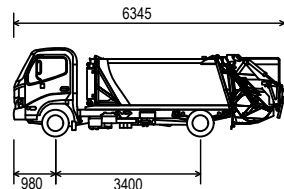
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ABN 005 422 104
8 GWYNNE STREET
CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

Mini-Rear Loader Waste Collection Vehicle



VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Overall Length 6.345m
Body Width 1.700m
Overall Body Height 2.080m
Min Body Ground Clearance 0.205m
Track Width 1.670m
Lock to Lock Time 4.00 sec
Curb to Curb Turning Radius 6.450m

Proposed Childcare Development 200-204 Princes Highway, Pakenham Swept Path Assessment

NOTE:
1) Base Plan Supplied By Thomas Anderson Design
2) Maximum Design Speed 10km/h

RATIO REFERENCE
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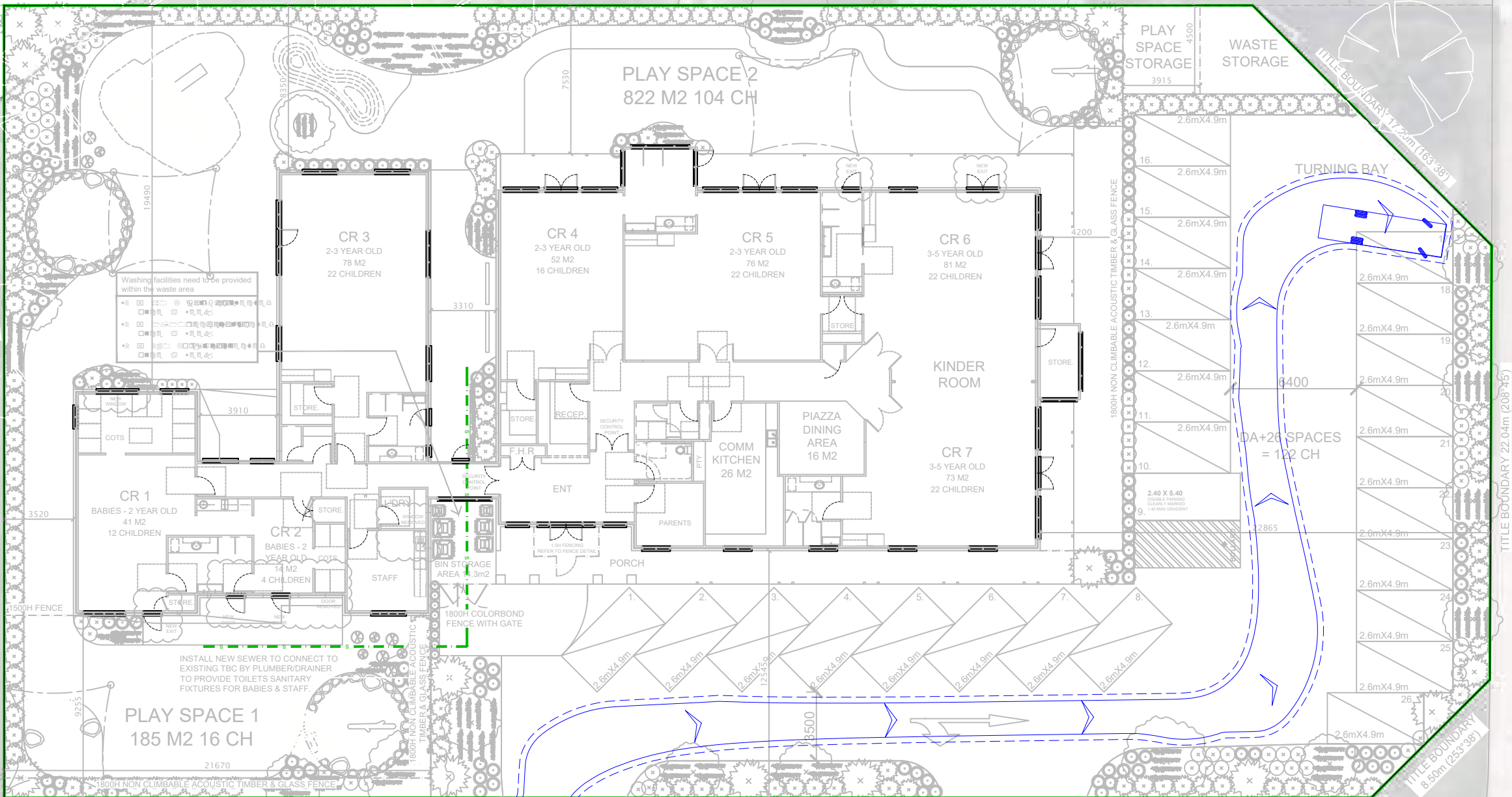
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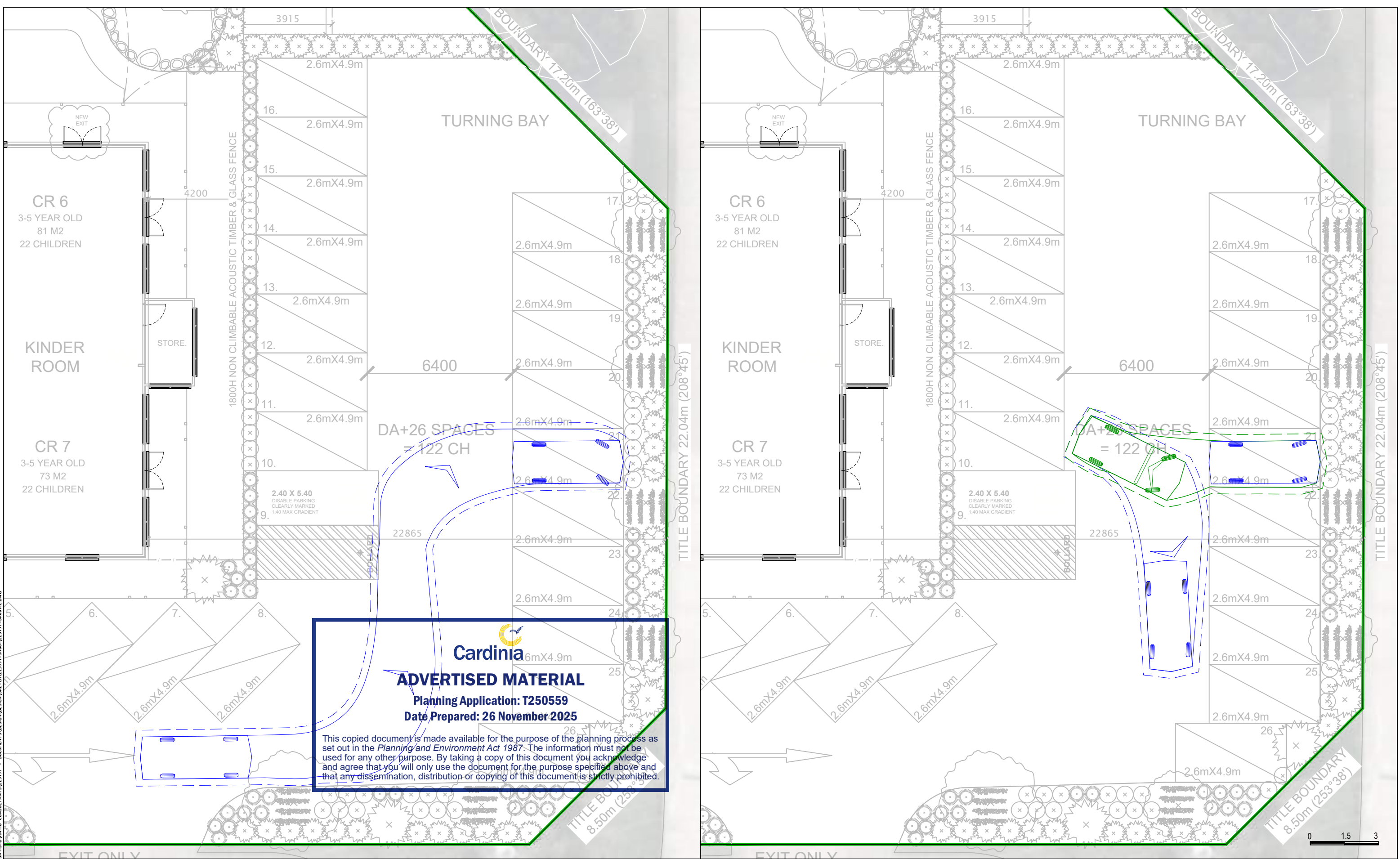
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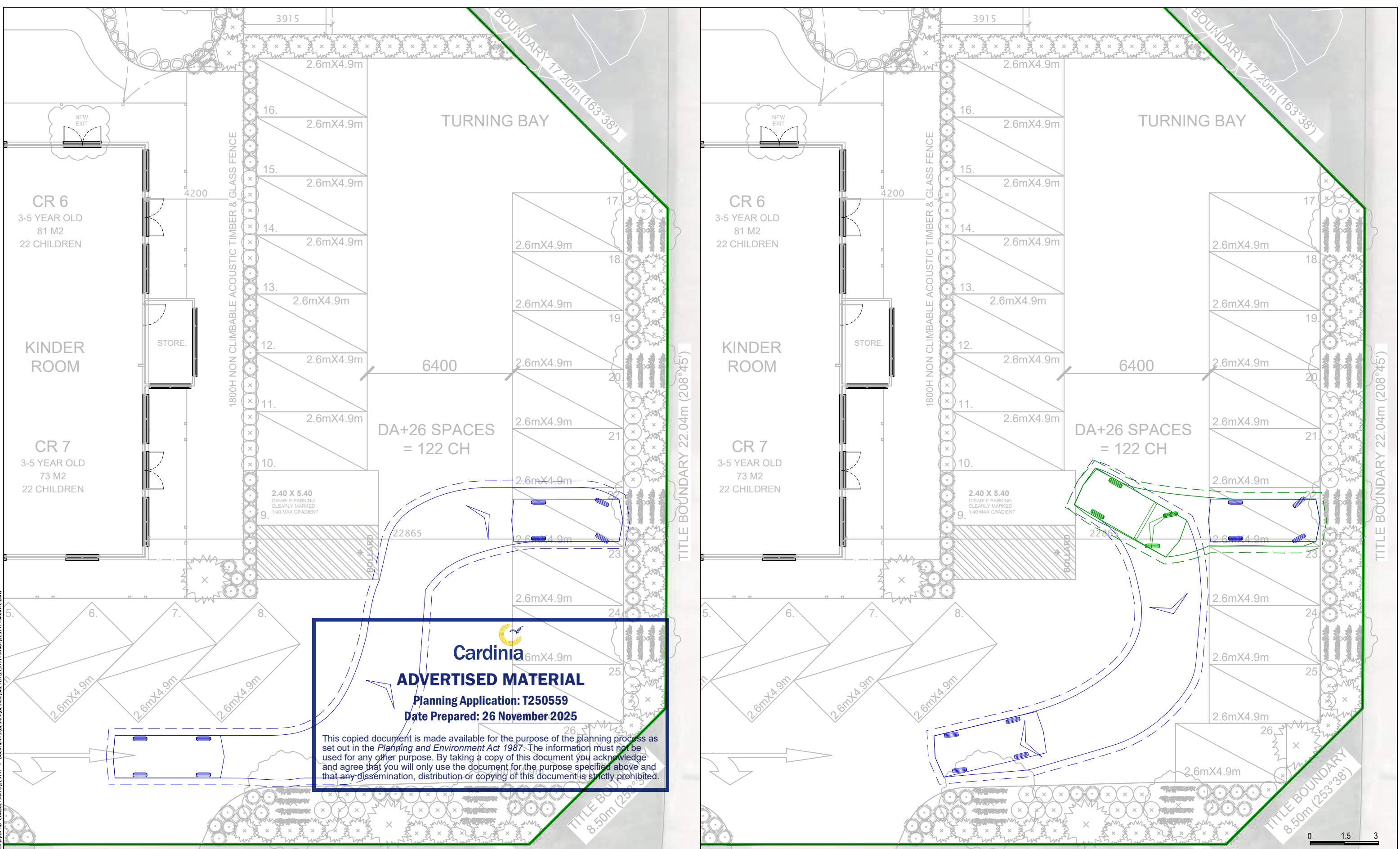
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ABN 005 422 104
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CREMORNE, VICTORIA 3121
TELEPHONE (03)9429 3111
FACSIMILE (03)9429 3011

