

Notice of Application for a Planning Permit

| | |
|---|--|
| The land affected by the application is located at: | PT L17 PS544795 V11100 F291 1-3/33 Sharnet Circuit, Pakenham VIC 3810 |
| The application is for a permit to: | Use and development of land for a materials recycling facility (end-off-life vehicles) and associated buildings and works for three (3) warehouses (retrospective) |

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

| | |
|---------|--|
| 33.01-4 | Construct a building or construct or carry out works |
| 33.01-1 | Use of the land for Materials Recycling |

APPLICATION DETAILS

| | |
|----------------------------------|-------------|
| The applicant for the permit is: | AS Planning |
| Application number: | T260055 |

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.

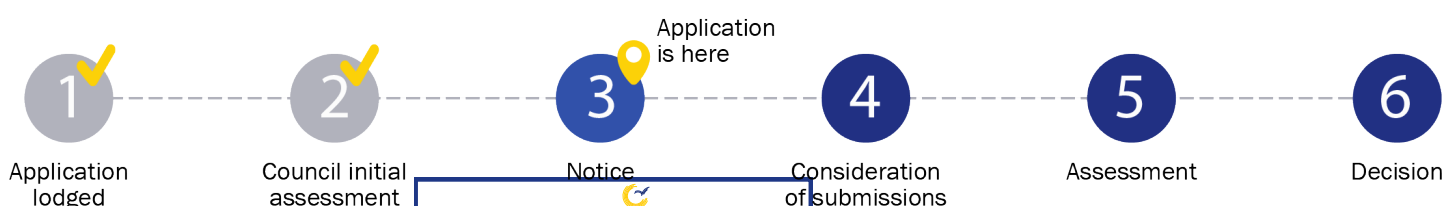
This can be done during office hours and is free of charge.

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: | | 06 March 2026 |
| 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: <ul style="list-style-type: none">be made to the Responsible Authority in writing;include the reasons for the objection; andstate 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. |




ADVERTISED MATERIAL
Planning Application: T260055
Date Prepared: 19 February 2026

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Planning Enquiries
Phone: 1300 787 624
Web: www.cardinia.vic.gov.au

Clear Form

Office Use Only

Application No.:

Date Lodged: / /

Application for a Planning Permit

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

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

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

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

Click for further information.

The Land

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

Street Address *

| | | |
|---------------------------|-------------|---------------------------|
| Unit No.: | St. No.: 33 | St. Name: Sharnet Circuit |
| Suburb/Locality: Pakenham | | Postcode: 3810 |

Formal Land Description *

Complete either A or B.

This information can be found on the certificate of title.

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

| | | | | | |
|-----------------------|----------------------|-----------------------------------|----------------------------------|---|--------------|
| A | Lot No.: 17 | <input type="radio"/> Lodged Plan | <input type="radio"/> Title Plan | <input type="radio"/> Plan of Subdivision | No.: 544795V |
| OR | | | | | |
| B | Crown Allotment No.: | | Section No.: | | |
| Parish/Township Name: | | | | | |

The Proposal

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

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

use and development
of land for a materials recycling facility (end-of-life vehicles)
and associated buildings and works.

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

Cost \$ 0

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

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

Existing Conditions

Describe how the land is used and developed now *

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

| | |
|---|---|
| Industrial building | <div> ADVERTISED MATERIAL Planning Application: T260055 Date Prepared: 19 February 2026 <small>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.</small></div> |
| <input checked="" type="checkbox"/> Provide a plan of the existing conditions. Photos are also helpful. | |

Title Information

Encumbrances on title *

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

☐ Yes (If 'yes' contact Council for advice on how to proceed before continuing with this application.)

☒ No

☐ Not applicable (no such encumbrance applies).

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

Applicant and Owner Details

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

Applicant *

The person who wants the permit.

| | | |
|---|-------------|--|
| Name: | | |
| Title: | First Name: | Surname: |
| Organisation (if applicable): AS Planning | | |
| Postal Address: | | If it is a P.O. Box, enter the details here: |
| Unit No.: | St. No.: | St. Name: PO Box 347 |
| Suburb/Locality: Greensborough | | State: VIC Postcode: 3088 |

Please provide at least one contact phone number *

| | |
|--|---------------------------------|
| Contact information for applicant OR contact person below | |
| Business phone: | Email: andrew@asplanning.com.au |
| Mobile phone: 0408774285 | Fax: |

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

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

Owner *


The person or organisation who owns the land

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

| | | |
|-------------------------------|--------------------------|--|
| Owner | | Same as applicant <input type="checkbox"/> |
| Name: | | |
| Title: | First Name: | Surname: |
| Organisation (if applicable): | | |
| Postal Address: | | If it is a P.O. Box, enter the details here: |
| Unit No.: | | |
| Suburb/Locality: | | |
| Owner's Signature (Optional): | Date: day / month / year | |

Declaration

This form must be signed by the applicant *

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

I declare
correct; and

Signature

The information in this application is true and
I have been notified of the permit application.

Date: 28/01/2026

day / month / year

Need help with the Application?

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

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

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

☐

No

☐

Yes

If 'Yes', with whom?:

Date:

day / month / year

Checklist

Have you:

☐

Filled in the form completely?

☐

Paid or included the application fee?



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



Provided all necessary supporting information and documents?

☐

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

☐

A plan of existing conditions.

☐

Plans showing the layout and details of the proposal.

☐

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

☐

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

☐

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

☐

Completed the relevant council planning permit checklist?

☐

Signed the declaration?


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Lodgement

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

Cardinia Shire Council
PO Box 7
Pakenham VIC 3810

In person: 20 Siding Avenue, Officer

Contact information:

Telephone: 1300 787 624

Email: mail@cardinia.vic.gov.au

DX: 81006

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

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

Page 1 of 1

VOLUME 11100 FOLIO 291

Security no : 124127822411A
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LAND DESCRIPTION

Lot 17 on Plan of Subdivision 544795V.
PARENT TITLE Volume 11100 Folio 257
Created by instrument PS544795V Stage 2 05/11/2008

REGISTERED PROPRIETOR



AW503310 31/03/2025

ENCUMBRANCES, CAVEATS AND NOTICES



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

AGREEMENT Section 173 Planning and Environment Act 1987
AE502340V 25/07/2006

DIAGRAM LOCATION

SEE PS544795V FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

ADMINISTRATIVE NOTICES

NIL



DOCUMENT END



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PS544795V

23/10/2008 \$111180 PS



PLAN OF SUBDIVISION

Stage No.

LR use only

Plan Number:

EDITION 7

PS 544795V

Location of Land

Parish: NAR NAR GOON
Township: _____
Section: _____
Crown Allotment: 35A (PART), 35B (PART),
36B (PART).
Crown Portion: _____
Title References: Vol. 10969 Fol. 200
Vol. 10969 Fol. 201
Last Plan Reference: LOT BB & CC ON PS 511194K
Postal Address: BATE CLOSE
PAKENHAM. 3810.
MGA94 Co-ordinates: E 369 000 Zone 55
(Of approx. centre of plan) N 5 783 600

Council Certification and Endorsement

Council Name: CARDINIA SHIRE COUNCIL

Ref: 507/1002

1. This plan is certified under Section 6 of the Subdivision Act 1988.
2. ~~This plan is certified under Section 11(7) of the Subdivision Act 1988.~~
~~Date of original certification under Section 6~~ / /
3. ~~This is a Statement of Compliance issued under Section 21 of the Subdivision Act 1988.~~

Open Space

(i) A requirement for Public Open Space under Section 18 of the Subdivision Act 1988 has / has not been made.

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

Council Delegate

Council seal

Date 20/11/2009

~~Re-certified under Section 11(7) of the Subdivision Act 1988~~

Council Delegate

Council seal

Date / /

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Vesting of Roads or Reserves

| Identifier | Council/Body/Person |
|--|--|
| ROAD R-1, ROAD R-2 & ROAD R-3 RESERVE No.1 | CARDINIA SHIRE COUNCIL SOUTH EAST WATER LTD |

Notations

| | | | |
|--|----------------|--|--|
| Depth Limitation: | Does not apply | Staging | This is a staged subdivision. Planning Permit No. |
| Additional Purpose of Plan:- 1. To remove easements E-2 & E-3 affecting Lot CC on PS511194K as directed in Permit No.T060858 issued by Cardinia Shire Council. 2. To create E-3 as directed in Permit No. T070003 issued by Cardinia Shire Council. | | Survey:- This plan is based on survey. To be completed where applicable This survey has been connected to permanent mark no(s). PM397, PM396, PM123. In proclaimed Survey Area no. _____ | |

Easement Information

| Legend: A - Appurtenant Easement E - Encumbering Easement R - Encumbering Easement (Road) | | | | | LR use only |
|---|-------------------|----------------|---|---|--|
| | | | | | Statement of Compliance / Exemption Statement |
| | | | | | Received <input checked="" type="checkbox"/> |
| | | | | | Date 23/10/08 |
| Easement Reference | Purpose | Width (Metres) | Origin | Land Benefited/In Favour of | THIS IS AN LR COMPILED PLAN FOR DETAILS SEE MODIFICATION TABLE HEREIN SHEET 1 OF 4 SHEETS |
| E-1 & E-7 | SEWERAGE DRAINAGE | 6 SEE DIAG | PS425783T THIS PLAN | SOUTH EAST WATER LIMITED MELBOURNE WATER CORPORATION | |
| E-2 & E-6 | DRAINAGE DRAINAGE | SEE DIAG | PS511194K THIS PLAN | CARDINIA SHIRE COUNCIL MELBOURNE WATER CORPORATION | |
| E-3 | POWERLINE | SEE DIAG | THIS PLAN (SEC.88 ELECTRICITY INDUSTRY ACT 2000) | SPI ELECTRICITY PTY LTD | |
| E-3 | DRAINAGE | SEE DIAG | THIS PLAN | MELBOURNE WATER CORPORATION | |
| E-4 | DRAINAGE | SEE DIAG | THIS PLAN | MELBOURNE WATER CORPORATION | |
| E-5, E-6 & E-7 | SEWERAGE DRAINAGE | SEE DIAG. | THIS PLAN THIS PLAN | SOUTH EAST WATER LIMITED MELBOURNE WATER CORPATION | |
| E-8 | SEWERAGE | 3 | THIS PLAN | SOUTH EAST WATER LIMITED | |
| E-8 | DRAINAGE | 3 | THIS PLAN | CARDINIA SHIRE COUNCIL | |
| E-10 | PARTY WALL | 0.10 | PS643468K | LAND IN PS643468K | |
| E-11 | PARTY WALL | 0.25 | AJ100912X | VOL.11100 FOL.302 | |
| E-12 | PARTY WALL | 0.25 | AJ100913V | VOL.11100 FOL.303 | |
| E-13 | PARTY WALL | 0.08 | AT884015R | VOL.11361 FOL.053 | |



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LAND CONSULTANTS
 Suite 3, 167 Whitehorse Road
 P.O. Box 63, Blackburn 3130
 Tel: 9875 8777 Fax: 9875 8778
 e-mail: contact@hhsurvey.com.au

LICENSED SURVEYOR

BENJAMIN CHARLES COUCH

SIGNATURE

DATE 13-11-07

REF 6545-1

6545-01-SUB-0104.DWG
15/11/2007

VERSION 04

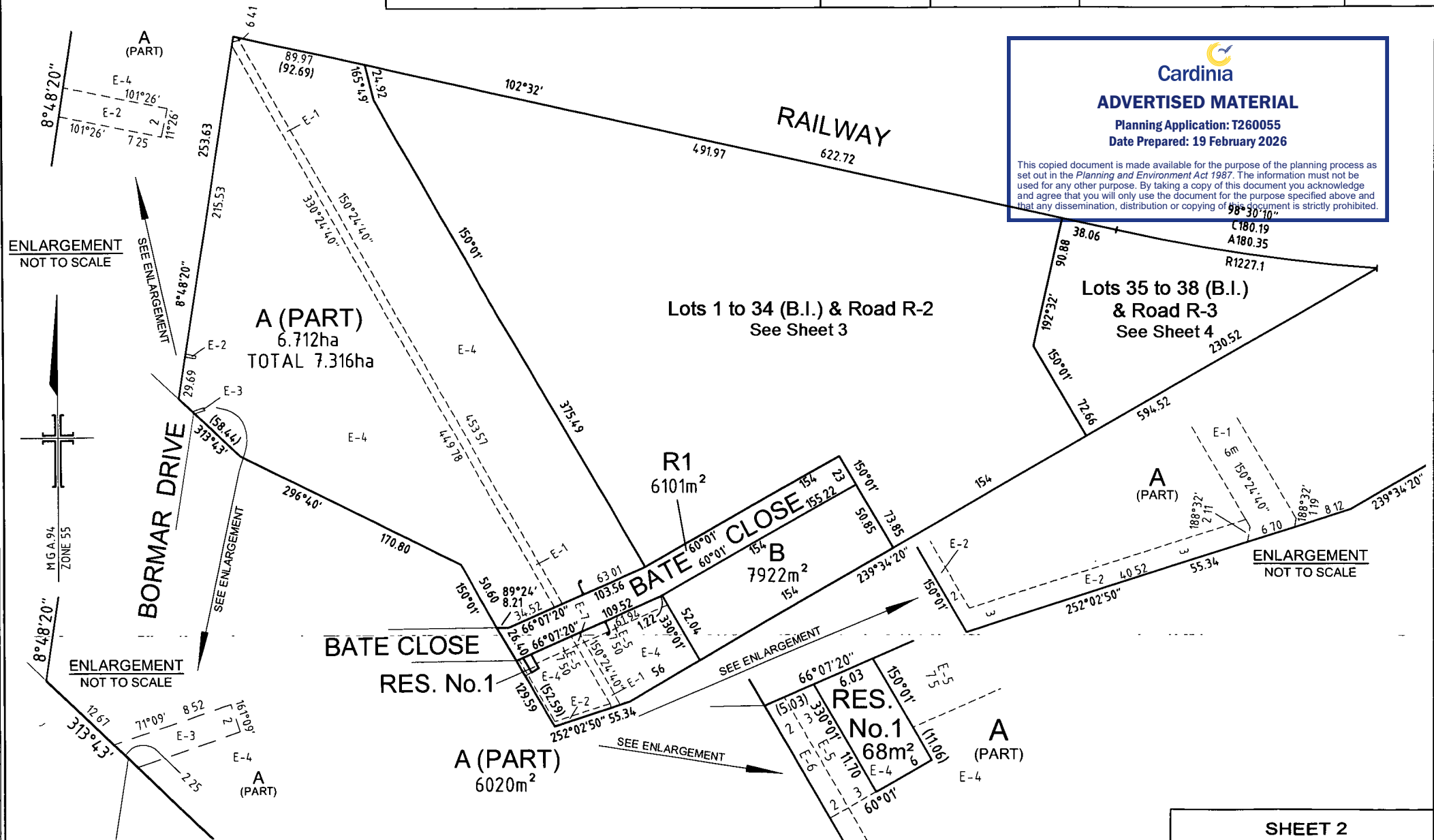
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SHEET 2