B85 Vehicle (AS/NZS2890.1:2004)

4.91

0.92

2.8

2.8

4.91

Overall Length

Overall Width

Overall Body Height

Min Body Ground Clearance

Track Width

Lock to Lock Time

Curb to Curb Turning Radius

4.910m

1.870m

1.421m

0.159m

1.770m

4.00 sec

5.80m

VEHICLE ENVELOPE (FORWARD)

300mm CLEARANCE (FORWARD)

VEHICLE ENVELOPE (REVERSE)

300mm CLEARANCE (REVERSE)

Proposed Childcare Development
200-204 Princes Highway, Pakenham
Swept Path Assessment

NOTE:
1) Base Plan Supplied By Thomas Anderson Design
2) Maximum Design Speed 10km/h

RATIO REFERENCE

22399T-SK001-C

SHEET No.

3 of 4

PREPARED BY

T.H.

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Client
XZ Properties Pty Ltd

Date
26 August 2025

Planning

Transport

Urban Design

Waste Management

Waste Management Plan

200-204 Princes Highway, Pakenham (VIC)



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ratio:

ratio.com.au

Project
200-204 Princes Highway, Pakenham
(VIC)

Prepared for
XZ Properties Pty Ltd

Our reference
22399W-R01F01

Directory path <https://ratioconsultants1.sharepoint.com/sites/22399W/Shared Documents/7. Waste Management Plans/22399W-R01F01.docx>

Version	Date	Issue	Prepared by	Checked by
R01D01	25/08/2025	Town Planning – Draft	W Psiwa	L Russi
R01F01	26/08/2025	Town Planning – Final	W Psiwa	L Russi



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Appendices

Appendix A – Plans

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Cardinia

ADVERTISED MATERIAL

Planning Application: T250559

Date Prepared: 26 November 2025

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1. Introduction

1.1. Project Details

Site Address

200-204 Princes Highway, Pakenham (VIC)

Local Council

Cardinia Council (Phone: 1300 787 624)

Planning Application Number

To be assigned

Development Type

Childcare centre development

Development Summary

Level	Waste Source	Floor Area (m ²)
Ground level	Playroom 1	41
Ground level	Playroom 2	14
Ground level	Playroom 3	78
Ground level	Playroom 4	52
Ground level	Playroom 5	76
Ground level	Playroom 6	81
Ground level	Playroom 7	73
Total		415

1.2. Purpose

This Waste Management Plan has been prepared to accompany the Town Planning Application for the proposed development.

1.3. Limitations

Waste management arrangements during the construction and fit-out stages of the development, and on-going operation and monitoring of the waste management arrangements for the development following the occupation of the development, are outside the scope of this Waste Management Plan.



1.4. Applicable Standards and References

Relevant policies and guidelines considered as part of the preparation of this Waste Management Plan include:

- Australian Government – National Waste Policy: Less Waste, More Resources (2018).
- Australian Standards:
 - AS 4123.1-7 (Mobile Waste Containers).
 - AS 1668.2 (Odour).
 - AS 2890.2 (Parking Facilities).
 - AS 5377:2013 (E-waste).
 - AS 4736-2006 & AS 5810-2010 (Biodegradable plastics).
 - AS 4564-2012 (Composts).
 - AS 1319 (Safety signs).
- Environment Protection Act 2017.
- Environment Protection Regulations 2021.
- Disability Discrimination Act 1992.
- Victorian Government – Recycling Victoria: A New Economy (2020).
- Sustainability Victoria – Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments (2019).

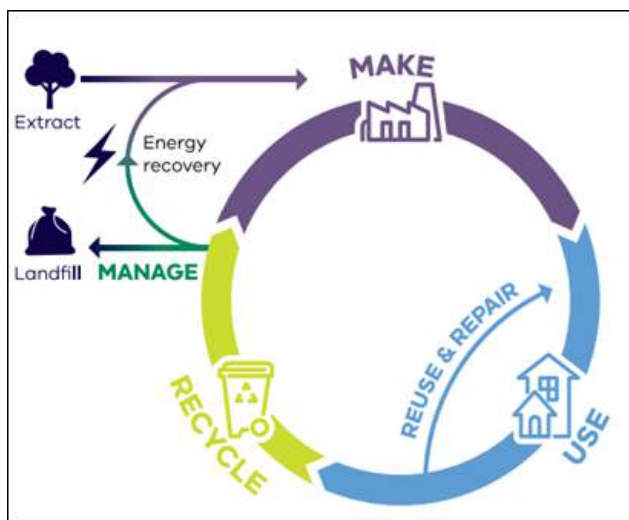


2. Operational Waste Management Guide

2.1. Recycling Victoria: A new economy

Victoria is on a path towards a 'circular economy', whereby residents and businesses are encouraged to keep valuable materials in use for as long as possible and to avoid waste generation as a priority. An example of the principles of the circular economy is displayed in figure 2.1 below.

Figure 2.1: The Circular Economy



Source: Recycling Victoria: A New Economy

The Government's *Recycling Victoria: A New Economy* (2020) sets out strategies to reduce the amount of waste generated in Victoria and increase materials for recycling and reprocessing.

Ongoing education and dedicated management services are critical factors to encourage users to access the services and systems as intended. This includes promoting the above strategy where practicable and encourage users to participate in minimising the impact of waste on the environment.

Therefore, supporting users to participate in the circular economy and encouraging waste as a last resort rather than a first resort, through clever design of the waste and recycling systems, should be given due consideration.

Establishing waste reduction and recycling targets, periodic audits, proper record keeping of waste streams and ongoing monitoring the quantity of recyclables is an important means of understanding your waste profile and progress over time. Audit results should be shared with all users, to raise awareness and encourage further reductions in waste wherever possible.

2.2. Guide for Childcare Centre Staff

General Waste Disposal

- Staff shall place general waste into dedicated general waste receptacles (to be provided by the Operator).
- Staff shall take full general waste receptacles to the bin storage area and empty them into the general waste collection bin.
- General waste must be placed within tied plastic bags prior to being placed into the general waste collection bin.

Organics Disposal

- Staff shall place food scraps into dedicated organics caddies (to be provided by the Operator).
- Staff shall take full organics caddies to the bin storage area and empty them into the organics collection bin.
- Organics must be unbagged or placed within contractor-approved compostable bags prior to being placed into the organics collection bin.

Commingled Recycling Disposal

- Staff shall place commingled recycling into dedicated commingled recycling receptacles (to be provided by the Operator).
- Staff shall take full commingled recycling receptacles to the bin storage area and empty them into the commingled recycling collection bin.
- Bottles, cans, and containers must be rinsed, and lids/packaging separated as per the Australasian Recycling Label instructions (visit: <https://recyclingnearyou.com.au/arl/>) prior to being placed into the commingled recycling collection bin.
- Paper and cardboard must be flattened prior to being placed into the commingled recycling collection bin.
- Recycling must not be bagged.

Disposal of Other Waste Streams

Hard Waste & E-Waste Disposal

- Hard waste and e-waste shall be taken to a nearby resource recovery centre. For more information, refer to this link: <https://www.cleanaway.com.au/location/lysterfield/>.

Nappy Waste Disposal

- Staff shall place nappy waste into dedicated nappy waste bins supplied by a licensed nappy waste collection contractor.

2.3. Guide for the Childcare Centre Operator

The Operator shall be responsible for the following:

- Ongoing management of the waste management system, including the maintenance of the bin storage area and associated equipment and components, to the satisfaction of all waste system users and the relevant authority, and in accordance with the manufacturer's specifications.
- Engaging an appropriate contractor(s) to conduct services, replacements, or upgrades, as required.
- Ensure site safety for all building users and contractors.
- Organising weekly nappy waste collections via a licensed contractor.
- Abide by all relevant OH&S legislation, regulations, and guidelines.
- Assess any manual handling risks and prepare a manual handling control plan for waste and bin transfers.
- Provide to staff/contractors equipment manuals, training, health and safety procedures, risk assessments, and PPE to control hazards associated with all waste management activities.
- Publishing and distributing information to ensure that staff are familiar about the waste management system and the location of the bin storage area.
- Informing staff that bagged recycling is not permitted.
- Advising staff on where and how to dispose of each waste stream correctly.
- Securing the bin storage area and labelling/numbering the bins according to the property address to protect the equipment from theft and vandalism.
- Servicing all public areas through sweeping and removal of litter on a regular basis to prevent stormwater pollution.
- Preventing overfilled bins by keeping lids closed.
- Ensuring that bins are not removed from the site.
- Ensuring that the bin storage area and associated waste management equipment are provided as per the design requirements outlined in Section 6.



2.4. Nappy Waste Management Strategy

It is expected that once the childcare centre is fully operational, the Operator will be responsible for the on-going monitoring of both general and nappy waste volumes, with waste minimisation being a fundamental principle of any waste management strategy.

The Operator is also responsible for arranging additional storage or increasing the frequency of nappy waste collection, as needed, to avoid odour issues.

2.5. Waste Management Plan Communication Strategy

The Operator shall provide educational material to inform staff about the development's waste management system and advise staff how to correctly separate and dispose of each waste stream with care, to minimise waste sent to landfill and reduce the contamination of recyclables.

2.6. Waste Management Plan Revisions

From time to time, due to changes in legislative requirements, changes in the development's needs and/or waste patterns (such as waste composition, volume, or distribution), or to address unforeseen operational issues, the Operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (on an as-required basis):

- A waste audit and new waste management strategy.
- Revision of the waste system (bin size / quantity / waste streams / collection frequency / update of equipment).
- Revision of the services provided by the waste collection contractor(s).
- Re-education of users.
- Any necessary statutory / regulatory requirements / approvals.



3. Waste Volume Details


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Planning Application: T250559

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3.1. Waste Volume Assessment

Sustainability Victoria’s ‘Better Practice Guide for Waste Management and Recycling in Multi-Unit Developments, 2019’ specifies the following general waste and recycling generation rates relevant to the development:

Childcare

Adopted for all activity rooms

- General Waste: 350 L/100m² floor area/week
- Recycling: 350 L/100m² floor area/week

To increase resource recovery rates by allowing for the separation of organics from the general waste stream, the above waste generation rates have been modified to allow for an 80 : 20 split for general waste : organics. Applying the above modified waste generation rates, the waste volume estimates for the development are outlined in Tables 3.1 below.

Table 3.1: General Waste, Organics and Commingled Recycling Volume Estimates

Waste Source	Floor Area (m ²)	General Waste Generation Rate (L/100m ² /Week)	General Waste Volume (L/Week)	Organics Generation Rate (L/100m ² /Week)	Organics Volume (L/Week)	Commingled Recycling Generation Rate (L/100m ² /Week)	Commingled Recycling Volume (L/Week)
Playrooms	438	280	1,226	70	307	350	1,533
Total	438	-	1,226	-	307	-	1,533

4. Waste Storage Details

4.1. Waste Storage Requirements

The waste storage requirements for the development are outlined in Table 4.1 below.

Table 4.1: Waste Storage Requirements

Waste Stream	Bin Size (L)	Quantity	Height per bin (mm)	Width per bin (mm)	Depth per bin (mm)	Footprint (m ²)
General Waste	660	2	1200	1260	780	1.97
Organics	240	2	1060	585	730	0.85
Commingled Recycling	1100	2	1330	1240	1070	2.65
Total Footprint Required Excluding Circulation (m ²):						5.47
Total Area Provided (m ²)						22.00

Refer to Appendix A for the waste storage layout.

Note:

- Nappy waste bins supplied by the licensed nappy waste collection contractor shall be provided in all rooms expected to generate nappy waste. No separate, secured storage is required for the nappy waste bins.



5. Waste Collection Details

5.1. Waste Collection Requirements

The waste collection requirements for the development are outlined in Table 5.1 below

Table 5.1: Waste Collection Requirements

Waste Stream	Volume (L/week)	Bin Size (L)	Quantity	Collection Frequency (per week)	Capacity (L/week)
General Waste	1,226	660	2	1	1,320
Organics	307	240	2	1	480
Commingled recycling	1,533	1100	2	1	2,200

5.2. Waste Collection Methodology

The proposed waste collection methodology for the development is outlined below:

- Waste shall be collected on-site from the car park area by a private contractor.
- The nominated waste collection vehicle is the 6.4-metre-long mini rear loader, which has a travel height clearance requirement of 2.4 metres and an operational height clearance requirement of 2.5 metres. No height clearance issues have been identified within the site.
- The Operator will be responsible for ensuring that the waste collection contractor has access to the bin storage area.
- The waste collection contractor will be responsible for the transfer of bins from the bin storage area to the rear of the collection vehicle and returning the bins to the bin storage area immediately after collection.
- The waste collection contractor shall also be responsible for the development of a Safe Work Method Statement (SWMS) to ensure safety is considered for every aspect of the collection process.
- Staff will be responsible for organising for hard waste and e-waste to be taken to a nearby resource recovery centre.
- Nappy waste collection shall be undertaken on a weekly basis. A licensed nappy waste collection contractor shall attend the site and collect full nappy bins directly from the rooms expected to generate nappy waste.

5.3. Waste Collection Time

Waste collection from the subject site shall be undertaken in accordance with EPA Victoria's 'Noise Control Guidelines' (Publication 1254.2, May 2021, Section 5 – Domestic Refuse Collection), as outlined below:

- Collections occurring more than once a week should be restricted to the hours 7 am – 6 pm Monday to Saturday.
- Compaction should only be carried out while on the move.
- Bottles should not be broken up at the point of collection.
- Routes that service entirely residential areas should be altered regularly to reduce early morning disturbance.
- Compliance with Heavy Vehicle National Law (HVNL) for vehicles with mass greater than 4.5 tonne GVM.
- Further to the above, it is recommended that waste collection is undertaken outside peak children drop off and pickup times.



6. Design Standards

6.1. Bin Storage Area Design Requirements

The bin storage area shall be provided in accordance with the following requirements:

- Designed to comply with Building Code of Australia (BCA) and all relevant Australian Standards.
- Allow storage of all collection bins on site at all times.
- Allow easy access to bins for all waste system users.
- Allow direct and convenient transfer of bins to/from the collection point.
- Appropriately screened to prevent unsightly impacts on amenity.
- Provided with artificial light to enable waste system users to dispose of waste safely and appropriately.
- Sized to accommodate all waste arising on the premises together with any associated waste management equipment.
- Concrete (or similar) floor finished to a smooth, even surface, covered at the intersection of walls and plinths.
- Ventilated in accordance with the requirements of the Building Code of Australia and AS 1668.2.
- Ventilation openings protected against flies and vermin.
- Provided with tight-fitting doors.
- Provided with adequate bin washing facilities (wall-mounted hot and cold mixing tap with floor graded to wastewater drain with litter trap) in accordance with the relevant authority requirements.



6.2. Bin Colour Requirements

The collection bins shall be provided in the following colours:

- General waste bins with a dark green or black body and red lid.
- Commingled recycling bins with a dark green or black body and yellow lid.
- Organics bins with a dark green or black body and lime green lid.

6.3. Signage Requirements

The bin storage area / bins shall be provided with instructions and signage informing staff of the following:

- How to correctly separate and dispose of / recycle each waste stream.
- The necessary measures to be undertaken in the event of waste spillages / bag ruptures.
- That no hazardous material is to be stored within the bin storage area.

All bins / the bin storage area shall be provided with Sustainability Victoria or equivalent signage. Typical Sustainability Victoria signage is shown in Figure 6.1 below.

Figure 6.1: Sustainability Victoria Signage



Source Sustainability Victoria

6.4. Internal Waste Receptacle Requirements

Internal waste receptacles shall meet the following requirements:

- Suitably sized receptacles no larger than 60 litres for general waste and recycling to ensure ease of manual handling. Note: If receptacles are larger than 60 litres, a bin lifter should be provided.



7. Contact Details

7.1. List of Contractors and Suppliers

Table 7.1 below includes a complimentary listing of contractors and equipment suppliers. The Project Principal shall not be obligated to procure goods / services from these companies. Ratio Consultants does not warrant or make representations for the goods / services provided by these contractors and suppliers.