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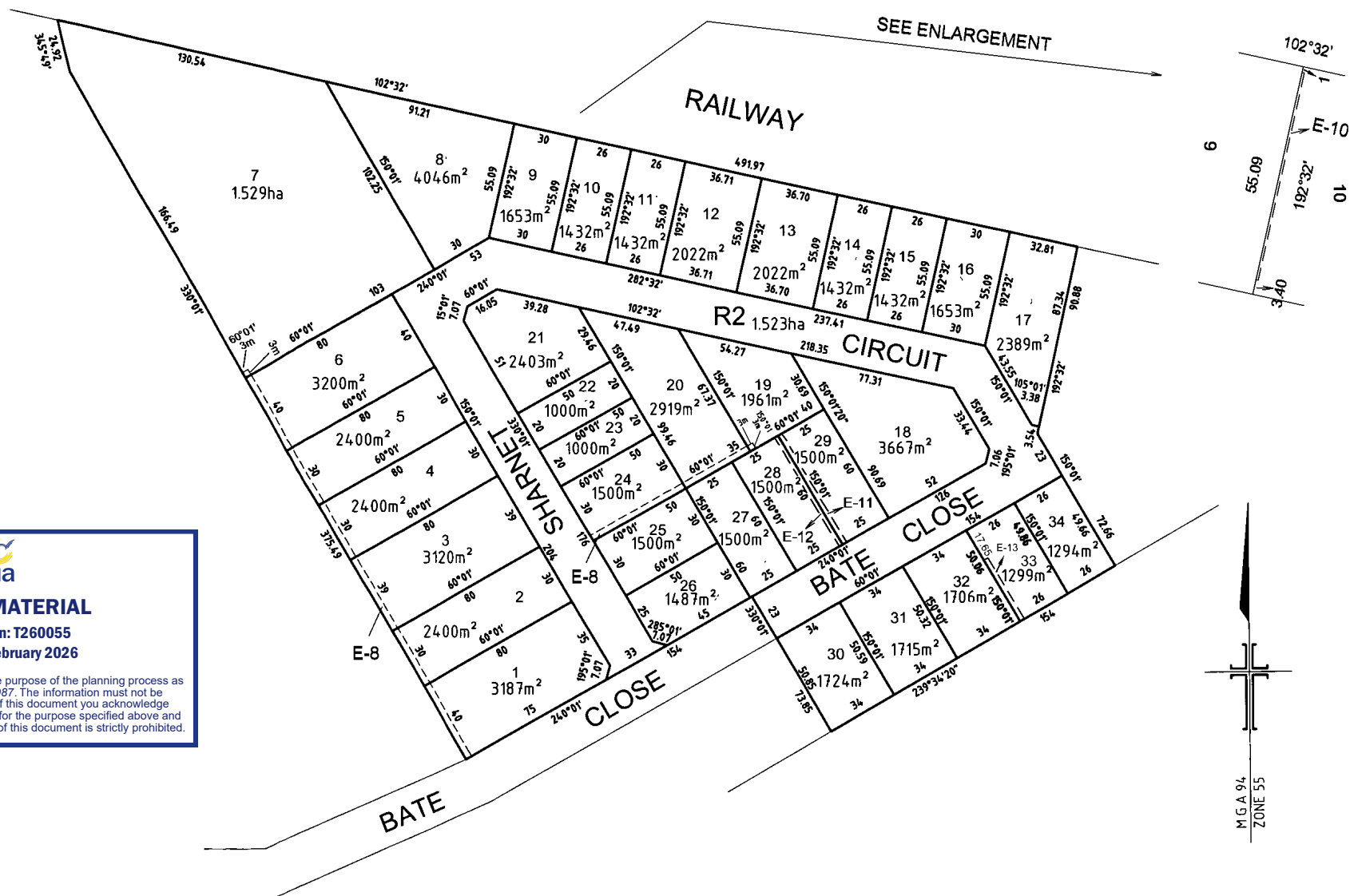
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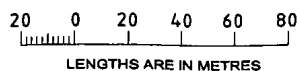
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DATE 13-11-07

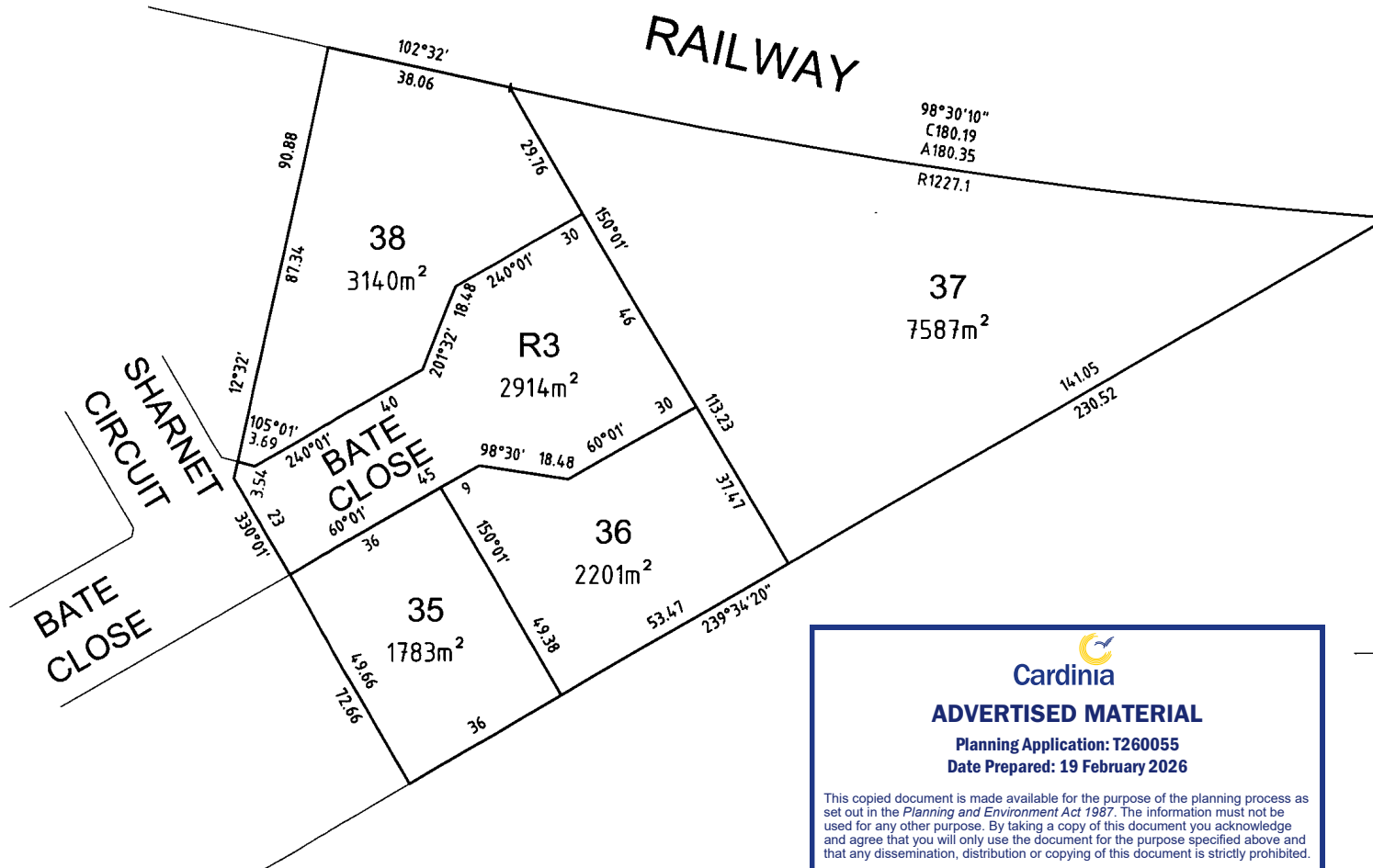
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MG A 94
ZONE 55



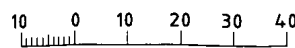
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A3**

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SCALE



LENGTHS ARE IN METRES

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BENJAMIN CHARLES COUCH

SIGNATURE

REF 6545-3

6545-03-SUB-0102.DWG
18/10/2007

DATE 9-11-07

VERSION 02

SHEET 4

DATE 19/11/07)
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25/07/2006 \$94.60

173



Application by
Responsible Authority,
Relevant Authority,
Referral Authority or Council
for the making of a recording of an
agreement
Section 181(1) Planning and Environment Act 1987

Lodged by:

Name: Deacons
Phone: 8686 6000
Address: RACV Tower, 485 Bourke Street, Melbourne
Ref: 2589508
Customer Code: 1724X

The authority or council having made an agreement requires a recording to be made in the Register for the land.

Land: Certificate of Title Volume 10488 Folio 759

Authority or council: Melbourne Water Corporation of 100 Wellington Parade, East Melbourne

Section and Act under which agreement made: Section 173 Planning & Environment Act 1987

5044
DU
25.7.06

A copy of the agreement is attached to this application

Date: 21 July 2006

Signed:

Name:

JANE DENTON

Office held:

Corporate Secretary
& Legal Counsel.

Cardinia

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25.2.06



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CARDINIA SHIRE COUNCIL

- and -

**SHARNET PTY LTD
(ACN 098 144 953)**

- and -

**MELBOURNE WATER CORPORATION
(ABN 81 945 386 953)**

SECTION 173 AGREEMENT

**RIGBY COOKE
Lawyers
Level 13
469 LaTrobe Street
MELBOURNE VIC 3000
DX 191 Melbourne**

**Tel: (03) 9321 7888
Fax: (03) 9321 7900
Ref: MDM:CMF:20060369**

AE502340V

25/07/2006 \$94.60 173



Section 173 Agreement (Sharnet)

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AE502340V

25/07/2006 \$94.60 173



Section 173 Agreement (Sharnet)

THIS AGREEMENT is made the 21 day of July 2006
pursuant to Section 173 of the *Planning and Environment Act 1987* (the "Act")

PARTIES:

CARDINIA SHIRE COUNCIL
of Henty Way, Pakenham, 3810

(the "Responsible Authority")



AND

SHARNET PTY LTD
(ACN 098 144 953)
of 'Virginia Park', 14 North Drive, 236 East Boundary Road, East Bentleigh, Victoria, 3165
(the "Owner")

AND

MELBOURNE WATER CORPORATION
(ABN 81 945 386 953)
of 100 Wellington Parade, East Melbourne, Victoria, 3002
(the "Melbourne Water")

AE502340V

25/07/2006 \$94.60 173

RECITALS:

- A. The Responsible Authority is responsible for the administration and enforcement of the Cardinia Planning Scheme pursuant to the provisions of the Act.
- B. The Owner is the registered proprietor of an estate in fee simple of the land described in Certificate of Title Volume 10488 Folio 759 being Lot 2 on Plan of Subdivision 425783T known as Bald Hill Road, Pakenham (the "Land").
- C. On 11 May 2005, the Roads Corporation sent a Notice of Intention to Acquire part of the Land to the former owner of the Land, Harold James Bate of Hildesheim, Riverend Road, Bangholme, Victoria, pursuant to sections 6 and 8(1) of the LAC Act ("Notice of Intention to Acquire").
- D. On 16 May 2005, the Roads Corporation applied for endorsement of the Notice of Intention to Acquire pursuant to an application made under Section 106(e) of the *Transfer of Land Act* 1958 in dealing number AD619779F.
- E. Pursuant to a Notice of Acquisition under section 21 of the LAC Act published in the Victorian Government Gazette on 30 June 2005, the Roads Corporation acquired 2.801 hectares of the

land described in Recital B being more particularly described in that Notice of Acquisition as Parcels 510 and 527 on Survey Plan 20699B.

- F. Melbourne Water is a referral authority under the Cardinia Planning Scheme.
- G. The land described in Recital B is subject to a mortgage (registration number AE108766G) in favour of the National Australia Bank Ltd (the "Mortgagee"). The Mortgagee has consented to the Owner entering into this Agreement.
- H. On 8 December 2003 (as subsequently amended on 5 May 2006), the Responsible Authority issued Planning Permit No. T030269C to develop the land described in Recital B together with proposed lot B on plan of subdivision PS511184 for the purpose of a twenty five (25) lot subdivision with the balance remaining as two (2) super staged lots (the "Planning Permit").
- I. Condition 26 of the Planning Permit provides as follows:

All new lots are to be filled to a minimum of 600^{mm} above the 100 year ARI flood level associated with the Pakenham and Deep Creek floodplains; or

The lots may be filled to a minimum of 300^{mm} above the applicable flood level, provided the developer enters into a Section 173 Agreement to ensure that finished floor levels of any future dwellings are constructed to a minimum of 600^{mm} above the applicable flood level. This Agreement is to be funded and facilitated by the developer. This includes any legal costs incurred by Melbourne Water as a result of the agreement.

- J. The parties enter into this Agreement:-
- (a) to give effect to the arrangement made between the Owner, the Responsible Authority and Melbourne Water in relation to Condition 26 of the Planning Permit;
 - (b) to provide a means of compliance with the Planning Permit;
 - (c) to achieve or advance the objectives of planning in Victoria and the objectives of the Cardinia Planning Scheme in respect to the Land; and
 - (d) amongst other things to formalise an understanding reached between the parties regarding the use and development of the Land.

IT IS AGREED AND COVENANTED

1 DEFINITIONS

In this Agreement, the words and expressions set out in this clause have the following meanings unless the context admits otherwise:

AE502340V

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Section 173 Agreement (Shamet) 26.05.06

"Act" means the *Planning and Environment Act 1987* (Vic) (as amended).

"Agreement" means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement or any agreement which is a variation of or replacement for this agreement.

"GST Act" means the *A New Tax System (Goods and Services Tax) Act 1999* (Cth) (as amended).

"LAC Act" means the *Land Acquisition and Compensation Act 1986* (Vic) (as amended)

"Land" means the land described in Recital B excluding the VicRoads Land.

"Melbourne Water" includes any successor in law;

"Minimum Fill Works" means the placing of fill on all new lots on the Land to a minimum of 300^{mm} above the 100 year ARI flood level associated with the Pakenham and Deep Creek floodplains as designated by Melbourne Water.

"Mortgagee" means the person described in Recital G.

"Owner" means the person or persons registered or entitled from time to time to be registered by the Registrar of Titles as proprietor or proprietors of an estate in fee simple of the Land or any part of it and includes a Mortgagee in possession.

"Plan of Subdivision" means Plan of Subdivision No. PS511194.

"Planning Permit" means the Planning Permit described in Recital H including the plans endorsed under it.

"Planning Scheme" means the Cardinia Planning Scheme and any successor instrument or other planning scheme which applies to the Land.

"Responsible Authority" means Cardinia Shire Council or its successor as the authority responsible for administering and enforcing the Planning Scheme.

"Tribunal" means the Victorian Civil and Administrative Tribunal.

"Works" the construction of the finished floor levels to the minimum level described in clause 3.1(a).

"VicRoads Land" means the land described in Recital E.

2 INTERPRETATION

In this Agreement, unless the context indicates otherwise:

2.1 A reference to this Agreement includes any variation or replacement of it.

2.2 The singular includes the plural and the plural includes the singular.

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- 2.3 A reference to a gender includes a reference to each other gender.
- 2.4 A reference to a person includes a reference to a firm, corporation or other corporate body and their successors in law.
- 2.5 If a party consists of more than one person this Agreement binds them jointly and each of them severally.
- 2.6 A reference to a statute includes any subordinate instruments made under that statute.
- 2.7 A reference to a statute includes any statutes amending, consolidating or replacing that statute.
- 2.8 All headings are for ease of reference only and shall not be taken into account in the construction or interpretation of this Agreement.
- 2.9 The recitals to this Agreement are and will be deemed to form part of this Agreement including any terms defined within the Recitals.
- 2.10 A reference to the Responsible Authority includes its agents, officers, employees, servants, workers and contractors.
- 2.11 A reference to the Owner (if the Owner holds the Land in a trust capacity) includes the beneficiaries of the trust in relation to which it holds that Land. Where such a trust relationship exists, the Owner in executing this Agreement does so intending to assume not only personal liability but also to bind the trust for which it acts as trustee.
- 2.12 A reference to Melbourne Water includes its agents, officers, employees, servants, workers and contractors.
- 2.13 The obligations of the Owner under this Agreement, will take effect as separate and several covenants which are annexed to and run at law and equity with the Land provided that if the Land is subdivided, this Agreement must be read and applied so that each subsequent owner of a lot is only responsible for those covenants and obligations which relate to that owner's lot.

3 SPECIFIC OBLIGATIONS OF THE OWNER

- 3.1 Where the Owner has undertaken the Minimum Fill Works in a stage of the subdivision on the Land,

the Owner agrees that:

- (a) the finished floor levels of any future dwelling in that stage of the subdivision on the Land will be constructed to a minimum of 600^{mm} above the 100 year ARI flood level associated with the Pakenham and Deep Creek flood plains as designated by Melbourne Water; and
- (b) prior to the issuing of a Statement of Compliance for that stage of the subdivision, a

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Section 173 Agreement (Shamat) 26.05.06

certified survey plan must be submitted to Melbourne Water showing (reduced to the Australian Height Datum) the lots on the Land that have been filled in accordance with the Minimum Fill Works; and

- (c) prior to the occupancy of any future dwelling in that stage of the subdivision on the Land, a certified survey plan must be submitted to Melbourne Water showing (reduced to the Australian Height Datum) that the finished floor levels are in accordance with clause 3.1(a); and
- (d) after the completion of the development of a lot in that stage of the subdivision on the Land, the finished floor level heights of all dwellings on that lot may not be altered without the further written consent of the Responsible Authority and Melbourne Water.