Table 7.1: List of Contractors and Suppliers

Service	Contractor/ Supplier	Phone	Website
Private Waste Collection Contractor and/or Bin Supplier	Cleanaway	13 13 39	www.cleanaway.com.au
	CSC Waste & Recycling	1300 499 927	www.cscwaste.com.au
	iDump	1300 443 867	www.idump.com.au
	JJ Richards	03 9794 5722	www.jjrichards.com.au
	Premier Waste	1300 219 001	www.premierwaste.com.au
	Veolia	132 955	www.veolia.com/anz
	Wastewise Environmental	1300 550 408	www.wastewise.com.au
	Sulo Australia	1300 364 388	www.sulo.com.au
Bin Washing	The Bin Butlers	1300 788 123	www.thebinbutlers.com.au
	Calcorp Services	1800 225 267	www.calcorpservices.com.au
	Kerbside Clean-A-Bin	03 9830 7381	www.kerbsidecleanabin-srp.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
Odour Control	Eco Safe Technologies	1300 135 039	www.eco-safe.com.au
	WBCM Environmental Australia	1300 800 621	www.wbcm-aust.com.au
E-Waste Collection	Tech Collect	1300 229 837	www.techcollect.com.au
Waste Transfer Station	Cleanaway Lysterfield Recovery Centre	(03) 9753 5411	www.cleanaway.com.au

Appendix A – Plans



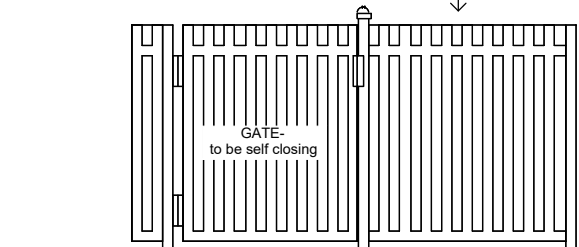


	PLAY AREA
	COMMON PROPERTY
	ALL WEATHER SEAL COATING DRIVEWAY
	PERMEABLE PAVING
	PERMEABLE TIMBER DECKING
	NEW CONCRETE CROSSOVER
	EXISTING TREES TO BE RETAINED
	TREE TP2
	TREE SR2
	TREE TO BE REMOVED
	1.8M HIGH FENCE REFER TO FENCE DETAIL
	1.5M HIGH FENCE BETWEEN PLAY AREAS
	FINISHED FLOOR LEVEL
	FINISHED SURFACE LEVEL (CUT - FILL LEVEL)
	SECURITY LIGHT: "SENSOR LIGHT"
	BOLLARD LIGHT
	TAP
	LETTER BOX
	3000 L WATER TANK
	REMOTE METER
	RUBBISH AND RECYCLE BIN LOCATION
	RETAINING WALLS
	RETAINING WALL AS PER PLAN TREATED TYPICAL SLEEPER WITH AGG. DRAIN - OR REFER EGEN. DESIGN
	COLLAPPSABLE COLORBOND SHED IN MUTED TONES ON 100MM CONCRETE SLAB
	EXISTING TREE
	PROPOSED TREE
	BIN COLLECTION FOOTPRINT
	TREE PROTECTION FENCE
	10 AMP GPO FOR EV CHARGING
	RAINWATER GARDEN
	URBAN STREET POLE 6.0 METRE ABOVE GROUND ON BASE PLATE FOOTING & 14 WALL TIED LOW GLARE STREET LANTERN
	METER BOX

The image shows the top portion of a planning application document. At the top center is the Cardinia logo, which consists of a stylized yellow sun with a blue arc above it. To the right of the logo is a red rectangular stamp containing the text: "REDUNDANT CROSSOVER TO BE REINSTATED AS KERB AND CHANNEL TO THE SATISFACTION OF THE RESPONSIBLE AUTHORITY". Below the logo, the word "Cardinia" is written in a large, blue, sans-serif font. Underneath "Cardinia" is the text "ADVERTISED MATERIAL" in a bold, blue, sans-serif font. Below that is "Planning Application: T250559" in a bold, black, sans-serif font, followed by "Date Prepared: 26 November 2025" in the same style. At the bottom of this section is a paragraph of text in a black, sans-serif font, which is partially cut off on the right side. The background of the entire page is a light green and white diagonal striped pattern.

FENCE FACING DERINYA DRIVE & THE OVERPORT ROAD
SCALE 1:50

FSL: 1500



INTERNAL CHILD SAFE TUBULAR FENCE BETWEEN THE
PLAY AREAS.
SCALE 1:50

SELECTED 1.5m HIGH CHILD SAFE
TUBULAR FENCE BETWEEN THE
PLAY AREAS. REFER T O
MANUFACTURE'S DETAILS.

**PROPOSED ALTERATIONS TO CONVERT
AN EXISTING BLDG INTO CHILDCARE CENTER.**

200-204 PRINCES HWY
PAKENHAM

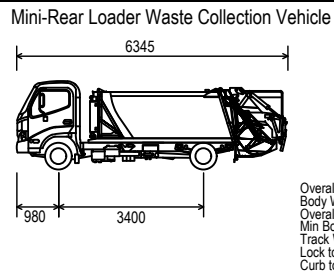
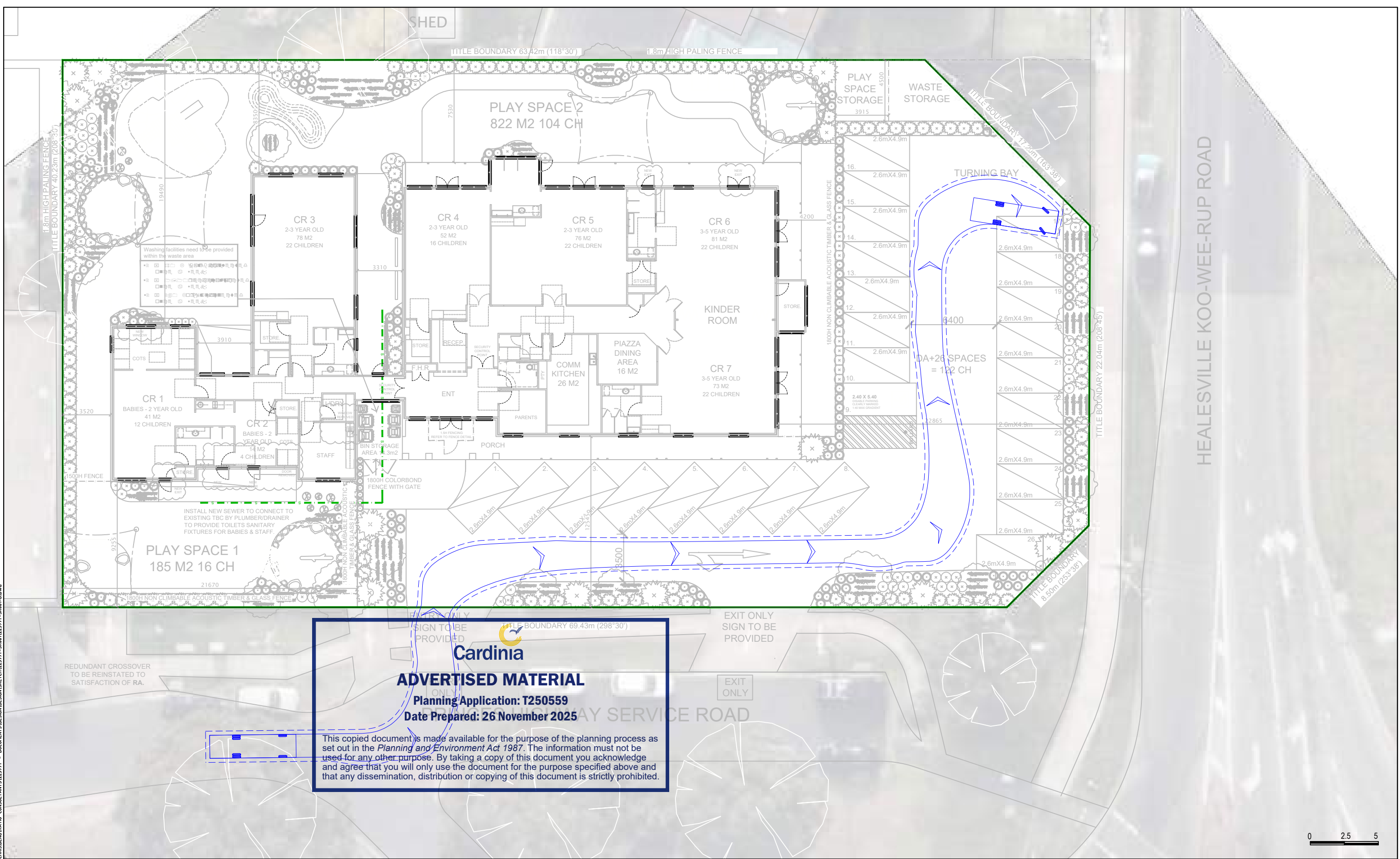


4

25-0156
ISSUE 'C'
DRAWN: DA & S
22/08/2025
SHEET SIZE A1

Appendix B – Swept Path Assessment





VEHICLE ENVELOPE (FORWARD)
300mm CLEARANCE (FORWARD)
VEHICLE ENVELOPE (REVERSE)
300mm CLEARANCE (REVERSE)

Proposed Childcare Development 200-204 Princes Highway, Pakenham Swept Path Assessment

NOTE:
1) Base Plan Supplied By Thomas Anderson Design
2) Maximum Design Speed 10km/h

RATIO REFERENCE
22399T-SK001-B

SHEET No.
7 of 8

PREPARED BY
C.D.