4 FURTHER OBLIGATIONS OF THE OWNER

4.1 Notice and Registration

The Owner must bring this Agreement to the attention of all prospective mortgagees, transferees, Lessee(s) (if any) and assigns.

4.2 Mortgagee to be Bound

The Owner covenants to obtain the consent of any mortgagee to be bound by the covenants in this Agreement if the mortgagee becomes Mortgagee in possession of the Land.



4.3 Registration of Agreement

The Owner must do all things necessary to enable the Responsible Authority and/or Melbourne Water to make an application to the Registrar of Titles to make a recording of this Agreement on the Certificate of Title to the Land in accordance with Section 181 of the Act including the signing of any further agreement, acknowledgment or other document.

4.4 Responsible Authority's and Melbourne Water's Costs to be Paid

The Owner must pay immediately on demand the reasonable legal costs of the Responsible Authority and Melbourne Water of and incidental to the preparation, execution and registration of this Agreement. These costs are and remain a charge on the Land until paid.

4.5 Indemnity

The Owner agrees to indemnify and keep indemnified the Responsible Authority and Melbourne Water from and against all costs, expenses, losses or damages that it may sustain, incur, suffer or be or become liable for or in respect of any suit, action, proceeding, judgment or claim brought by any person arising from or referable to any non-compliance with this Agreement.

4.6 Responsible Authority and Melbourne Water Access

Section 173 Agreement (Sharnet) 26.05.09



The Owner agrees to allow the Responsible Authority and Melbourne Water to enter the Land at any reasonable time to assess compliance with this Agreement following two (2) days written notice to the Owner.

5 FURTHER ASSURANCE

- 5.1 The parties to this Agreement must do or cause to be done all things that are reasonably necessary to give effect to this Agreement.

6 AGREEMENT UNDER SECTION 173 OF THE ACT

- 6.1 The parties acknowledge and agree that this Agreement is made pursuant to Section 173 of the Act.

7 AGREEMENT RUNS WITH THE LAND

- 7.1 The parties acknowledge and agree that the obligations in this Agreement take effect as covenants annexed to the Land that run at law and in equity with Land and bind the Owner.

8 OWNER'S WARRANTIES

- 8.1 Without limiting the operation or effect which this Agreement has, the Owner warrants that apart from the Owner and any other person who has consented in writing to this Agreement, no other person has any interest, either legal or equitable, in the Land.

9 PLANNING OBJECTIVES

- 9.1 The parties acknowledge that the provisions of this Agreement are intended to achieve or advance the Objectives of Planning in Victoria and the objectives of the Planning Scheme.

10 SUCCESSORS IN TITLE

- 10.1 Without limiting the operation or effect which this Agreement has, the Owner must ensure that, until such time as a memorandum of this Agreement is registered on the title to the Land, successors in title must be required to:

- (a) give effect to and do all acts and sign all documents which will require those successors to give effect to this Agreement; and



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- (b) execute a deed agreeing to be bound by the terms of this Agreement.

11 GOODS AND SERVICES TAX

11.1 Definitions and Expressions

Expressions used in this Agreement that are defined in the GST Act have the same meaning as given to them in the GST Act, unless expressed to the contrary.

11.2 Liability to pay any GST

Except where express provision is made to the contrary, and subject to this clause, any consideration that may be provided under this Agreement is exclusive of any GST. If a Party makes a taxable supply in connection with this Agreement for a consideration which represents its value, then the recipient of the taxable supply must also pay, at the same time and in the same manner as the value is otherwise payable, the amount of any GST payable in respect of the Taxable Supply.

11.3 Costs

To the extent that one party is required to reimburse another Party for costs incurred by the other party, those costs do not include any amount in respect of GST for which the other party is entitled to claim an input tax credit.



11.4 Tax Invoice

A party's right to payment of GST is subject to a Tax Invoice being delivered to the recipient of the taxable supply.

12 GENERAL MATTERS

12.1 Service of Notice

A notice or other communication required or permitted to be served by a party on another party shall be in writing and may be served:

- (a) by delivering it personally; or
- (b) by sending it by pre paid post at the address set out in this Agreement, or any address notified to the Australian Securities and Investment Commission under the *Corporations Act 2001* and Regulations or the address subsequently notified to each party from time to time; or
- (c) by sending it by facsimile provided that a communication sent by facsimile shall be confirmed in writing by hand delivery or pre paid post.

Section 173 Agreement (Shamet) 26.05.06



12.2 Time of Service

A notice or other communication is deemed served:

- (a) if delivered personally on the same business day subject to Clause 12.2(d);
- (b) if posted within Australia to an Australian address, two (2) business days after the date of posting and in any other case, seven (7) business days after the date of posting;
- (c) if sent by facsimile, on the same business day;
- (d) if received after 6.00pm in the place of receipt or on a day which is not a business day, at 9.00am on the next business day.

12.3 No Waiver

Any time or other indulgence granted by the Responsible Authority or Melbourne Water to the Owner or any variation of the terms and conditions of this Agreement or any judgement or order obtained by the Responsible Authority or Melbourne Water against the Owner will not in any way amount to a waiver of any of the rights or remedies of the Responsible Authority or Melbourne Water in relation to the terms of this Agreement.

12.4 Jurisdiction

For the purposes of this Agreement, the parties acknowledge that they are subject to the jurisdiction of the Act and the Victorian courts or tribunals for the enforcement of this Agreement.

12.5 Severability

If a court, arbitrator, tribunal or other competent authority determines that a word, phrase, sentence, paragraph or clause of this Agreement is unenforceable, illegal or void then it shall be severed and the other provisions of this Agreement shall remain operative.

12.6 Disputes

- (a) If there is a dispute between the parties concerning the interpretation or implementation of this Agreement, that dispute must be referred to the Tribunal for resolution to the extent permitted by the Act.
- (b) If there is a dispute concerning any matter which is not referable to the Tribunal under the Act, that dispute must be referred for arbitration by an Arbitrator agreed upon in writing by the Parties or, in the absence of such agreement the Chairman of the Victorian Chapter of the Institute of Arbitrators, Australia or his nominee, for arbitration.
- (c) Where provision is made in this Agreement that any matter be done to the satisfaction of the Responsible Authority and/or Melbourne Water or any of their officers and a dispute arises in relation to such provision, the dispute must be referred to the Tribunal in

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accordance with Section 149(1)(b) of the Act.

- (d) The Parties must be entitled to legal representation for the purposes of any arbitration or referral and , unless the Arbitrator, Chairman, nominee or the Tribunal otherwise directs, each Party must bear its own costs.

12.7 No Fettering of Responsible Authority's Powers

The parties acknowledge and agree that this Agreement does not fetter or restrict the power or discretion of the Responsible Authority to make any decision or impose any requirements or conditions in connection with the granting of any planning approval or certification of any plans of subdivision applicable to the Land or relating to any use or development of the Land.

13 COMMENCEMENT OF AGREEMENT

- 13.1 This Agreement commences from the date of its execution by the parties.

14 AMENDMENT

- 14.1 Subject to the consent of the Minister responsible for administering the Act, the parties may agree in writing to amend this Agreement.



ADVERTISED MATERIAL

Planning Application: T260055

Date Prepared: 19 February 2026

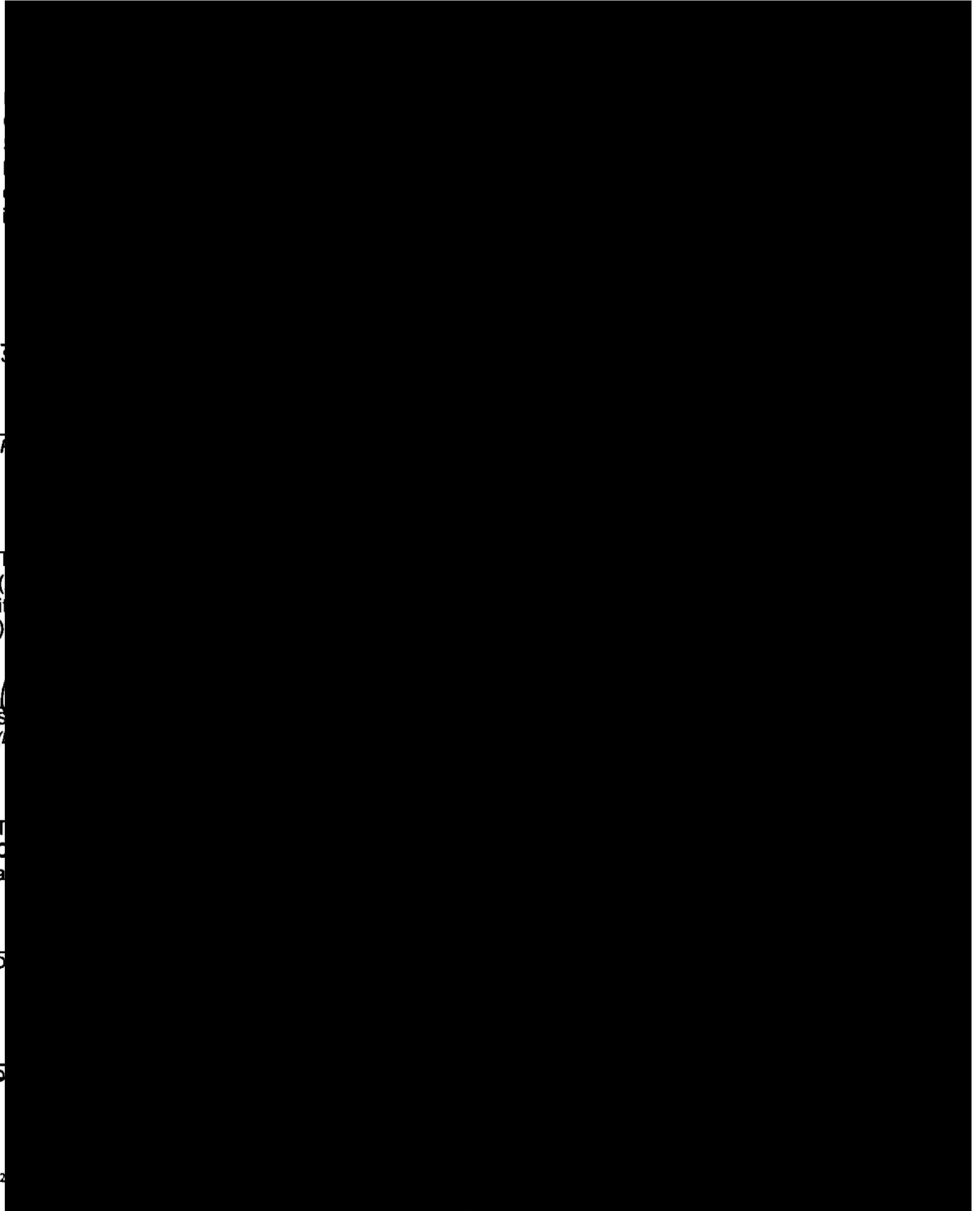
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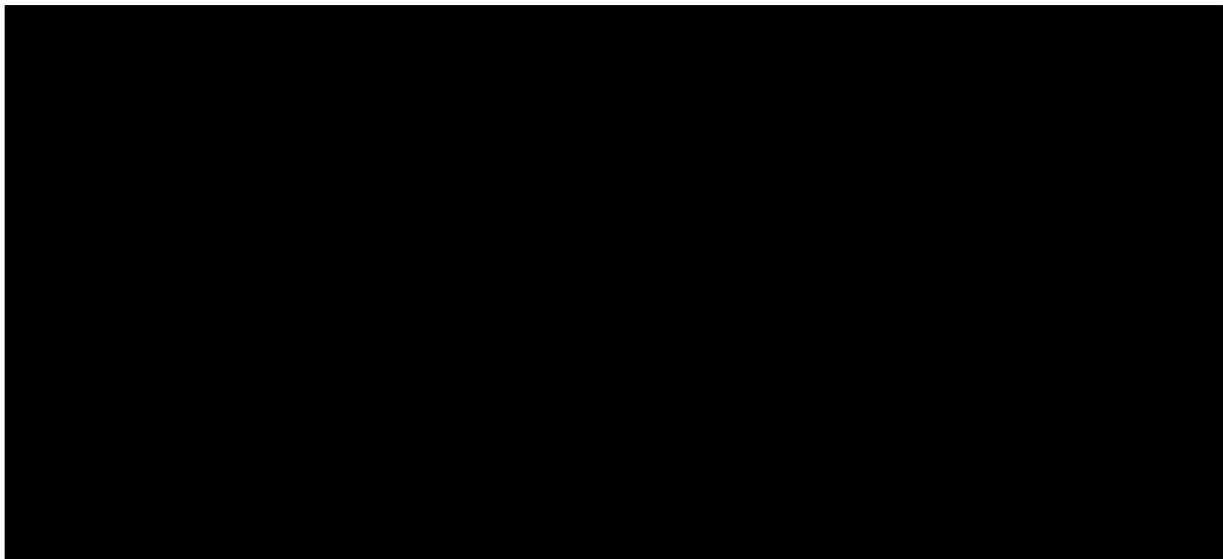
SIGNATURES



MORTGAGEE'S CONSENT

The National Bank of Australia as Mortgagee of registered Mortgage No. AE108766G consents to the Owner entering into this Agreement and in the event that the Mortgagee becomes Mortgagee in possession, agrees to be bound by the covenants and conditions of this Agreement.

EXECUTED BY MORTGAGEE:



ADVERTISED MATERIAL

Planning Application: T260055
Date Prepared: 19 February 2026

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18 September 2025

Statutory Planning Department
Cardinia Shire Council
PO Box 7
Pakenham VIC 3810



| | |
|----------------------------|---|
| Planning Permit No. | No. T120355 |
| Proposal | Section 72 Amendment, Retrospective use and development of land for a materials recycling facility (end-of-life vehicles) and associated buildings and works. |
| Address | 33 Sharnet Circuit, Pakenham |

Dear Planning Department,

Please find enclosed an application under Section 72 of the Planning and Environment Act 1987 to amend Planning Permit T120355 for the above property. The existing permit allows for buildings and works to construct a warehouse. This amendment seeks to update the permit to allow the retrospective use and development of the land for a materials recycling facility (end-of-life vehicles) and associated buildings and works, making use of the existing buildings and site layout.

The amendment responds to Council's advice in its Request for Further Information letter (T250135, dated 28 March 2025) that the proposal would be more appropriately pursued as an amendment to the existing permit. The accompanying planning report and supporting technical documents address the matters raised in that correspondence and provide a full statutory assessment.

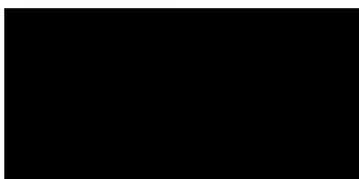
The following documents are provided in support of the amendment request:

- Current Register Search Statement and Plan of Subdivision PS544795V
- Section 173 Agreement AE502340V
- Proposed development plans (Thomas Anderson Design, August 2025)
- Traffic report (TrafficAble Consultants, 22 August 2025)
- VicPlan property report
- Planning report prepared by AS Planning

We submit that the proposed amendment is consistent with the purposes of the Industrial 1 Zone, relevant State and Local Planning Policies, and particular provisions of the Cardinia Planning Scheme. The proposal represents a suitable and well-managed use of industrial land, with environmental safeguards and appropriate access, parking, and amenity controls.

We respectfully request that Council consider the enclosed information and progress the amendment to approval.