SCALE
1:250 @A3

DATE
26/08/2025





XZ Properties Pty Ltd c/o Ratio Consultants
31 October 2025



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200-204 Princes Highway, Pakenham

Acoustic Impact Assessment

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Project 200-204 Princes Highway, Pakenham
Client XZ Properties Pty Ltd c/o Ratio Consultants
Document Number AD202MB-01E02 Noise Impact Assessment (r0)

Revision	Date	Comment	Author	Reviewer
0	31.10.2025	Issued to Client	HG	AL

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1. Introduction

Octave Acoustics was engaged to conduct a noise impact assessment to support the town planning application for the proposed childcare centre located at 200–204 Princes Highway, Pakenham (Subject Site).

It is understood that the existing single-storey church building that is located at the Subject Site is to be refurbished to provide a childcare centre with a capacity of up to 120 children and an at-grade carpark with space for 26 vehicles. It is understood that the proposed operating hours are 6:30am to 7:00pm, Monday to Friday.

This acoustic report responds to the relevant component of the Cardina Shire Council request for information, as follows:

4. *An Acoustic Report, prepared by a suitably qualified person(s), assessing:*
 - a. *The proposed use and any impacts to neighbouring sensitive uses.*
 - b. *Any recommendations for acoustic mitigation measures and/or fencing upgrades to neighbouring boundaries.*



2. Site Assessment

2.1. Background Noise Measurements

Octave Acoustics attended the Subject Site from 12:00pm to 1:00pm on Thursday the 23rd of October 2025 to conduct an attended background noise measurements in the "Attended Measurement Location 1 and 2", shown in Figure 1 below. For premises that operate during regular business hours, it is typical to find lowest background noise throughout the middle of the day (between peak traffic periods). Further, this time is representative of when children are most likely to be outdoors in play areas. The noise measurements were conducted in free field conditions, at a height of approximately 1.5m above ground level. The measured background noise levels (L_{A90}) were 50 dB in Location 1 and 55 dB in Location 2. It was noted that ambient noise levels at Location 2 were dominated by traffic on the adjacent Princes Highway.

Noise measurements were carried out using an NTi XL2 meter which was calibrated before and after the monitoring period using a Brüel & Kjær 4231 calibrator. No drift in calibration was detected. The NTi XL2 complies with the requirements of IEC 61672-1:2013 Sound Level Meters and is classified as a Class 1 instrument. The calibrator complies with the requirements of IEC 60942:2004 Sound Calibrators. Both the XL2 and the calibrator carry current NATA certification.

2.2. Site Zoning

The Subject Site is zoned MUZ (Mixed Use Zone), and is abutted:

- To the north-west by single storey commercial buildings located at 206 Princes Highway, zoned MUZ.
- To the north-east by single storey residential dwellings located at 5 and 9 Pakenham Road and 6 and 8 Carlyle Street, zoned GRZ1 (General Residential Zone – Schedule 1).
- To the south-east, by Pakenham Road and beyond that by single storey residential dwellings located at 13 and 15 Adam Court and by a funeral home located at 190-198 Princes Highway, zoned GRZ1.
- To the south by Princes Highway and beyond that by 13 Duncan Drive and 15 Hanley Court, zoned GRZ1.
- To the south-west, by Princes Highway and beyond that, by a Pakenham Consolidated School located at 2 Rundell Way, zoned PUZ2 (Public Use Zone Education – Schedule 2).





Figure 1 – Site Context



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Planning Application: T250559

Date Prepared: 26 November 2025

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3. Criteria

3.1. Noise Emissions Associated with Mechanical Plant

Noise associated with commercial building plant and services are required to comply with Part 5.3 of the Environment Protection Regulations 2021 (EPR 2021). The EPA Victoria *Noise Limit and Assessment Protocol for the Control of Noise from Commercial, Industrial and Trade Premises and Entertainment Venues Publication 1826.5* provides a protocol for determining EPR 2021 noise limits and carrying out subsequent assessment of noise impacts.

EPR 2021 is a regulation under the Environment Protection Act 2017 (EP Act) and compliance is mandatory when noise levels are assessed at noise sensitive areas, which include residential properties. The applicable EPR 2021 noise limits for plant and services noise emissions have been calculated based on a neutral zoning level and are presented in Table 1 below.

Table 1 – EPR 2021 Noise Limits for Plant and Services Emissions based on Neutral Zoning Level

Period	Zoning Level, L_{Aeq} dB	Background Classification	Applicable Noise Limit ₄ , L_{Aeq} dB
Day ₁	61	Neutral	61
Evening ₂	54	Neutral	54
Night ₃	49	Neutral	49

- Notes:
1. Day period is:
07:00 – 18:00 Monday – Saturday (except public holidays)
 2. Evening period is:
18:00 – 22:00 Monday – Saturday
07:00 – 22:00 Sunday and public holidays
 3. Night period is:
22:00 – 07:00 Monday – Sunday
 4. Where the noise source under consideration is equipment used solely in relation to emergencies (such as fire pumps, standby generators, stair pressurisation and smoke spill fans), the relevant noise limit applying to testing or maintenance of such equipment is increased by 10dB for the day period and 5dB for the evening and night periods.

Relevant to the assessment of noise emissions from childcare centres, EPR 2021 states that noise from voices and non-commercial vehicles “must not be taken into account” in the assessment of noise from commercial premises. EPR 2021 therefore does not apply legislative requirements to noise from children playing in the outdoor play area, or noise from private vehicle movements in the car park.

3.2. Outdoor Play Areas

The predominant noise emitted from childcare and early learning centres is typically noise associated with children using outdoor play areas. There are currently no guidelines or policies in Victoria for the assessment of noise emissions associated with outdoor play areas of childcare centres. In lieu of such guidelines or policies, it is appropriate to consider the *Guideline for Child Care Centre Acoustic Assessment, Version 3.0* dated September 2020 published by the Association of Australasian Acoustical Consultants (the AAAC Guideline), and Victorian Civil and Administrative Tribunal (VCAT) precedent.

3.2.1. AAAC Guideline

The AAAC Guideline sets out a recommended assessment method and criteria for noise impacts associated with outdoor play areas. However, the AAAC guideline is not referenced in Victorian planning schemes, policies or guidelines and compliance is not mandatory.

Where background noise levels are greater than 40dB(A), the AAAC Guideline recommends that noise impacts to residential receivers from outdoor play areas do not exceed:

- 5dB(A) above background noise where outdoor play is greater than 4 hours per day; and
- 10dB(A) above background noise where outdoor play is less than 4 hours per day.

However, it is the experience of acoustic consultants in Victoria that strict adherence to these criteria may in many circumstances be overly onerous and burdensome. In order to understand why this may be the case, it is informative to consider the origins of the AAAC Guideline which lie in the paper *Are We Assessing Child Care Noise Fairly?* By T. Gowen. This paper was based on a questionnaire put to attendees of a meeting of the Australian Acoustical Society in NSW. Outcomes of the questionnaire included:

- That 46% of respondents disagreed that childcare centres should be assessed in the same manner as industrial premises; and
- A number of respondents agreeing that childcare centres should be assessed in the same manner as industrial premises recommended an exception to noise associated with outdoor play.

This reflects that it is the position of the majority of suitably qualified people, that the emission of noise associated with children at play is less likely to be considered unreasonable when compared to comparable noise levels from other activities such as those related to commerce and industry.

Therefore, it is considered that the “5dB(A) above background noise” criteria may be too onerous. Instead, it is appropriate that the application of objective criteria take into account the broader circumstances of the proposal, such as:

- Local zoning.
- The need for additional childcare spaces.
- The implication associated with noise mitigation treatments (such as shadowing associated with noise fences).
- The hours and days of the week during which the outdoor play area will be used.

For other sensitive receivers, including schools, hospitals, places of worship and parks, the AAAC Guideline recommends that the cumulative $L_{eq,15min}$ noise level emitted from the use and operation of the child care centre shall not exceed 65 dB(A) when assessed at the most affected point on or within the sensitive property boundary, and shall not exceed 45 dB(A) internally, with windows or doors of the sensitive receiver open. As is generally accepted that open windows and doors provide a 10 dB(A) noise reduction, this corresponds to a maximum noise level at the receiver façade of 55 dB(A).

3.2.2. VCAT Precedent

A key VCAT decision is:

Petzierides v Hobsons Bay CC (Red Dot) [2012] VCAT 686 (28 May 2012).

The matter related to an amendment to a Permit to undertake minor building works at an existing childcare centre and to increase the number of children from 75 to 80. This is a Red Dot Decision. The reasons given for why this decision was considered of significance is as follows:

The Noise of Children in Child Care Centres – General agreement that noise emanating from child care centres is reasonable in residential areas does not obviate need to ensure any noise impact is of an acceptable level.

As of 2022 there were 24 VCAT decisions referencing the Petzierides v Hobsons Bay CC decision.

A further VCAT decision of interest is:

Tamoe Investments Pty Ltd v Glen Eira CC [2015] VCAT 719 (12 May 2015)

The decision refers to the following References from *Petzierides v Hobsons Bay CC* and concludes that this accords with the need for consideration of amenity impacts under the decisions guidelines of the local zoning and Clause 65 of the Planning Scheme.

In this day and age, where child care centres may have anywhere between, say, 40 and 140 children, it is appropriate for such centres to take responsibility for its potential noise impacts and provide acoustic attenuation to minimise the impact of the noise of children playing upon adjoining residential properties to an acceptable level.

The decision also states that:

The AAAC Guideline is not a reference document in the Scheme and it is not an adopted policy of the Council. This limits the weight I give to this document. Even if I was to find the AAAC Guideline a useful guide to judging the acoustic impact of the proposal, I consider the proposal, subject to permit conditions relating to acoustic treatment, would achieve an acceptable outcome.