Regards,



Director
AS Planning



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ACKNOWLEDGEMENT OF COUNTRY:

AS Planning respectfully acknowledges the Traditional Owners of the lands and waters upon which we work and operate. We pay our respects to the traditional custodians past, present and future.

DISCLAIMERS:

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ADVICE

Information contained in this report is current as at the date of this report. This report is provided for information purposes only and has been prepared without taking account of the clients financial situation, objectives or needs. Nothing contained in this report constitutes investment, legal, tax or other advice. Accordingly, the client should, before acting on any information in this report, consider its appropriateness, having regard to their objectives, financial situation and needs, and seek the assistance of their legal, financial or other licensed professional adviser before making any investment decision.

Except as required by law, no representation or warranty, express or implied, is made as to the fairness, accuracy or completeness of the information, opinions and conclusions, or as to the reasonableness of any assumption, contained in this report. By reading this report and to the extent permitted by law, the client releases AS Planning, and any of their respective directors, officers, employees, representatives or advisers from any liability (including, without limitation, in respect of direct, indirect or consequential loss or damage or loss or damage arising by negligence) arising in relation to the client relying on anything contained in or omitted from this report.



1. SUBJECT SITE

The subject site is located at 33 Sharnet Circuit, Pakenham and is formally described as Lot 17 on Plan of Subdivision 544795V (Volume 11100 Folio 291).

The land is approximately 2,388 square metres in area and of a regular shape, situated within an established industrial estate. It contains three warehouse tenancies constructed under Planning Permit T120355, with associated loading areas, car parking, and a landscaped front setback. These buildings are now occupied by TM Auto Wreckers and will continue to be utilised for the proposed retrospective use and development of the land for a materials recycling facility, with only minor modifications required for line marking, signage, drainage controls, and on-site management measures.

Vehicle access is provided directly from Sharnet Circuit, an internal road within the estate that connects to the wider arterial network and is designed to accommodate industrial traffic.

The land is zoned Industrial 1 Zone (IN1Z) under the Cardinia Planning Scheme. No overlays apply.

The Register Search Statement confirms ownership and records a Section 173 Agreement AE502340V, but no restrictive covenants that would prevent the proposed amendment.

The proposed amendment to allow the retrospective use and development of the land for a materials recycling facility is consistent with the purpose of the Industrial 1 Zone, supporting employment-generating industrial activity and contributing to the established character of the Sharnet Circuit industrial precinct.

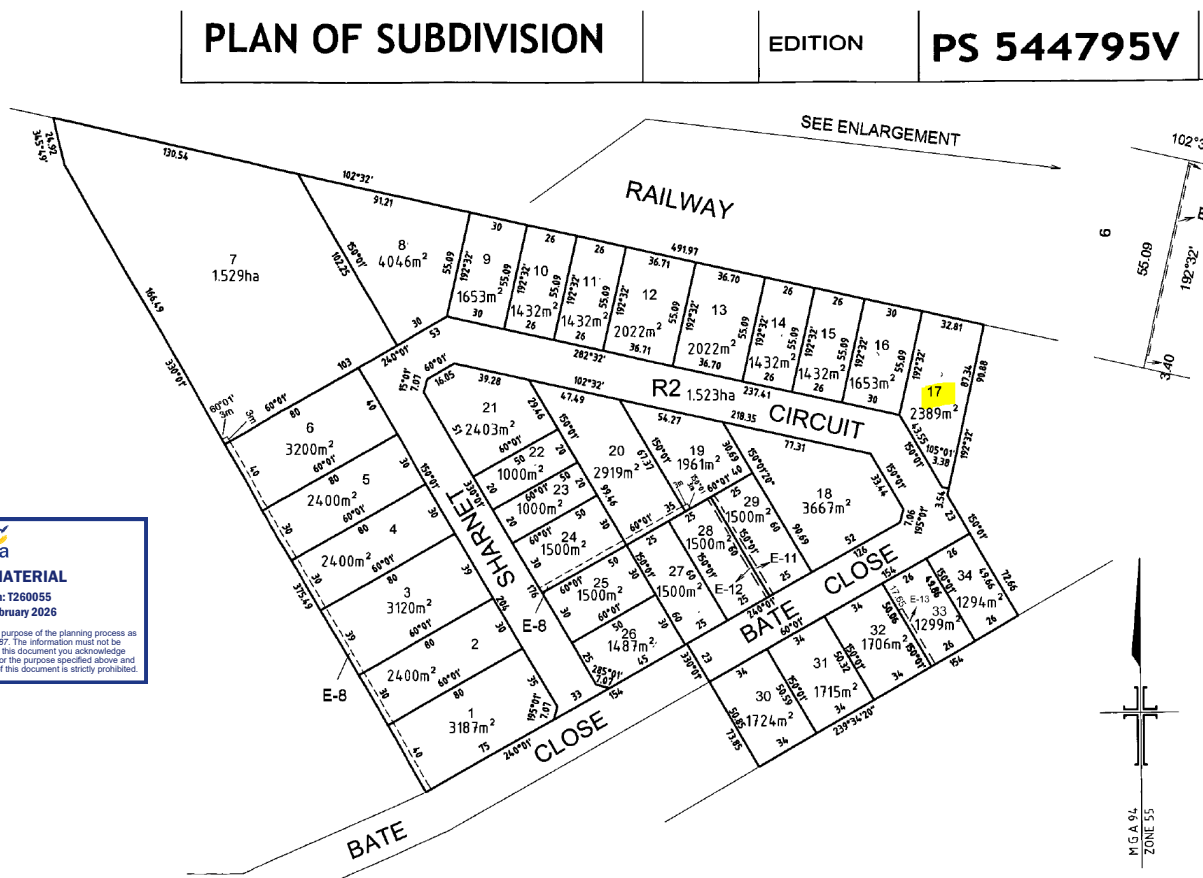


Figure 1: Plan of Subdivision, Lot 17 POS 544795V



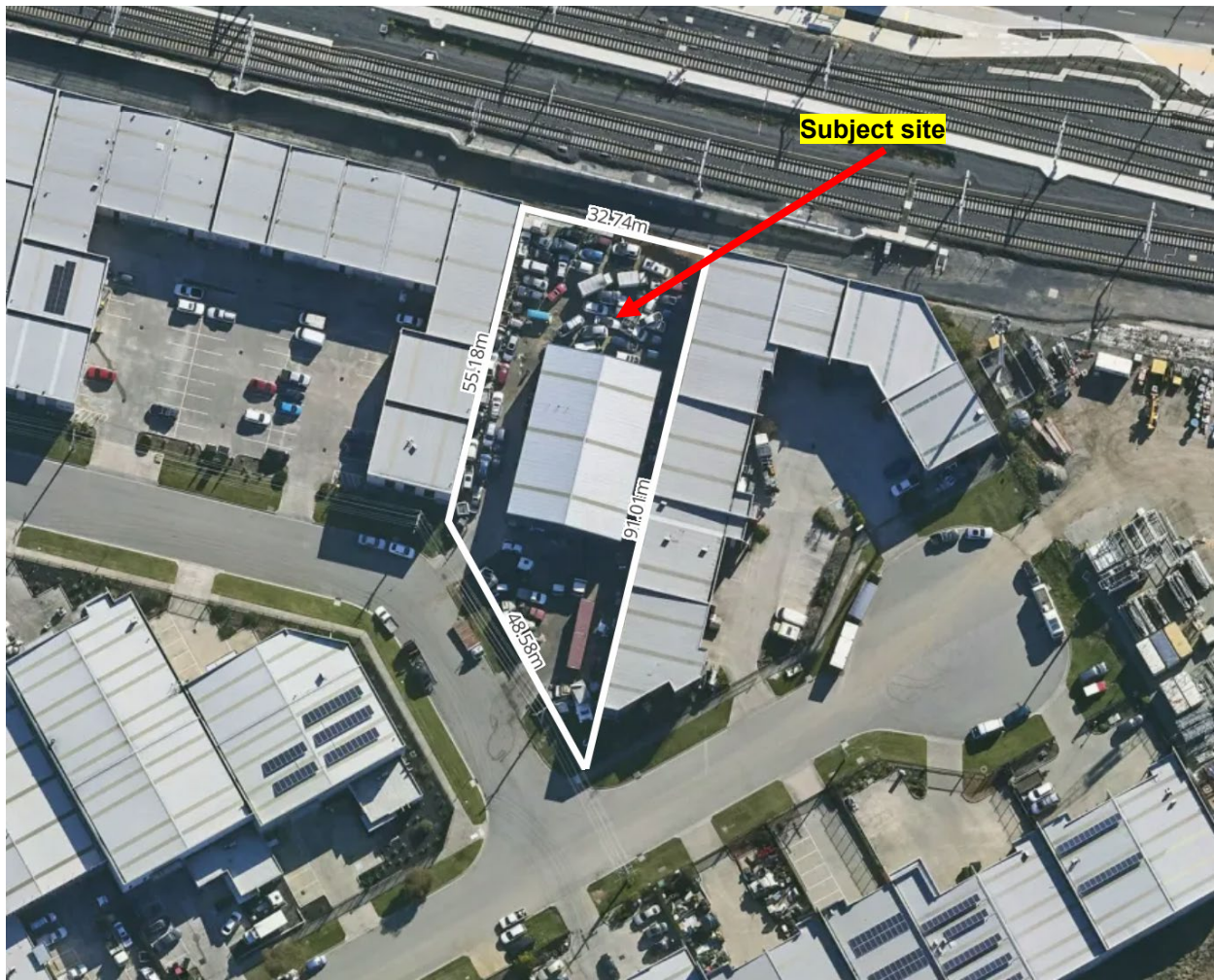


Figure 2: Aerial photograph of the subject site.



Cardinia

ADVERTISED MATERIAL

Planning Application: T260055
Date Prepared: 19 February 2026

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2. SUBJECT SURROUNDS

The site is located within the Industrial 1 Zone (IN1Z) as part of the Pakenham industrial estate, an established precinct that accommodates a diverse range of warehousing, distribution, manufacturing and service-based industrial activities. The locality functions as a cohesive and functional industrial area serving the broader Cardinia growth corridor.

Adjoining and nearby sites are occupied by comparable industrial operations, with buildings of similar scale and utilitarian character. Sharnet Circuit provides local access within the estate and connects directly to the wider industrial road network, which is designed to accommodate rigid vehicles and freight movements.

The proposed materials recycling facility is compatible with the surrounding context, reinforcing the industrial character of the estate and making efficient use of the existing warehouse buildings and associated hardstand areas. The use is employment-generating and consistent with the role of the precinct as a designated location for industrial and logistics activity.



3. PROPOSAL

This Section 72 amendment seeks approval to amend Planning Permit T120355 to allow the retrospective use and development of the land at 33 Sharnet Circuit, Pakenham for a materials recycling facility (end-of-life vehicles) and associated buildings and works.

The proposal formalises the operation of TM Auto Wreckers on the site, repurposing the three approved warehouse tenancies for vehicle dismantling, storage, and parts recovery. All dismantling activities, including cutting and fluid decanting, are conducted entirely within the warehouses on bunded hardstand. Works are limited to car park line marking, installation of bunding and spill kits, advisory signage, and the fitting of drain wardens within stormwater pits in accordance with EPA requirements.

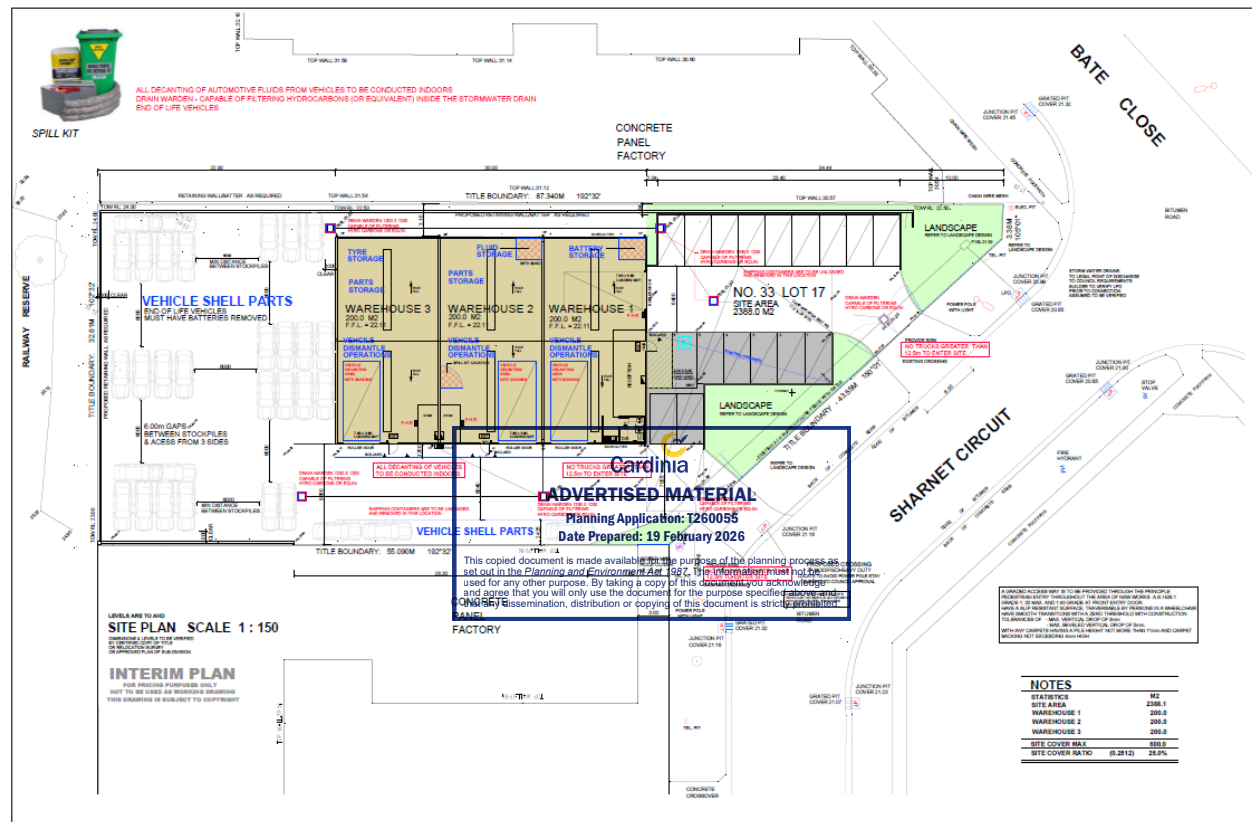


Figure 3: Site plan

Key operational elements include:

- Use of three existing warehouse tenancies (each 200 m²) for dismantling, storage and administrative functions.
- All dismantling, cutting, and fluid decanting undertaken indoors on bunded hardstand.
- Installation of drain wardens and stormwater filters to prevent hydrocarbon contamination, consistent with EPA improvement notices.
- Maximum of 30 vehicles stored on site at any one time, with outdoor storage restricted to designated bays that maintain 6.0 metre separations for fire safety and access.
- Up to six staff members on site during operating hours.
- Operating hours of 8:30 am to 5:00 pm Monday to Saturday, with no operations on Sundays or public holidays.
- Deliveries and pickups managed via rigid trucks no greater than 12.5 metres, with three vehicle pickups per week and up to four shipping containers processed per month.
- Customer activity limited to wholesale and export logistics; there is no retail sales component.



- Up to three forklifts in operation on site at any one time for vehicle and container handling.
- Spill response equipment and waste storage provided in accordance with environmental and safety requirements.
- Staff parking and one accessible bay contained within the site, with eight spaces total in compliance with Clause 52.06 of the Cardinia Planning Scheme.

Vehicle movements will occur via the existing crossover to Sharnet Circuit, which will be strengthened to Council's industrial standard if required. Swept path analysis demonstrates that a 12.5 metre large rigid vehicle can enter, load/unload, and exit the site in a forward direction without impact to the local network.

Surface Materials

The surface treatment of the site will remain as constructed under the original endorsed plans for Planning Permit T120355. Vehicle access and parking areas are sealed in concrete, with landscaped areas retained within the front setback. The rear storage yard comprises compacted crushed rock hardstand, which is maintained for the storage of vehicle shells and parts. No changes to the approved surface treatments are proposed as part of this amendment.