Overall, the above commentary:

- Supports a position that noise impacts associated with childcare centres do not need to be assessed in accordance with the AAAC Guideline.
- Does not rule out the validity of the AAAC Guideline as an assessment tool.
- Acknowledges that there is a general agreement that noise emanating from childcare centres is reasonable in residential areas.
- Acknowledges a requirement for the minimisation of noise impacts associated with children playing.

3.2.3. Proposed Approach

Octave Acoustics considers that the criteria set out in the AAAC Guideline are a useful tool in the assessment of potential amenity impacts. However, rather than being treated as mandatory criteria (as per EPR 2021), Octave Acoustics treats the criteria as trigger noise levels, beyond which consideration should address whether attenuation has been provided to minimise the noise and:

- The character of the noise.
- The time and duration of the noise.
- Whether the noise is typical for the area.
- How often the noise occurs.
- The number of people affected by the noise.

Collectively, the above bullet points are equivalent to the *Offensive Noise Test* in the NSW Department of Environment, Climate Change and Water *Noise Guide for Local Government*, 2009 referred to and accepted in *Beis Efraim College Limited v Bayside CC* [2014] VCAT 856 (16 July 2014) by the Member¹ as “...factors could reasonably be taken into account in assessing this proposal...”

Trigger noise levels for residential receivers were calculated from the measured background noise level that was measured at Location 1 (refer Figure 1), and are presented in Table 2.

Table 2 – Residential Trigger Noise Levels for Outdoor Play Area Noise Assessment

Trigger Level Range, L_{Aeq} dB		
Background Noise Level, L_{A90} dB	Less than 4 hrs/day outside	Greater than 4 hrs/day outside
	50	55

Trigger levels for commercial receivers are presented in Table 3.

¹ Referencing the decision of the NSW Land and Environment Court in the matter of *Meridian School v Pedavoli*.

Table 3 – Commercial Receiver Trigger Noise Levels for Outdoor Play Area Noise Assessment

Assessment Location	Trigger Level, L_{Aeq} dB
Most affected point within the property boundary	65
Receiver façade	55

3.3. Sleep Disturbance Criteria

Octave Acoustics applies sleep disturbance triggers to the assessment of transient noise occurring during the night period. Whilst there are currently no policies or guidelines in Victoria for the assessment of sleep disturbance, VCAT typically accepts triggers defined in accordance with the NSW Road Noise Policy 2011 (RNP). The RNP concludes that:

Maximum internal noise levels below 50–55 dB(A) are unlikely to awaken people from sleep; and

One or two noise events per night, with maximum internal noise levels of 65–70 dB(A) are not likely to affect health and wellbeing significantly.

Assessment with respect to these triggers is carried out for the night period, between the hours 10pm and 7am. Where residential windows may be open for ventilation, it is generally accepted that the noise reduction via the open window is 10 dB(A). Therefore, external noise levels need to exceed sleep disturbance triggers by more than 10 dB(A) to warrant further assessment. Refer to Table 4 below.

Table 4 – Sleep Disturbance Noise Triggers

Bedroom Trigger Level, L_{Amax} dB	Correction for Outdoor Level	Outdoor Trigger Level, L_{Amax} dB
50–55	+10 dB	60–65



4. Assessment

This assessment has been carried out with respect to the reference drawing set dated 22 August 2025, attached in Appendix C. A 3D computer noise model of the site and surrounds was built in CadnaA software and calculations run implementing the ISO9613 algorithms. The ISO9613 algorithms calculate the propagation of noise between source and receiver taking into account propagation effects associated with:

- Source sound power.
- Geometrical spreading.
- Atmospheric conditions.
- Air absorption.
- Ground absorption ($G=0$).
- Reflections.
- Barrier effects associated with topography and built form, including buildings and fences.

4.1. Outdoor Play Areas

Sound power levels associated with children playing in the designated outdoor area were taken from the AAAC Guideline, with octave bands based on measured noise data, as presented in Table 5 below. These levels were used to calculate sound power levels for all 120 children playing outside contemporaneously. The noise from outdoor play was modelled as an area source that was located 1 metre above ground level in the outdoor play area. Based on the age range of each childcare room, the age breakdown of children was modelled as 16 children aged 0–2, 60 children aged 2–3, and 44 children aged 3–5.

Table 5 – AAAC Sound Power Levels for Groups of 10 Children, dB re 10^{-12} W

Age Group	SWL dB(A)	Octave Band Centre Frequency, Hz							
		63	125	250	500	1000	2000	4000	8000
0 – 2	78	54	60	66	72	74	71	67	64
2 – 3	85	61	67	73	79	81	78	74	70
3 – 5	87	70	78	84	90	92	89	85	81

Overall, this methodology is conservative as:

1. It is unlikely that all children in attendance will be playing outdoors at the same time.
2. It assumes that all 120 children are in attendance.
3. The sound power adopted for the purposes of the assessment assumes that children are not engaged in passive play. The AAAC Guideline states that a -6dB adjustment to the sound power levels shown in Table 5 could be applied for each age group for children involved in passive play.

4.1.1. Resultant Noise Levels

Noise levels from children playing were calculated at the most affected point within the property boundary of each nearby sensitive receiver, summarised in Table 6.

There is currently a 1.6m high fence installed along the northern and western boundaries of the Subject Site. Results assume that this fence is replaced or upgraded to be an acoustic fence with a height of 1.8m above ground level, per the extent shown in Appendix B and satisfying the requirements described in Section 4.6.1.

Table 6 – Noise Levels from Outdoor Play Areas with Acoustic Fencing Installed

Receiver	Noise Levels, $L_{Aeq, 15min}$ dB	Trigger Level, $L_{Aeq, 15min}$ dB	Further Consideration?
5 Pakenham Road	50	55-60	No
9 Pakenham Road	33	55-60	No
6 Carlyle Street	52	55-60	No
8 Carlyle Street	44	55-60	No
13 Adam Court	39	55-60	No
15 Adam Court	39	55-60	No
13 Duncan Drive	39	55-60	No
15 Hanley Court	38	55-60	No
2 Rundell Way	49	65	No
206 Princes Highway	51	65	No
190 Princes Highway	40	65	No

Note: 1. Computed with all 120 children playing in the outdoor play area concurrently.

Results show that the calculated noise levels due to children playing in the outdoor areas do not exceed the lower trigger level at any nearby sensitive receivers. It should be noted that:

- Due to the conservative methodology, typical noise levels are likely to be lower than predicted levels.
- The provision of acoustic boundary fencing materially assists in minimising noise impacts from the use of outdoor play areas to adjacent residential receivers.

It is therefore reasonable to conclude that the resulting noise impacts associated with use of the outdoor play areas have been minimised as far as practicable within the context of the site.

4.2. Noise Transmission from Internal Play Areas

Noise transmission from play within internal spaces is expected to be significantly lower than noise from outdoor play due to the noise reduction of the building envelope, the separation of children into smaller groups and the increased distance from adjacent noise sensitive receivers. As such, it is expected that acoustic upgrades to the glazing and facade will not be required in order to control internal activity noise.

4.3. Noise Emissions Associated with Mechanical Plant

Mechanical plant noise is required to comply with EPR 2021. At this stage of the project, neither a detailed mechanical design nor plant and equipment selections are available. The AAAC Guideline provides guidance on sound power levels for typical plant that could be expected to be installed at a childcare centre, as shown in Table 7.

Table 7 – AAAC Guideline Sound Power Levels for Mechanical Plant, dB re 10⁻¹² W

Type	Sound Power, L _w dB(A)
Small (single fan) condenser (outdoor unit)	65
Medium (double fan) condenser (outdoor unit)	70
Large (double fan) condenser (outdoor unit)	80
Small exhaust fan (toilet, garbage room)	60
Small kitchen exhaust fan	70

For the purposes of this assessment, it is assumed that the following mechanical plant items are installed on the childcare centre rooftop:

- 1 large condenser
- 1 medium condenser
- 1 kitchen exhaust fan
- 8 small exhaust fans

The 3D noise model in CadnaA was run to calculate noise emissions from mechanical services at the nearest affected noise sensitive receivers. Results of this modelling are presented in Table 8 below.

Table 8 – Mechanical Services Sound Pressure Levels at Sensitive Receivers

Receiver	Day		Evening/Night		Complies?
	Sound Pressure, L _{Aeq} dB	EPR Noise Limit, L _{Aeq} dB	Sound Pressure, L _{Aeq} dB	EPR Noise Limits, L _{Aeq} dB	
5 Pakenham Road	35	61	35	54/49	Yes
9 Pakenham Road	27	61	27	54/49	Yes
6 Carlyle Street	33	61	33	54/49	Yes
8 Carlyle Street	32	61	32	54/49	Yes
13 Adam Court	24	61	24	54/49	Yes
15 Adam Court	25	61	25	54/49	Yes
13 Duncan Drive	24	61	24	54/49	Yes
15 Hanley Court	22	61	22	54/49	Yes
Note:	Assessed at the most affected point in the property boundary within 10m of the dwelling, per EPR 2021.				

Plant operation during the day, evening and night periods are expected to comply with the EPR noise limits. In order to ensure that compliance is achieved, it is recommended that:

- Mechanical plant (especially large plant items such as condensers) is located centrally on the rooftop where practicable, in order to minimise noise transmission to adjacent residences.
- Condenser units are switched off before 7am and after 6pm; or
- Acoustic screening around large plant items is installed (appropriate to their size and location); or
- Condenser units with quiet operation modes (capable of reducing sound power by at least 10 dB) are selected and are installed such that they operate in “quiet mode” before 7am and after 6pm.