The proposal does not involve external building bulk changes, with all operations contained within the existing building footprint and designated external storage areas.

The proposed use and associated works align with the purpose of the Industrial 1 Zone (IN1Z) by facilitating employment-generating industrial activity in an appropriate location, while applying management measures to ensure that amenity and environmental outcomes are protected.

It is noted that business identification signage does not form part of this amendment. Any future signage will be subject to Clause 52.05 provisions and, if required, a separate permit application.

Car Parking

The site provides a total of eight on-site car parking spaces, including one accessible space, located within the secure fenced portion of the property. These spaces are supported by designated staff parking and are positioned to ensure convenient access to the warehouse buildings and operational areas.

Clause 52.06 of the Cardinia Planning Scheme applies a requirement for materials recycling facilities within the Principal Public Transport Network overlay to provide a minimum of 10 per cent of the site area as car parking. Based on the site's area of 2,386 m², this equates to a parking requirement of approximately 239 m².

Using the standard spatial calculation of 29.38 m² per car space (including aisle allowance), the requirement translates to eight spaces ($239 \div 29.38 \approx 8.13$). The proposed provision of eight on-site spaces, including one accessible bay, therefore satisfies the scheme's quantitative and design requirements.

The car parking supply adequately accommodates the operational demand generated by six staff, with allowance for occasional visitors associated with deliveries or logistics partners. As there is no retail or public sales component, customer parking demand is minimal.

Accordingly, the provision of on-site car parking is considered appropriate and adequate to satisfy Clause 52.06 of the Cardinia Planning Scheme and the operational requirements of the proposed materials recycling facility.



4. ZONE

4.1. Clause 33.01 Industrial 1 Zone

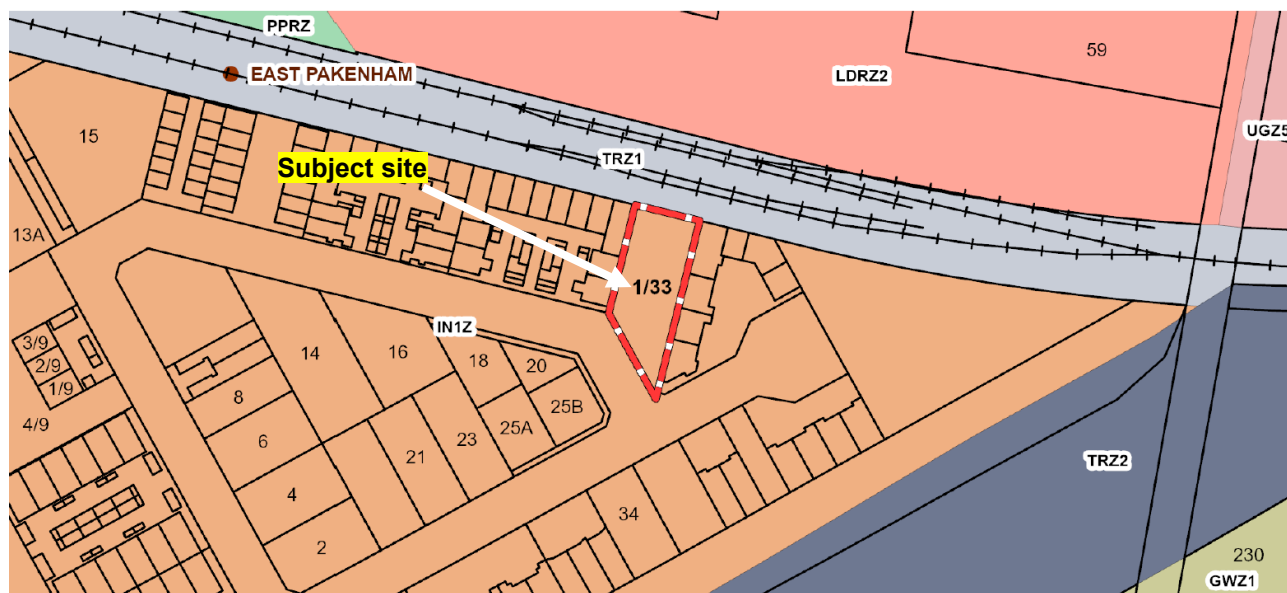


Figure 4: Zoning map.

Purpose:

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

Response: The proposal complies with the purpose of the Industrial 1 Zone by supporting the economic and employment functions of the Pakenham industrial precinct. The proposed use, being materials recycling, together with associated buildings and works, is consistent with the intent of the zone to accommodate employment-generating industrial activities within a dedicated industrial setting.

No new buildings of bulk or scale are proposed, with the existing warehouses to be used for vehicle dismantling, storage, and associated administration. Minor works include line marking, installation of bunding and spill management measures, and drain wardens to protect stormwater quality. A planning permit is required under Clause 33.01-1 for materials recycling (Section 2 use) and under Clause 33.01-4 for associated buildings and works. This report demonstrates that the proposed use and works are appropriate for the site and its industrial surrounds.

Importantly, the operation is controlled in intensity and will not adversely affect the amenity of the area. All fluid decanting occurs indoors, outdoor storage is restricted to designated bays with 6.0 metre separations, and no trucks greater than 12.5 metres will enter the site. These measures ensure that the use and associated works do not create unreasonable noise, traffic, or environmental impacts, while still contributing positively to the industrial and employment role of the precinct.



5. RELEVANT POLICY

5.1. Clause 13.05-1S Noise management

Objective

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

Response: All dismantling and processing activities will be undertaken entirely within the existing warehouse buildings. This ensures that operations are fully contained and potential off-site noise emissions are significantly reduced compared with open-air activities.

The dismantling process does not involve oxy-acetylene torches or other high-impact industrial cutting methods. Instead, vehicles and components are taken apart using controlled techniques such as removing screws and bolts and, where necessary, cutting with standard hand-held metal circular saws. These practices are typical of light industrial workshop operations and do not generate excessive or intrusive noise.

The land is located within an established industrial estate and is zoned Industrial 1 Zone (IN1Z). The zone specifically anticipates industrial activities, including those that involve truck access, loading/unloading and mechanical handling. Sensitive uses such as residential dwellings are not located in proximity, and the industrial zoning provides an appropriate buffer between the proposed recycling facility and the nearest noise-sensitive receptors.

General operational noise, including from vehicle movements and equipment, will be comparable to other uses common within the IN1Z such as warehousing, logistics and small-scale manufacturing. The operation will be conducted during standard hours of business (Monday to Saturday, 8 am to 5 pm), further reducing the likelihood of noise conflict.

The proposal will comply with the Environment Protection Act 2017 and EPA guidelines for industrial and commercial noise, ensuring emissions remain within acceptable thresholds. Plant and equipment will be appropriately maintained, and the indoor operation of dismantling provides an additional layer of noise attenuation.

Accordingly, the amendment satisfies Clause 13.05-1S by demonstrating that noise associated with dismantling and recycling operations will be managed in a way that protects sensitive uses while enabling appropriate industrial activity to occur in the precinct.

5.2. Clause 13.07-1S Land use compatibility

Objective

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

Response: The site is located within an established industrial estate and is zoned Industrial 1 Zone (IN1Z). This zoning provides for a wide range of commercial and industrial uses and ensures appropriate separation from sensitive land uses such as residential dwellings. The surrounding precinct is characterised by warehousing, logistics and other industrial activities, meaning the proposal is compatible with the prevailing land use context.

All dismantling activities will be undertaken entirely within the existing warehouse buildings. This containment limits the potential for off-site noise, dust or visual impacts. The dismantling process is carried out using controlled methods, such as unfastening screws and bolts and cutting with standard hand-held saws, and does not involve oxy-acetylene torches or heavy industrial cutting machinery. These practices are typical of light industrial operations and will not generate excessive emissions.



Vehicle access and circulation are designed to accommodate staff and delivery traffic safely and efficiently. The TrafficAble report confirms that traffic volumes associated with the recycling facility can be absorbed within the local road network without adverse impacts on safety or efficiency. Loading and unloading areas are located within the site, ensuring that operations are contained and do not interfere with the public realm.

Environmental compliance will be achieved through adherence to the Environment Protection Act 2017 and relevant EPA guidelines for waste and resource recovery operations. Indoor containment, appropriate waste handling and management of operational hours will ensure that human health and safety are not compromised.

Accordingly, the proposal is consistent with Clause 13.07-1S by demonstrating that potential off-site impacts are appropriately managed, while facilitating an industrial recycling use that is compatible with the established industrial estate and the Industrial 1 Zone.

5.3. Clause 15.01-5S Neighbourhood character

Objective

- *To recognise, support and protect neighbourhood character, cultural identity, and sense of place.*

Response: The proposal does not seek to alter the existing building, external surfaces or landscaping on the land. The approved warehouse building, associated hardstand areas and site landscaping will remain unchanged. The amendment relates solely to the use of the land, transitioning from warehouse use to a materials recycling facility.

By retaining the existing built form and site layout, the proposal ensures that the presentation of the site to the street and the broader industrial estate is unaffected. The land will continue to contribute to the industrial neighbourhood character established by the Industrial 1 Zone (IN1Z), which is typified by large-scale buildings, hardstand storage areas and truck access.

The proposal therefore respects and reinforces the prevailing neighbourhood character by maintaining the approved physical form of development while adapting the use of the building in a way that is compatible with the industrial identity of the estate.

Accordingly, the amendment is consistent with Clause 15.01-5S as it protects the established neighbourhood character and sense of place while facilitating an appropriate industrial land use transition.

5.4. Clause 17.03-2S Sustainable industry

Objective

- *To facilitate the sustainable operation of industry.*

Response: The proposal supports the sustainable operation of industry by adapting an existing warehouse facility for a recycling-based industrial use. This represents an efficient re-use of approved buildings and associated infrastructure, avoiding the need for additional land development or construction works.

All dismantling activities will be undertaken indoors, ensuring that potential off-site amenity impacts such as noise and dust are contained and managed. The dismantling process uses low-impact methods, including the removal of screws and bolts and controlled cutting with standard hand-held saws, rather than oxy-acetylene torches or heavy industrial machinery. This approach reduces environmental emissions while enabling safe and effective recycling outcomes.

The proposal directly contributes to resource recovery and the circular economy by diverting materials from landfill and reintroducing them into productive industrial and commercial use. It also supports local employment opportunities within the existing industrial estate.



By maintaining compliance with the Environment Protection Act 2017, relevant EPA guidelines and the flood mitigation requirement of the Section 173 Agreement, the operation will achieve environmentally sustainable outcomes while continuing to function as a compatible industrial activity in the Industrial 1 Zone (IN1Z).

Accordingly, the amendment is consistent with Clause 17.03-2S by demonstrating a sustainable and efficient industrial operation that protects amenity, supports recycling, and makes optimal use of existing industrial land and infrastructure.

5.5. Clause 17.03-3S Significant industrial land

Objective

- *To protect significant industrial land.*

Response: The site forms part of an established industrial estate zoned Industrial 1 Zone (IN1Z). This precinct is identified for long-term industrial use, and its ongoing protection and efficient operation are consistent with state and local policy objectives.

The amendment represents a change of use only, with no alterations to the approved building, hardstand areas or landscaping. By adapting an existing warehouse to accommodate a recycling-based industrial use, the proposal makes efficient use of developed industrial land without the need for additional land take or redevelopment.

The proposed materials recycling facility is an appropriate and compatible use within the IN1Z, aligning with the precinct's employment and industrial character. It will contribute to the continued productive role of significant industrial land by supporting resource recovery and circular economy initiatives while generating local employment opportunities.

Accordingly, the proposal is consistent with Clause 17.03-3S by protecting significant industrial land for its intended purpose and facilitating an employment-generating use that reinforces the industrial role of the precinct.



5.6. Clause 18.02-5 Freight

Objective

- *To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria's economic prosperity and liveability.*

Response: The site is located within an established industrial estate with direct access to the arterial road network. The TrafficAble report confirms that the operation of the recycling facility will generate modest vehicle movements that can be accommodated within the surrounding road system without adverse impacts on traffic efficiency or safety.

The proposal supports a coordinated and sustainable freight outcome by locating a recycling facility within an appropriately zoned industrial area, well served by transport infrastructure. All truck and delivery vehicle movements will occur on-site via existing crossovers, with loading and unloading contained within the hardstand areas. This ensures freight activity is managed safely and efficiently, minimising conflict with the public realm.

By re-using an existing warehouse building for recycling operations, the proposal contributes to freight efficiency by consolidating industrial uses in a location already planned and serviced for such activity. The operation will generate employment and economic activity while aligning with broader sustainability objectives by supporting material recovery and re-use.



Accordingly, the amendment is consistent with Clause 18.02-5 by facilitating efficient, safe and sustainable freight movements that reinforce the economic role of Victoria's industrial land.

5.7. Clause 19.03-5S Waste and resource recovery

Objective

- To reduce waste and maximise resource recovery to reduce reliance on landfills and minimise environmental, amenity and public health impacts.*

Response: The proposal directly supports waste reduction and resource recovery by facilitating the dismantling and recycling of materials within an existing warehouse building. This change of use will enable the recovery of reusable components and scrap materials, diverting them from landfill and reintroducing them into productive economic cycles.

All dismantling will occur indoors, which minimises potential environmental, amenity and public health impacts such as noise, dust or visual intrusion. The dismantling process relies on controlled methods, including the unfastening of screws and bolts and limited cutting with standard hand-held metal saws, rather than oxy-acetylene torches or heavy industrial equipment. This ensures a safer, lower-impact operation.

The facility will be managed in accordance with the Environment Protection Act 2017 and relevant EPA guidelines for resource recovery, ensuring that waste handling, storage and transport are carried out responsibly. The site is located within an established industrial estate, appropriately separated from sensitive land uses, further reducing the risk of off-site impacts.

By re-purposing an existing warehouse for recycling operations, the proposal also makes efficient use of existing industrial land and infrastructure without the need for additional development.

Accordingly, the amendment is consistent with Clause 19.03-5S by reducing waste to landfill, maximising resource recovery, and ensuring that operations are conducted in a manner that protects environmental quality, community amenity and public health.



5.8. Clause 21.04-4 Industry

Objective

- To develop manufacturing and service industries that provide services to local residents and businesses, support local employment and reflect a high standard of urban design.*

Response: The proposal will support the local economy by facilitating a materials recycling facility that provides an essential service to businesses and the broader community. The use generates ongoing employment opportunities and aligns with Council's objective to encourage sustainable industry that services local needs. The site has been purpose-built for industrial activity, and no external alterations to the buildings or landscaping are proposed. The operation will therefore maintain the existing high standard of urban presentation while repurposing the land for a compatible industrial use that supports sustainable waste management practices.

5.9. Clause 21.06-1 Urban Design

Objective 1

- To promote a high standard of design which creates a strong character and identity for the area, provides for a functional built environment, and promotes community and personal safety.*

Objective 2



- *To ensure advertising signs are consistent with the surrounds whilst ensuring that businesses have adequate opportunities to identify their business.*

Response: The existing building will be retained without alteration, ensuring the established industrial presentation of the site is preserved. Landscaping and surface treatments will be maintained as previously endorsed, providing a consistent and high-quality frontage outcome in accordance with Council's expectations.

No additional landscaping is proposed at the rear of the site, as this interface directly adjoins the rail corridor and does not present to a sensitive use. This rear area is to be utilised for the managed storage of decommissioned vehicle bodies associated with the recycling operations. The use of this space in this manner is compatible with the industrial function of the precinct and will not detract from the public realm, urban character, or the amenity of surrounding properties.

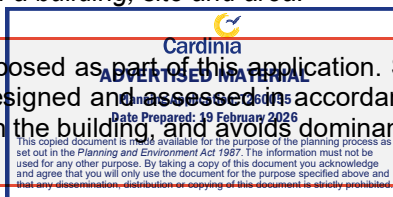
The proposal therefore maintains the existing urban design outcome, preserves the functional and safe use of the site, and ensures the presentation of the industrial area continues to meet Council's objectives for character, design, and identity.