At this stage, it is typically satisfactory to accept a condition on the permit which stipulates a requirement for compliance with EPR 2021.

4.4. Carpark Noise

4.4.1. Average Carpark Noise

The proposed childcare centre includes an at-grade carpark with space for 26 vehicles, which is to be accessed via the Princes Highway Service Road.

There are no policies or guidelines in Victoria that apply to noise associated with the operation of private vehicles within a childcare centre carpark. However, in order to provide context as to the potential amenity impact, carpark noise sources were included in the noise model and the results compared to EPR 2021 noise limits (noting that EPR 2021 does not apply to carpark noise) and sleep disturbance triggers.

Carpark noise sources were included in the 3D noise model, and the results were compared with EPR 2021 noise limits presented in Section 3.1.

The following assumptions were applied:

- Vehicles moving at 10 km/h, with 30 vehicle entries and exits per hour before 7am, and 80 vehicle entries and exits per hour after 7am, as a representation of a busy period of carpark activity for a childcare centre accommodating a maximum of 120 children.
- Delivery trucks and waste collection trucks moving at 10 km/h, with 2 vehicle entries and 2 vehicle exits per hour in the day period.
- Car sound power levels were modelled at 81 dB(A) and delivery or waste collection trucks at 86 dB(A) in accordance with the AAAC Guideline.
- Acoustic fencing at a height of 1.8m above ground level is installed along the north-eastern boundary of the carpark, per the markup in Appendix B.

Table 9 – Carpark Average Noise Levels at Sensitive Receivers

Receiver	Day		Evening/Night		Complies?
	Sound Pressure, L _{Aeq} dB	EPR Noise Limit, L _{Aeq} dB	Sound Pressure, L _{Aeq} dB	EPR Noise Limits, L _{Aeq} dB	
5 Pakenham Road	34	61	29	54/49	Yes
9 Pakenham Road	33	61	28	54/49	Yes
6 Carlyle Street	23	61	19	54/49	Yes
8 Carlyle Street	22	61	17	54/49	Yes
13 Adam Court	30	61	31	54/49	Yes
15 Adam Court	30	61	31	54/49	Yes
13 Duncan Drive	35	61	30	54/49	Yes
15 Hanley Court	33	61	29	54/49	Yes

Note: 1. Assessed at the most affected point in the property boundary within 10m of the dwelling, per EPR 2021.

The calculated average noise levels at the potentially most affected receivers show that compliance with EPR 2021 noise limits is expected to be achieved at all locations during day, evening, and night periods.

4.4.2. Transient Carpark Noise

Sleep disturbance assessments are typically limited to the night period between 10pm and 7am the following day. The loudest transient noise event that typically occurs in carpark is noise associated with door closing and engine starting. Based on data collected by Octave Acoustics shown in Table 10, car door closes were found to have the highest sound power level associated with typical carpark use, with an L_{Amax} of 94 dB(A).

Table 10 – Vehicle Sound Power Levels, dB re 10^{-12} W

Source	SWL, dB(A)	Octave Band Centre Frequency, Hz							
		63	125	250	500	1000	2000	4000	8000
Car engine start L_{Amax}	92	104	90	84	85	84	84	85	86
Car door close L_{Amax}	94	109	102	92	93	85	82	77	70

Car door closes at the worst-case location for each receiver have been incorporated into the 3D noise model, and it is calculated that transient carpark noise will remain below sleep disturbance trigger levels for the potentially most affected receivers, as shown in Table 11.

Table 11 – Carpark Maximum Noise Levels at Sensitive Receivers

Receiver	Maximum Predicted Carpark Noise Level Outdoors, L_{Amax} dB	Outdoor Sleep Disturbance Trigger, L_{Amax} dB	Complies?
5 Pakenham Road	57	60–65	Yes
9 Pakenham Road	55	60–65	Yes
6 Carlyle Street	43	60–65	Yes
8 Carlyle Street	42	60–65	Yes
13 Adam Court	48	60–65	Yes
15 Adam Court	49	60–65	Yes
13 Duncan Drive	47	60–65	Yes
15 Hanley Court	45	60–65	Yes
Note:	1. Maximum noise assessed at the façade of the residential dwelling, with the proposed acoustic fencing installed.		

4.5. Music Noise

No playback or loudspeaker systems should be permitted outside of the proposed building. This is generally consistent with other approved childcare centres and removes all practical doubt with respect to the EPR 2021 criteria for music noise.

4.6. Recommendations

4.6.1. Acoustic Fencing

The acoustic fencing described in Section 4.1.1 and 4.4.1 shall be consistent with the recommendations of this report. The height and extent of this acoustic fence is provided in Appendix B.

The existing fence may be upgraded or a new fence constructed, detailed as follows:

- Acoustic fence may be constructed or upgraded using lapped timber paling, fibre cement sheeting, lightweight aerated concrete, transparent acrylic panels, glass or profiled sheet cladding, as long as the selected material/s have a surface density of at least 12 kg/m².
- The fence shall have no gaps or holes in it, or the likelihood of such occurring through natural causes or deformations, thus allowing noise to pass through.
- It is preferable that the selected cladding is prefabricated to be jointed with an overlap or rebated joint (e.g., ship lapped).
- Where the above requirement cannot be met, any butt joints shall be sealed with a fire-rated weatherproof mastic or an overlapping piece of material meeting the mass requirement of 12 kg/m² (minimum 35mm each side of the butt joint).
- Where acoustic timber palings are installed, all palings shall overlap by a minimum of 35mm.
- Where multiple cladding layers are used (e.g., FC sheeting over timber paling screen), joints in the cladding materials shall not coincide.

4.6.2. Noise Management Plan

The following noise control strategies should be included in the noise management plan:

Control of operational noise levels

- The use of outdoor play areas should be limited to between 7:00am and 6:00pm.
- The behaviour of children should be monitored and modified as required by adequately trained childcare staff. Staff shall ensure that children are educated to discourage screaming and shouting and that such behaviour is modified where necessary.
- Crying children in outdoor play areas should be taken inside the centre and settled before returning to outdoor activities.
- Carers should be educated to control the level of their voice while outside.
- No music shall be played in the outdoor areas.
- Musical instruments shall not be used in outdoor areas.
- Parents and guardians shall be informed of the importance of noise minimisation when entering the site, dropping off or picking up children.
- Gates are not to be slammed shut. Gates shall have a soft close mechanism installed to prevent excessive noise when the gate is closed.
- Windows and doors shall be kept closed during periods in which high noise activities occur, such as indoor music or singing.

Management & Training

- A contact phone number for the centre's director shall be made available to neighbours to facilitate communication and to resolve any neighbourhood issues that may arise due to operation of the centre.
- All staff (both permanent and casual) will be required to read the Noise Management Plan.
- A laminated copy of the Noise Management Plan shall be displayed in the entry foyer.

Complaints/incidents

- Centre management staff shall maintain a log of noise complaints received. This shall record the contact details of the complainant, the time of the complaint and the nature of the complaint. This log shall be made available to a council noise control officer upon request.
- Centre management shall review the details of the complaint and respond to the complaint as quickly as possible to advise them what, if any, actions have been undertaken as a result.

5. Conclusion

Octave Acoustics was engaged to carry out an assessment of potential noise impacts associated with the proposed childcare centre development at 200–204 Princes Highway, Pakenham. Octave Acoustics carried out an attended noise measurement to define daytime ambient background noise levels and set appropriate noise triggers and criteria for the project.

Noise impacts associated with children playing in the outdoor area were calculated in 3D computer noise modelling software. To minimise associated noise impacts on residential dwellings adjacent to the Subject Site, it is proposed that the existing fencing is replaced or upgraded in accordance with the specifications provided in Section 4.6.1. The height and extent of this acoustic fence is provided in Appendix B. With this fencing, noise impacts fall below the lower trigger level and are considered to have been minimised as far as reasonably practicable.

Noise impacts associated with the use of the carpark were also modelled. It was calculated that with the existing fencing replaced or upgraded on the northern boundary in accordance with Section 4.6.1 and per the markup in Appendix B, noise emissions from the use of the carpark will comply with both EPR 2021 and sleep disturbance criteria.

At this stage of the proposed development, there are no mechanical plans available to inform a detailed assessment of plant noise with respect to EPR 2021 compliance. Therefore, Octave Acoustics carried out an assessment of mechanical noise from the childcare centre using sound power levels for typical mechanical plant provided in the AAAC Guideline. The results of this assessment indicate that noise from plant associated with the centre is expected to fall below EPR 2021 noise limits during all time periods, provided significant plant items are located centrally on the rooftop and appropriate measures are taken to reduce noise emissions during the evening and night periods. At this stage, it is typically satisfactory to accept a condition on the permit which stipulates a requirement for compliance with EPR 2021.



Appendix A: Glossary of Terms

A' Frequency Weighting

The 'A' frequency weighting roughly approximates to the Fletcher-Munson 40 phon equal loudness contour. The human loudness perception at various frequencies and sound pressure levels is equated to the level of 40 dB at 1 kHz. The human ear is less sensitive to low frequency sound and very high frequency sound than midrange frequency sound (i.e., 500 Hz to 6 kHz). Humans are most sensitive to midrange frequency sounds, such as a child's scream. Sound level meters have inbuilt frequency weighting networks that very roughly approximates the human loudness response at low sound levels. It should be noted that the human loudness response is not the same as the human annoyance response to sound. Here low frequency sounds can be more annoying than midrange frequency sounds even at very low loudness levels. The 'A' weighting is the most commonly used frequency weighting for occupational and environmental noise assessments. However, for environmental noise assessments, adjustments for the character of the sound will often be required.