5.10. Clause 22.09-3 Industrial and restricted retail signs

Objective

- *To facilitate signs that allow for the reasonable identification and marketing of businesses in Cardinia while enhancing the character of a building, site and area.*

Response: No new signage is proposed as part of this application. Should business identification signage be sought in the future, it will be designed and assessed in accordance with Clause 22.09-3, ensuring it is appropriately scaled, integrated with the building, and avoids dominance or visual clutter within the industrial context.



5.11. Clause 52.05 Signs

Purpose

- *To regulate the development of land for signs and associated structures.*
- *To ensure signs are compatible with the amenity and visual appearance of an area, including the existing or desired future character.*
- *To ensure signs do not contribute to excessive visual clutter or visual disorder.*
- *To ensure that signs do not cause loss of amenity or adversely affect the natural or built environment or the safety, appearance or efficiency of a road.*

Response: The subject site is located within Category 2 – Office and Industrial (low limitation). This category anticipates business identification signage that is integrated with the built form and proportionate to the scale of development.

No new signage is proposed as part of this application. The change of use will not alter the current presentation of the site, and there will be no impact on the amenity, character, or visual appearance of the surrounding area.

Should signage be required in the future, it will be subject to a separate permit process and assessed against the requirements of Clause 52.05 to ensure it is compatible with the industrial setting, avoids visual clutter, and maintains safety and amenity outcomes.



5.12. Clause 52.06 Car parking

Purpose

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

Response: The proposal does not alter the layout or number of car parking spaces previously endorsed for the site. A total of eight on-site car parking spaces will be provided, including one accessible space. The car parking area will remain in its existing location with only minor line-marking adjustments.

Under the Cardinia Planning Scheme, the subject site is located within the Principal Public Transport Network (PPTN) overlay. For a materials recycling facility, Clause 52.06 requires the provision of car parking at 10% of the site area. With a site area of 2,386 square metres, this equates to a requirement of 239 square metres of parking area.

Using the Planning Scheme standard of 29.38 square metres per space (including aisle width), this translates to a requirement of approximately eight spaces ($239 \div 29.38 \approx 8.13$). The proposed provision of eight spaces therefore fully satisfies the parking requirement under the Scheme.

The Traffic Report (TrafficAble Consultants, 22 August 2025) confirms that:

The design of the car parking spaces and access ways complies with Australian Standards, including standard dimensions (2.6m x 4.9m) and aisle widths (6.4m).

The accessible bay meets the required standards with an adjoining shared area and appropriate aisle width.

A swept path assessment demonstrates that a 12.5m rigid vehicle can safely access the loading areas without conflict.

The anticipated staffing level of six full-time employees and the operational model of the facility (no retail or customer vehicle access) means the proposed supply comfortably meets demand.

Accordingly, the proposal is consistent with Clause 52.06 by ensuring that an appropriate level of parking is provided on-site, that the layout meets design standards, and that the use will not generate any adverse amenity impacts or require a waiver of car parking.

5.13. Clause 52.34 Bicycle facilities

Purpose

- To encourage cycling as a mode of transport.
- To provide secure, accessible and convenient bicycle parking spaces and associated shower and change facilities.

Response: The proposal does not involve an increase in floor area, and no bicycle facilities are triggered as part of this amendment. The existing building footprint and layout remain unchanged.

Given the industrial nature of the use, the low staff numbers (six employees), and the absence of public visitation or retail activity, the demand for bicycle parking and end-of-trip facilities is negligible. The Traffic



Report (TrafficAble Consultants, 22 August 2025) confirms that the site's operational model does not generate a requirement for bicycle facilities.

Accordingly, no bicycle parking or associated facilities are required under Clause 52.34.

5.14. Clause 53.10 Uses with adverse amenity potential

Purpose

- *To identify those types of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood.*

Response: The proposed use of the land for a materials recycling facility (vehicle dismantling and parts recovery) is listed under Clause 53.10 as "Vehicle recycling or disposal", which carries a threshold distance of 500 metres. Sensitive land uses, including residential dwellings along Pinehill Drive and Ryan Road, are located within 500 metres of the site.

As the threshold distance cannot be achieved, the application must be referred to the Environment Protection Authority (EPA) under Section 55 of the Planning and Environment Act 1987.

The site is located within an established industrial estate and benefits from separation elements including the East Pakenham railway station and the Princes Freeway, which provide a buffer between the subject site and nearby residential uses. Importantly, the background noise and activity associated with the train station exceeds that generated by the proposed facility. All dismantling activities will occur entirely within the existing warehouse building, with only the managed storage of decommissioned vehicle bodies at the rear of the site. Hours of operation are limited to 8:30 am to 5:00 pm Monday to Saturday, with no operations on Sundays, thereby avoiding night-time or extended hours of activity.

Fluids and by-products will be stored and disposed of in accordance with EPA standards, ensuring there are no adverse off-site impacts. The original permit (T120355) imposed strict conditions relating to drainage, loading and amenity, and these remain in place to regulate the ongoing use and management of the site.

Accordingly, while EPA referral is required, the proposal is appropriately located in the Industrial 1 Zone and will operate within established permit conditions, ensuring it is managed to avoid unreasonable impacts on surrounding land uses.

5.15. Clause 53.18 Stormwater management in urban development

Purpose

- *To ensure that stormwater in urban development, including retention and reuse, is managed to mitigate the impacts of stormwater on the environment, property and public safety, and to provide cooling, local habitat and amenity benefits.*

Response: The proposal does not include any new buildings or works, with the existing warehouse and hardstand areas being retained. As such, no additional stormwater generation will occur beyond what has already been accommodated in accordance with the endorsed drainage management plan approved under the original permit (T120355). That permit required the provision of site drainage to the satisfaction of the Responsible Authority, ensuring stormwater was appropriately managed prior to occupation.

The site is fully sealed with hardstand and building coverage, meaning there are no pervious areas that could contribute to sedimentation or uncontrolled runoff. All activities associated with the materials recycling facility will occur within the existing building or on hardstand surfaces that are already connected to the legal point of discharge. Fluids and by-products associated with dismantling will be collected, stored and disposed of in



accordance with EPA requirements, ensuring that no pollutants or contaminants enter the stormwater system.

Ongoing compliance with Council's drainage requirements under the original permit will be maintained, ensuring that the existing infrastructure continues to operate as designed.

Accordingly, the proposal meets the objectives of Clause 53.18 by maintaining existing drainage infrastructure, ensuring stormwater quality is protected, and avoiding any adverse impacts on the environment, property or public safety.

5.16. Clause 53.14 Resource Recovery

Purpose

- *To facilitate the establishment and expansion of a Transfer station and/or a Materials recycling facility in appropriate locations with minimal impact on the environment and amenity of the area.*

Response: The proposal falls within the scope of Clause 53.14 as it seeks approval for the continued use of the site as a modest, small-scale materials recycling facility. The clause expressly seeks to facilitate the establishment of such facilities in appropriate locations where environmental and amenity impacts can be managed.

The subject land is located within the Industrial 1 Zone, where recycling and resource recovery uses are anticipated. The site is separated from sensitive uses by the East Pakenham railway station and the Princes Freeway, both of which provide effective buffers. Residential uses to the north are already exposed to higher levels of background noise from the train station, which exceeds that generated by the proposed operations.

The operation is modest in scale, employing approximately six staff. Vehicles are delivered to the site three times per week, dismantled entirely within the existing warehouse building, and all fluids and recyclable components are removed and stored safely in accordance with EPA standards. The external rear yard is only used for the orderly storage of decommissioned vehicle bodies prior to off-site removal. A maximum of 30 vehicles will be held on the site at any one time.

Shipping containers form part of the operation, with four containers processed per month. Containers are dropped off at the start of each month, gradually loaded with dismantled parts, and collected at the end of the month for export overseas. This system ensures there are limited container movements and avoids long-term outdoor storage.

Hours of operation are restricted to 8:30 am to 5:00 pm Monday to Saturday, with no operations on Sundays. The Traffic Report prepared by TrafficAble (August 2025) confirms that the level of traffic generated is modest, can be accommodated within the local road network, and that on-site car parking and loading arrangements are sufficient.

The application will be referred to the Environment Protection Authority in accordance with Clause 53.10. In addition, drainage and amenity conditions imposed under the original permit (T120355) remain in effect, ensuring that stormwater and environmental management requirements are maintained.

The proposal also contributes to the Victorian Government's broader policy direction on waste minimisation and resource recovery, as outlined in the Victorian Recycling Infrastructure Plan (2024). By providing a facility that supports dismantling, separation and export of vehicle parts, the site will contribute to State resource recovery targets while ensuring that adverse amenity impacts are avoided.

Accordingly, the proposal is consistent with Clause 53.14 as it provides for the operation of a modest, appropriately scaled materials recycling facility in an industrial location, with clearly defined processes, limited operating hours, and robust environmental and amenity safeguards.



5.17. Clause 65 Decision guidelines

Response: The proposal has been assessed against the decision guidelines of Clause 65.01 and is considered appropriate for approval.

The use of the land as a modest materials recycling facility is consistent with the Municipal Planning Strategy, the Planning Policy Framework and the purpose of the Industrial 1 Zone, which encourages industrial uses in suitable locations that provide employment and support the local economy. The site is appropriately zoned, is located within an established industrial estate, and is buffered from sensitive land uses by the East Pakenham railway station and the Princes Freeway.

There are no significant environmental constraints affecting the land. The site is fully sealed with existing hardstand and building coverage, and drainage was addressed under the original permit (T120355) through conditions requiring connection to a legal point of discharge and stormwater management

The proposal does not result in additional built form or stormwater generation. Fluids and by-products associated with vehicle dismantling will be stored and disposed of in accordance with EPA standards, ensuring no risk to soil, water or surrounding land. No native vegetation is affected, and the land is not subject to flood, erosion or fire hazards.

All dismantling will occur within the existing building, ensuring noise, odour and amenity impacts are minimised. The managed storage of decommissioned vehicle bodies in the rear yard will not adversely affect the surrounding area. Hours of operation are limited to 8:30 am to 5:00 pm Monday to Saturday, with no operations on Sundays.

Traffic movements are modest and include vehicle deliveries three times per week and the monthly delivery and removal of four shipping containers. The Traffic Report (TrafficAble, August 2025) confirms that existing car parking, loading arrangements and accessways are adequate and that the local road network can accommodate the level of traffic generated without adverse safety or amenity impacts

Accordingly, the proposal satisfies the decision guidelines of Clause 65.01 by ensuring the use is consistent with orderly planning, appropriately located within an industrial zone, environmentally responsible, and compatible with the amenity and operation of the surrounding area.



6. ASSESSMENT

The following assessment considers the proposal against the relevant planning controls and policy objectives of the Cardinia Planning Scheme, with a particular focus on the Industrial 1 Zone (IN1Z), relevant State and Local policies, and decision guidelines. The proposal seeks approval for the retrospective use and development of the land at 33 Sharnet Circuit, Pakenham as a materials recycling facility (end-of-life vehicles) and associated buildings and works.

Industrial 1 Zone (IN1Z)

The subject site is located within the Industrial 1 Zone (IN1Z), which applies to much of the Pakenham industrial precinct and supports manufacturing, storage, distribution and associated industrial activities. The purpose of the zone is to provide for employment-generating uses that are compatible with the industrial context, while ensuring that amenity impacts are appropriately managed.

The proposed materials recycling facility is consistent with the intent of the zone, being an employment-generating industrial use that is located within a dedicated industrial estate and supported by operational controls to manage amenity and environmental effects.

State and Local Planning Policy Compliance

The proposal aligns with relevant State and Local Planning Policies that encourage resource recovery, recycling and circular economy outcomes, as well as the efficient use of industrial land for employment. The facility contributes to industrial diversity, supports job creation, and ensures end-of-life vehicles are dismantled and recycled in a controlled environment.

At the local level, the proposal supports the Cardinia Planning Scheme's objectives for industry by promoting the use of zoned industrial land for its intended purpose and reinforcing the role of the Sharnet Circuit estate as a local employment precinct.

Amenity Considerations

The operation is controlled in intensity and subject to strict environmental safeguards. All dismantling and cutting occur indoors on bunded hardstand, with drain wardens and spill management systems installed in accordance with EPA requirements. Outdoor storage is limited to vehicle shells and parts in designated bays with six-metre separations, ensuring safe access and fire management.

Noise, dust and odour are minimised through indoor operations and good housekeeping practices. With these measures, the use does not generate unreasonable off-site amenity impacts.

Interface with Surrounding Uses

The site is surrounded by compatible industrial and warehouse uses of similar bulk and function. The proposed facility will not be adversely affected by adjoining operations and will not constrain the lawful use of neighbouring land. The use is therefore fully compatible with the precinct.

Traffic and Access

Vehicle movements are modest and consistent with the capacity of Sharnet Circuit and the surrounding industrial road network. Deliveries and pickups are restricted to rigid trucks not exceeding 12.5 metres, with a maximum of three collections per week and up to four shipping containers processed per month. Swept path analysis confirms that a 12.5 metre large rigid vehicle can enter, load/unload, and exit the site in a forward direction.

Forklifts used internally will not affect traffic safety, and overall vehicle movements are minor relative to the estate's design capacity.

Car Parking Provision



The site provides a total of eight on-site car spaces, including one accessible space, located within the secure portion of the property. This satisfies Clause 52.06 of the Cardinia Planning Scheme, which requires a minimum of 10 per cent of the site area as car parking.

The provision adequately accommodates up to six staff members, with capacity for occasional visitors associated with logistics operations. As there is no retail sales component, customer parking demand is negligible.

Use of the Site

The proposal makes efficient use of the existing warehouse development approved under Permit T120355, with only minor associated works required for line marking, bunding, signage and stormwater management. The operation is predominantly indoors, with outdoor storage tightly controlled, and is fully compatible with the industrial character of the precinct.

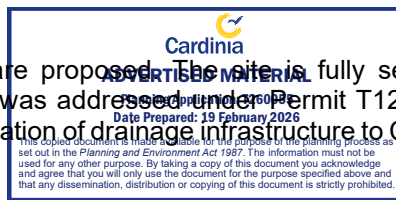
Environmental Management and EPA Referral

The facility requires the safe handling of fluids, vehicle parts and by-products. The operation incorporates bunded storage areas, spill management controls and compliance with EPA requirements for the collection and disposal of oils, coolants and other fluids. These measures ensure that no contaminants enter the stormwater system and that environmental risks are minimised.

As “vehicle recycling or disposal” is listed under Clause 53.10 with a 500-metre threshold distance, and residential land exists within this distance to the north, the application must be referred to the Environment Protection Authority (EPA) under Section 55 of the Planning and Environment Act 1987. This statutory referral provides additional oversight to ensure that amenity and environmental impacts are properly considered and managed.

Stormwater Management

No new buildings or major works are proposed. The site is fully sealed with hardstand and warehouse coverage, and stormwater drainage was addressed under Permit T120355, which required connection to a legal point of discharge and the installation of drainage infrastructure to Council's satisfaction. These conditions remain in effect.



All dismantling occurs indoors, and the outdoor yard is limited to the managed storage of decommissioned vehicle shells. Drain wardens and spill control systems are in place to protect water quality. The proposal therefore complies with Clause 53.18 Stormwater Management by ensuring that stormwater quality is not compromised and existing infrastructure is maintained.

Clause 53.14 Resource Recovery

The proposal is a modest, small-scale materials recycling facility. It is not a large or intensive recycling plant, but a contained operation focused on dismantling end-of-life vehicles and recovering usable components. All dismantling occurs inside the warehouse, with only vehicle shells stored in an orderly manner outdoors. The operation employs six staff and generates limited traffic movements, including three deliveries per week and four container movements per month.

The subject land is appropriately zoned Industrial 1 and is located within an established industrial estate, buffered from sensitive uses by the East Pakenham railway station and the Princes Freeway. Residential uses to the north already experience higher background noise from the train station, which exceeds the activity levels generated by the facility.

The proposal therefore achieves the purpose of Clause 53.14 by facilitating resource recovery in a suitable location while ensuring environmental and amenity impacts are appropriately managed.



7. CONCLUSION

The proposal is considered appropriate for the following reasons:

- The retrospective use and development of the land for a materials recycling facility (end-of-life vehicles) is an appropriate and compatible activity within the surrounding industrial precinct, contributing to the economic and employment role of the Pakenham industrial estate.
- Adequate car parking is provided on-site to meet the operational demand of up to six staff members, with a total of eight spaces including one accessible bay. This provision satisfies the requirements of Clause 52.06 of the Cardinia Planning Scheme and ensures no off-site parking impacts.
- All dismantling and cutting activities occur indoors on bunded hardstand, with outdoor storage limited to designated bays separated for safety and access. Spill kits, bunding and drain wardens have been installed in accordance with EPA requirements, ensuring that environmental risks are minimised and amenity impacts avoided.
- The proposal makes efficient use of existing warehouses constructed under the original permit, with only minor associated works required for line marking and stormwater management. These works are low-scale and consistent with the established use of the land.

Accordingly, it is submitted that Council approve the Section 72 amendment to Planning Permit T120355 to enable the continued lawful use and development of the land for a materials recycling facility (end-of-life vehicles) and associated buildings and works.



Traffic Report

**33 Sharnet Circuit
Pakenham**



ADVERTISED MATERIAL

Planning Application: T260055
Date Prepared: 19 February 2026

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1. Introduction

1.1 Purpose of this report

AS Planning has engaged Trafficable Consultants to prepare an assessment of the proposed material recycling centre at 33 Sharnet Circuit Pakenham against the Clause 52.06 of the Cardinia Council Planning Scheme and other relevant engineering standards.

1.2 Referenced Documents

The following documents are used in the preparation of this report:

- Latest Architectural Drawings
- The Cardinia City Council Planning Scheme
- AS/NZS 2890.1 2004 Parking facilities Part 1 off-street car parking
- NSW Guide to Transport Impact Assessment





2. Summary of Compliance to Clause 52.06 of the Cardinia Council Planning Scheme

| 52.06 Cardinia Planning Scheme | Design Response |
|---|--|
| Number of parking spaces required for the proposed development. | <p>The proposal seeks to convert the existing warehouse at 33 Sharnet Circuit, Pakenham, into a material recycling centre, with the provision of eight on-site parking spaces, including one accessible space. An additional nine spaces are provided along the eastern boundary to supplement the on-site provision during periods of extended container loading. This arrangement ensures that a total of eight on-site spaces are maintained under all operating conditions.</p> <p>The redevelopment will reallocate existing Cardinia Council land and car parking areas to support the operational requirements of the facility. The site is within an established industrial Precinct-zoned Industrial 1 Zone (IN1Z), and subject to the Principal Public Transport Network (PPTN) overlay. Under this overlay, a material recycling centre must provide parking equal to 10% of the site area. Based on the total site area of 2,386 square metres, the requirement equates to 239 square metres of parking.</p> <p>In accordance with the Cardinia Planning Scheme, a standard parking space measures 2.6 metres by 4.9 metres, with a 6.4-metre aisle width. The total area required for one space, including aisle allowance, is 29.38 square metres. Applying this standard, the 239 square metre requirement equates to approximately eight spaces ($239 \div 29.38 \approx 8.13$). Accordingly, the proposed provision of eight on-site spaces fully satisfies the statutory parking requirements.</p> <p>The facility will operate from 8:30 AM to 5:00 PM, Monday to Saturday, and will be closed</p> |

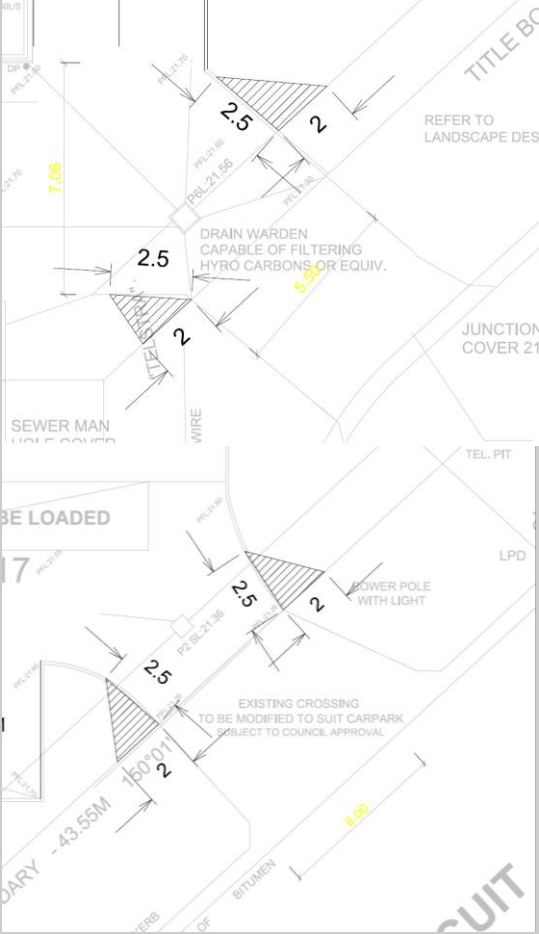





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| | <p>on Sundays. Six full-time staff will undertake daily operations, including vehicle handling, safety compliance, equipment use, and site logistics. The facility will not accommodate retail sales or on-site car trading. Vehicles will be received, dismantled within the existing building, and loaded into containers for off-site transport. Vehicle pickups will occur three times per week, supported by dedicated trucks. Four shipping containers will be processed monthly, delivered at the start of each month and collected at the end for overseas shipment.</p> <p>On-site activities will include the use of up to three forklifts at any one time and a circular metal saw for dismantling, with all operations contained within the existing building. Storage and management of fuel, coolant, and by-products will be undertaken in compliance with environmental and safety regulations. The maximum number of vehicles stored on-site at any one time will be 30.</p> <p>This operational model demonstrates compliance with planning requirements, ensures efficient use of the site, and promotes sustainable material recovery through safe, responsible, and environmentally sound practices. Further details are provided in the site plan at Appendix A.</p> |
| Design Standard 1 – Accessways | |
| Be at least 3 metres wide. | Complies, as the driveway is measured at 5.5m wide at the entrance to the site. |
| Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide. | Not applicable. |
| Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre. | Not Applicable. |
| Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres. | Complies, as the driveway has no overhead coverage. |





| | |
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| <p>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.</p> | <p>Not applicable.</p> |
| <p>Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.</p> | <p>Not applicable.</p> |
| <p>Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.</p> <div data-bbox="276 1146 685 1346"> <p>Cardinia ADVERTISED MATERIAL Planning Application: T260055 Date Prepared: 19 February 2026</p> <p><small>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.</small></p> </div> | <p>Complies, as sight line splays can be maintained at the vehicle access and no modifications are required at the location.</p>  <p>The diagram is a technical site plan showing a road intersection and surrounding infrastructure. Key features include: <ul style="list-style-type: none"> Sight Line Splays: Two triangular areas at the intersection are marked with dimensions of 2.5m and 2m, indicating required clear zones for sight lines. Infrastructure: Labels include 'SEWER MAN HOLE COVER', 'WIRE', 'DRAIN WARDEN CAPABLE OF FILTERING HYDROCARBONS OR EQUIV.', 'POWER POLE WITH LIGHT', 'TEL. PIT', 'JUNCTION COVER 21', 'EXISTING CROSSING TO BE MODIFIED TO SUIT CARPARK SUBJECT TO COUNCIL APPROVAL', and 'BITUMEN'. Dimensions: Various measurements are provided, such as 7.06, 5.97, 150'01, and 43.55M. Other Labels: 'TITLE BC', 'REFER TO LANDSCAPE DES', 'BE LOADED', 'LPD', 'ADJ. OF', and 'SUIT'. </p> |
| <p>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 6 metres from the road carriageway. If entry to the car space is from a road, the width of the accessway may include the road.</p> | <p>Not applicable.</p> |



| Design standard 2 – Car parking spaces | | | | | | | | | | | | | | |
|--|---|----------------|---------------|------------------|-------------------|-----------|-----------------------|-------------|----------------------------------|-------------------|-----------|-----------------------|-----------|---|
| <p>90-degree parking spaces are required to be provided at 2.6m wide and 4.9m long with 6.4m accessway width.</p> <div><div><p>ADVERTISED MATERIAL Planning Application: T260055 Date Prepared: 19 February 2026</p><p><small>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.</small></p></div></div> | <p>The proposal complies with the relevant requirements, as all standard parking spaces including the 9 car spaces are designed to measure 2.6 metres in width and 4.9 metres in length, with an accessway width of 6.4 metres. The accessible space has also been designed in accordance with standards, providing a 2.4-metre-wide bay with an adjoining 2.4-metre shared area, a length of 5.4 metres, and a 5.8-metre aisle width.</p> <p>Appendix B includes a swept path analysis confirming that a 12.5-metre Large Rigid Vehicle can access both loading areas within the two car parks via Sharnet Circuit.</p> <p>The loading area will also temporarily accommodate shipping containers for the storage of recycled material. While most loading and unloading will occur over a short period, there may be occasions when scheduled operations take longer. During these times, the placement of the shipping container will obstruct some parking spaces in the eastern car park. To address this, additional car spaces have been provided in the eastern car park to ensure that a total of eight spaces are maintained under all operational conditions of the recycling centre. Please refer to Appendix B for more details.</p> | | | | | | | | | | | | | |
| Design standard 3: Gradients | | | | | | | | | | | | | | |
| <p>Accessway grades must not be steeper than 1:10 (10 per cent) within 5 metres of the frontage to ensure safety for pedestrians and vehicles. The design must have regard to the wheelbase of the vehicle being designed for; pedestrian and vehicular traffic volumes; the nature of the car park; and the slope and configuration of the vehicle crossover at the site frontage. This does not apply to accessways serving three dwellings or less.</p> | <p>Not applicable.</p> | | | | | | | | | | | | | |
| <p>Table 3: Ramp gradients</p> <table><tr><th>Type of car park</th><th>Length of ramp</th><th>Maximum grade</th></tr><tr><td rowspan="2">Public car parks</td><td>20 metres or less</td><td>1:5 (20%)</td></tr><tr><td>longer than 20 metres</td><td>1:6 (16.7%)</td></tr><tr><td rowspan="2">Private or residential car parks</td><td>20 metres or less</td><td>1:4 (25%)</td></tr><tr><td>longer than 20 metres</td><td>1:5 (20%)</td></tr></table> | Type of car park | Length of ramp | Maximum grade | Public car parks | 20 metres or less | 1:5 (20%) | longer than 20 metres | 1:6 (16.7%) | Private or residential car parks | 20 metres or less | 1:4 (25%) | longer than 20 metres | 1:5 (20%) | <p>The site gradients remain unchanged under the proposal and are deemed to be compliant.</p> |
| Type of car park | Length of ramp | Maximum grade | | | | | | | | | | | | |
| Public car parks | 20 metres or less | 1:5 (20%) | | | | | | | | | | | | |
| | longer than 20 metres | 1:6 (16.7%) | | | | | | | | | | | | |
| Private or residential car parks | 20 metres or less | 1:4 (25%) | | | | | | | | | | | | |
| | longer than 20 metres | 1:5 (20%) | | | | | | | | | | | | |



| | |
|---|---|
| Where the difference in grade between two sections of ramp or floor is greater than 1:8 (12.5 per cent) for a summit grade change, or greater than 1:6.7 (15 per cent) for a sag grade change, the ramp must include a transition section of at least 2 metres to prevent vehicles scraping or bottoming. | The site gradients remain unchanged under the proposal and are deemed to be compliant. |
| Construction of car parking | |
| constructed and available for use in accordance with the plan approved by the responsible authority; | The site car park remains largely unchanged under the proposal and are deemed to be compliant. |
| and formed to such levels and drained so that they can be used in accordance with the plan; | The site car park remains largely unchanged under the proposal and are deemed to be compliant. |
| and treated with an all-weather seal or some other durable surface; | The site car park remains largely unchanged under the proposal and are deemed to be compliant. |
| line-marked or provided with some other adequate means of showing the car parking spaces, before any of the following occurs: <ul style="list-style-type: none"> the new use commences; | The site car park remains largely unchanged with some minor modification to the line marking which will be completed to council's satisfaction. |