AMBIENT NOISE

The ambient noise level at a particular location is the overall environmental noise level caused by all noise sources in the area, both near and far, including all forms of traffic, industry, lawnmowers, wind in foliage, insects, animals, etc. Usually assessed as an energy average over a set time period 'T' (LAeq,T).

AUDIBLE

Audible refers to a sound that can be heard. There are a range of audibility grades, varying from "barely audible", "just audible" to "clearly audible" and "prominent".

BACKGROUND NOISE LEVEL

Total silence does not exist in the natural or built environments, only varying degrees of noise. The Background Noise Level is the minimum repeatable level of noise measured in the absence of the noise under investigation and any other short-term noises such as those caused by all forms of traffic, industry, lawnmowers, wind in foliage, insects, animals, etc. It is quantified by the noise level that is exceeded for 90 % of the measurement period 'T' (LA90,T). Background Noise Levels are often determined for the day, evening and night time periods where relevant. This is done by statistically analysing the range of time period (typically 15 minute) measurements over multiple days (often 7

days). For a 15-minute measurement period the Background Noise Level is set at the quietest level that occurs at 1.5 minutes.

'C' FREQUENCY WEIGHTING

The 'C' frequency weighting approximates the 100 phon equal loudness contour. The human ear frequency response is more linear at high sound levels and the 100 phon equal loudness contour attempts to represent this at various frequencies at sound levels of approximately 100 dB.

DECIBEL

The decibel (dB) is a logarithmic scale that allows a wide range of values to be compressed into a more comprehensible range, typically 0 dB to 120 dB. The decibel is ten times the logarithm of the ratio of any two quantities that relate to the flow of energy (i.e., power). When used in acoustics it is the ratio of the square of the sound pressure level to a reference sound pressure level, the ratio of the sound power level to a reference sound power level, or the ratio of the sound intensity level to a reference sound intensity level. See also Sound Pressure Level and Sound Power Level. Noise levels in decibels cannot be added arithmetically since they are logarithmic numbers. If one machine is generating a noise level of 50 dB, and another similar machine is placed beside it, the level will increase to 53 dB (from $10 \log_{10}(10^{(50/10)} + 10^{(50/10)})$) and not 100 dB. In theory, ten similar machines placed side by side will increase the sound level by 10 dB, and one hundred machines increase the sound level by 20 dB. The human ear has a vast sound-sensitivity range of over a thousand billion to one, so the logarithmic decibel scale is useful for acoustical assessments.

dB(A) – See 'A' frequency weighting

dB(C) – See 'C' frequency weighting

EQUIVALENT CONTINUOUS SOUND LEVEL, LAeq

Many sounds, such as road traffic noise or construction noise, vary repeatedly in level over a period of time. More sophisticated sound level meters have an integrating/averaging electronic device inbuilt, which will display the energy time-average (equivalent continuous sound level - LAeq) of the 'A' frequency weighted sound pressure level. Because the decibel scale is a logarithmic ratio, the higher noise levels have far more sound energy, and therefore the LAeq level tends to indicate an average which is strongly influenced by short-term, high level noise events. Many studies show that

human reaction to level-varying sounds tends to relate closer to the LAeq noise level than any other descriptor.

'F' (FAST) TIME WEIGHTING

Sound level meter design-goal time constant which is 0.125 seconds.

FREE FIELD

In acoustics a free field is a measurement area not subject to significant reflection of acoustical energy. A free field measurement is typically not closer than 3.5 metres to any large flat object (other than the ground) such as a fence or wall or inside an anechoic chamber.

FREQUENCY

The number of oscillations or cycles of a wave motion per unit time, the SI unit is the hertz (Hz). 1 Hz is equivalent to one cycle per second. 1000 Hz is 1 kHz.

LOUDNESS

The volume to which a sound is audible to a listener is a subjective term referred to as loudness. Humans generally perceive an approximate doubling of loudness when the sound level increases by about 10 dB and an approximate halving of loudness when the sound level decreases by about 10 dB.

MAXIMUM NOISE LEVEL, LAFmax

The root-mean-square (rms) maximum sound pressure level measured with sound level meter using the 'A' frequency weighting and the 'F' (Fast) time weighting. Often used for noise assessments other than aircraft.

MAXIMUM NOISE LEVEL, LASmax

The root-mean-square (rms) maximum sound pressure level measured with sound level meter using the 'A' frequency weighting and the 'S' (Slow) time weighting. Often used for aircraft noise assessments.

NOISE

Noise is unwanted, harmful or inharmonious (discordant) sound. Sound is wave motion within matter, be it gaseous, liquid or solid. Noise usually includes vibration as well as sound.

OFFENSIVE NOISE

Reference: Dictionary of the NSW Protection of the Environment Operations Act 1997).

"Offensive Noise means noise:

(a) that, by reason of its level, nature, character or quality, or the time at which it is made, or any other circumstances:

(i) is harmful to (or likely to be harmful to) a person who is outside the premise from which it is emitted, or

(ii) interferes unreasonably with (or is likely to interfere unreasonably with) the comfort or repose of a person who is outside the premises from which it is emitted, or

(b) that is of a level, nature, character or quality prescribed by the regulations or that is made at a time, or in other circumstances prescribed by the regulations."

'S' (SLOW) TIME WEIGHTING

Sound level meter design-goal time constant which is 1 second.

SOUND ATTENUATION

A reduction of sound due to distance, enclosure or some other device. If an enclosure is placed around a machine, or an attenuator (muffler or silencer) is fitted to a duct, the noise emission is reduced or attenuated. An enclosure that attenuates the noise level by 20 dB reduces the sound energy by one hundred times.

SOUND EXPOSURE LEVEL (LAE)

Integration (summation) rather than an average of the sound energy over a set time period. Use to assess single noise events such as truck or train pass by or aircraft flyovers. The sound exposure level is related to the energy average (LAeq,T) by the formula $LA_{eq,T} = LAE - 10 \log_{10} T$. The abbreviation (SEL) is sometimes inconsistently used in place of the symbol (LAE).

SOUND PRESSURE

The rms sound pressure measured in pascals (Pa). A pascal is a unit equivalent to a newton per square metre (N/m²).

SOUND PRESSURE LEVEL, Lp

The level of sound measured on a sound level meter and expressed in decibels (dB). Where $L_p = 10 \log_{10} (P_a/P_o)^2$ dB (or $20 \log_{10} (P_a/P_o)$ dB) where P_a is the rms sound pressure in Pascal and P_o is a reference sound pressure conventionally chosen is 20 μ Pa (20×10^{-6} Pa) for airborne sound. L_p varies with distance from a noise source.

SOUND POWER

The rms sound power measured in watts (W). The watt is a unit defined as one joule per second. A

measures the rate of energy flow, conversion or transfer.

SOUND POWER LEVEL, L_w

The sound power level of a noise source is the inherent noise of the device. Therefore, sound power level does not vary with distance from the noise source or with a different acoustic environment. $L_w = L_p + 10 \log_{10} 'a'$ dB,

re: 1pW, (10^{-12} watts) where 'a' is the measurement noise-emission area (m^2) in a free field.

SOUND TRANSMISSION LOSS

The amount in decibels by which a random sound is reduced as it passes through a sound barrier. A method for the measurement of airborne Sound Transmission Loss of a building partition is given in Australian Standard AS1191 – 2002.

STATISTICAL NOISE LEVELS, L_n

Noise which varies in level over a specific period of time 'T' (standard measurement times are often 15-minute periods) may be quantified in terms of various statistical descriptors with some common examples:

The noise level, in decibels, exceeded for 1% of the measurement time period, when 'A' frequency weighted and 'F' time weighted is reference to as $L_{AF1,T}$. This may be used for describing short-term noise levels such as could cause sleep arousal during the night.

The noise level, in decibels, exceeded for 10% of the measurement time period, when 'A' frequency

weighted and 'F' time weighted is reference to as $L_{AF10,T}$. In most countries the $L_{AF10,T}$ is measured over periods of 15 minutes, and is used to describe the average maximum noise level.

The noise level, in decibels, exceeded for 90% of the measurement time period, when 'A' frequency weighted and 'F' time weighted is reference to as $L_{AF90,T}$. In most countries the $L_{AF90,T}$ is measured over periods of 15 minutes, and is used to describe the average minimum or background noise level.

WEIGHTED SOUND REDUCTION INDEX, R_w

This is a single number rating of the airborne sound insulation of a wall, partition or ceiling. The sound reduction is normally measured over a frequency range of 100 Hz to 3.150 kHz and averaged in accordance with ISO standard weighting curves (Refer AS/NZS 1276.1:1999). Internal partition wall R_w+C ratings are frequency weighted to simulate insulation from human voice noise. The R_w+C is similar in value to the STC rating value. External walls, doors and windows may be R_w+C_{tr} rated to simulate insulation from road traffic noise. The spectrum adaptation term C_{tr} adjustment factor takes account of low frequency noise. The weighted sound reduction index is normally similar or slightly lower number than the STC rating value.

'Z' FREQUENCY WEIGHTING

The 'Z' (Zero) frequency weighting is 0 dB within the nominal 1/3 octave band frequency range centred on 10 Hz to 20 kHz. This is within the tolerance limits given in AS IEC 61672.1-2004: 'Electroacoustics – Sound level meters – Specifications'.



Appendix B: Acoustic Fencing Markup


Cardinia

ADVERTISED MATERIAL
Planning Application: T250559
Date Prepared: 26 November 2025

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