Appendix A: Site Plan





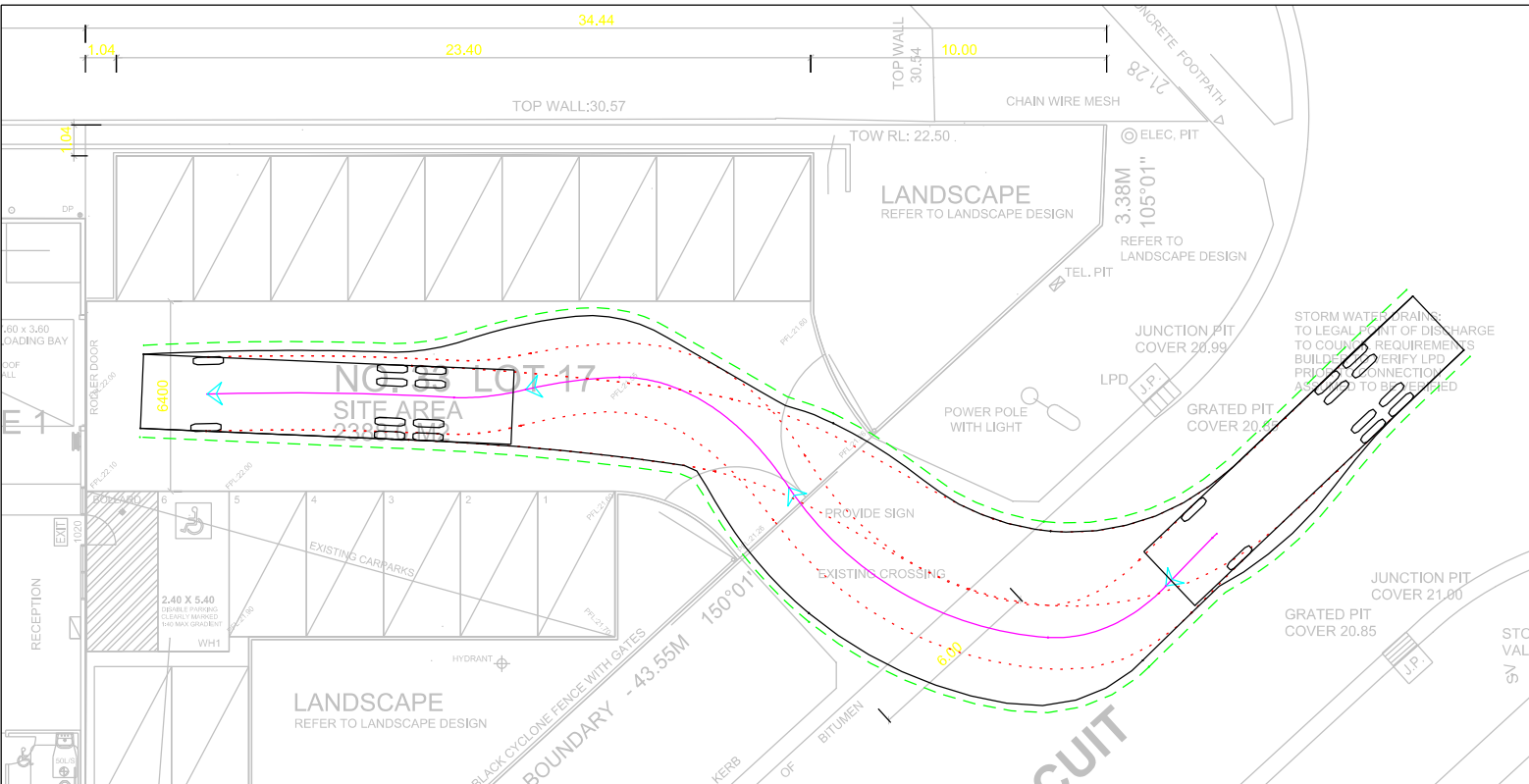


Appendix B: Swept Path Analysis

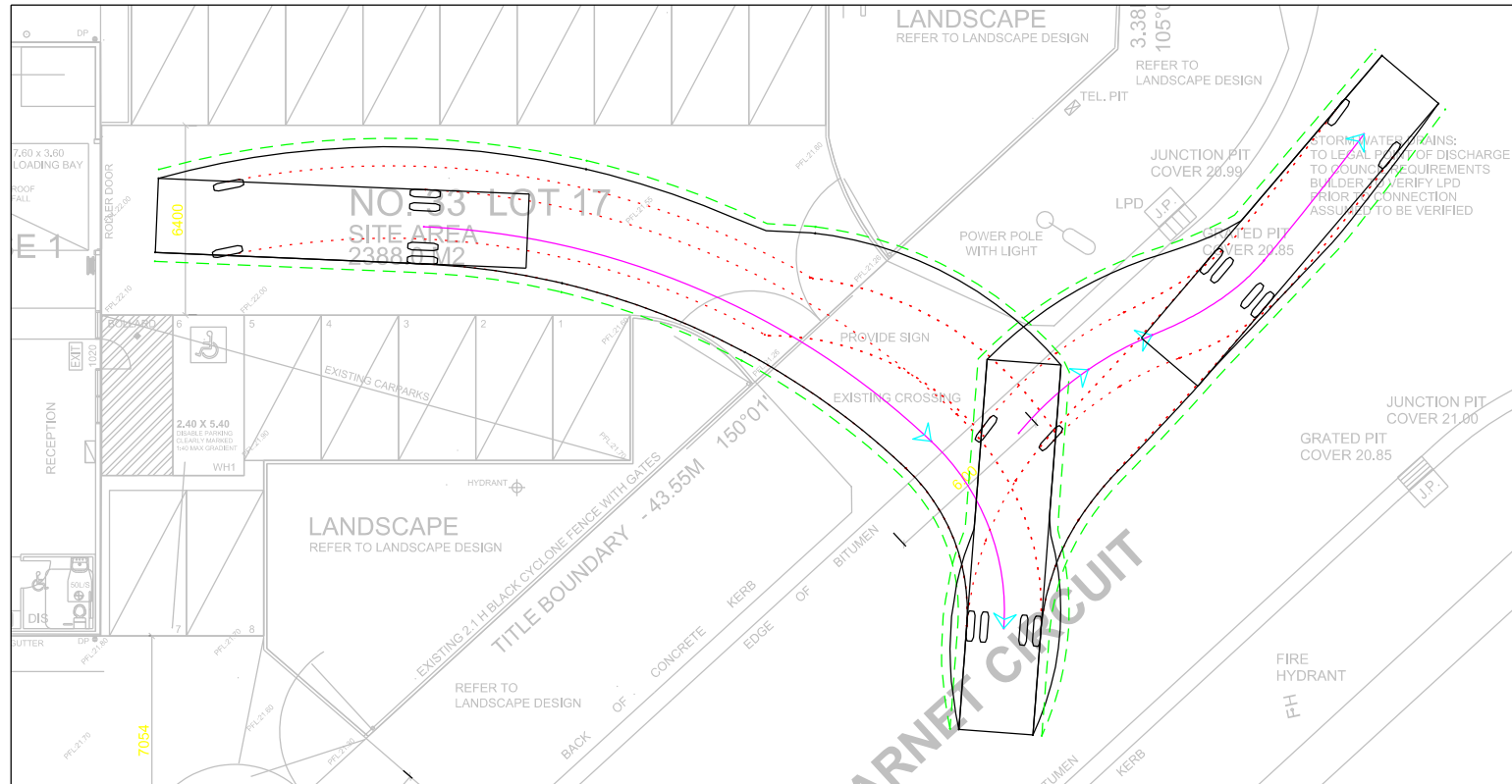


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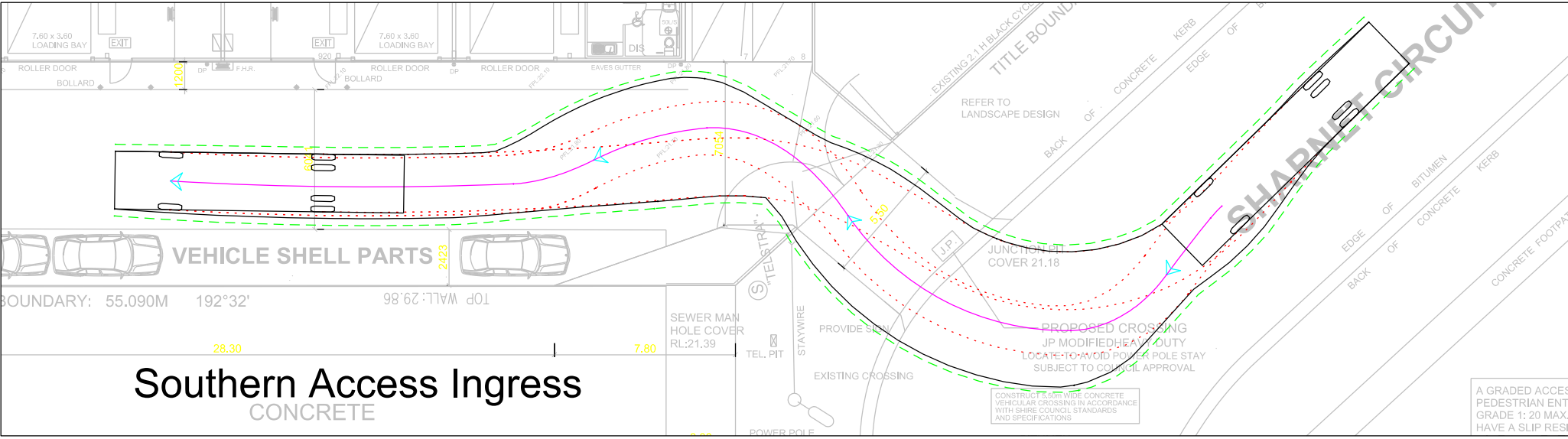
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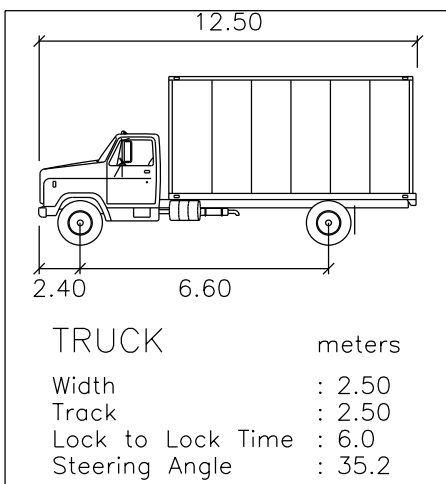
Northern Access Ingress



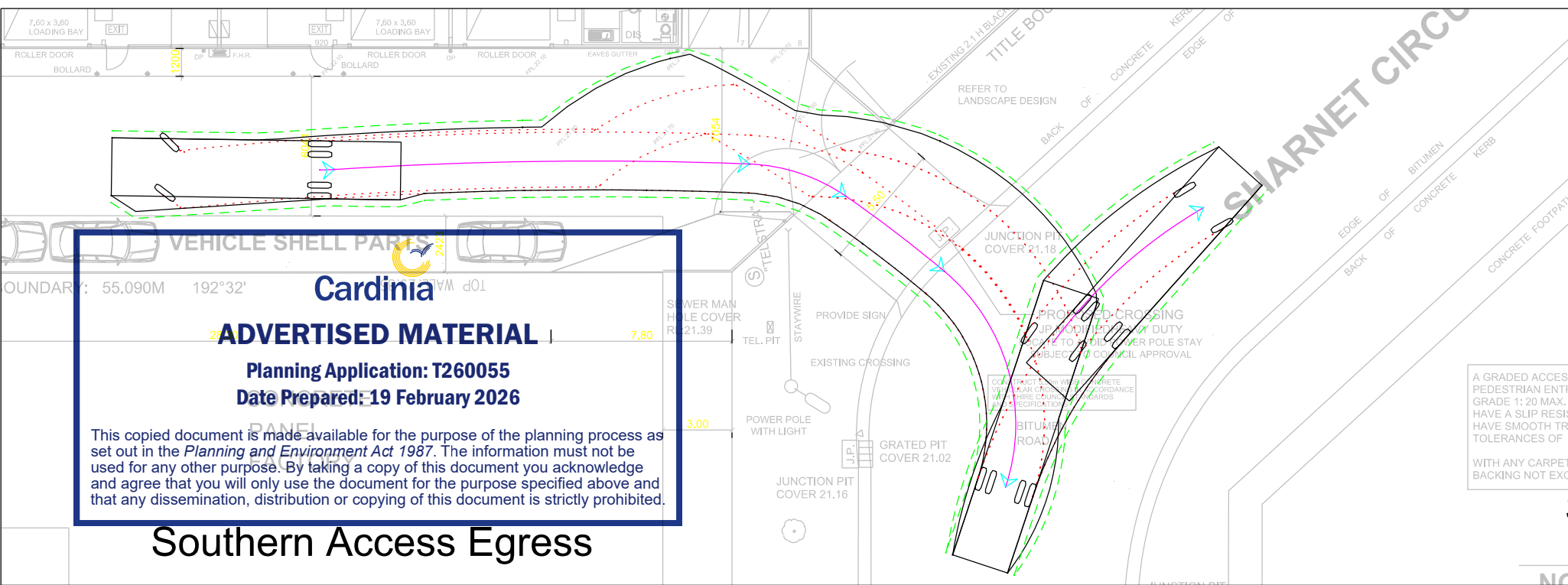
Northern Access Egress



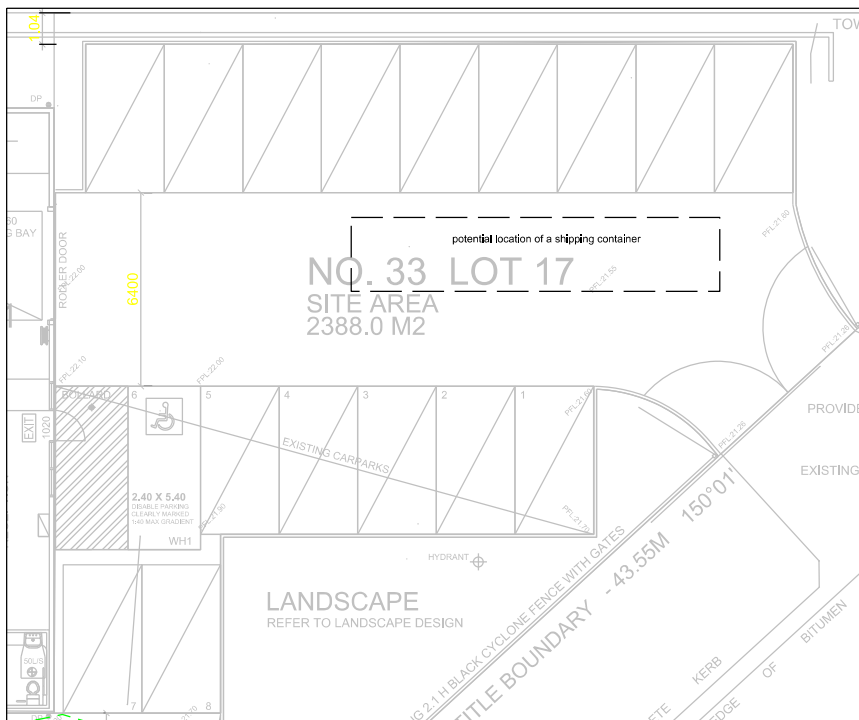
Southern Access Ingress



TrafficAble
Swept Path
Analysis
33 Sharnet Circuit
Parkenham
Page 1/1
1:250@ A3
4/8/2025 Rev 1



Southern Access Egress



Shipping Container Temporarily Blocking Some Parking While Maintaining 8 Parking Spaces

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SPILL KIT

ALL DECANTING OF AUTOMOTIVE FLUIDS FROM VEHICLES TO BE CONDUCTED INDOORS
DRAIN WARDEN - CAPABLE OF FILTERING HYDROCARBONS (OR EQUIVALENT) INSIDE THE STORMWATER DRAIN
END OF LIFE VEHICLES

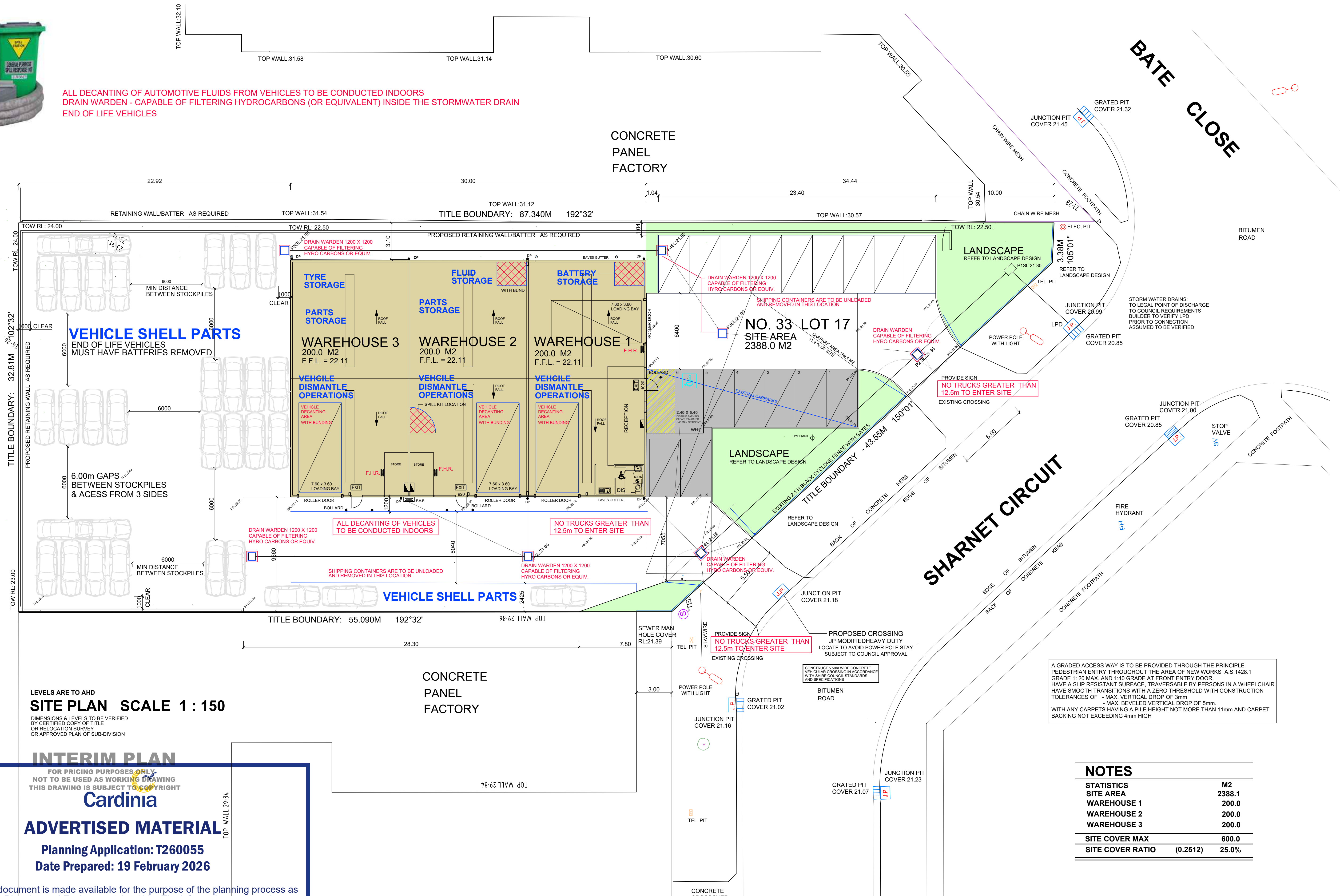
RAILWAY RESERVE

RAILWAY RESERVE

RAILWAY RESERVE

RAILWAY RESERVE

RAILWAY RESERVE



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SITE PLAN SCALE 1 : 150
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INTERIM PLAN

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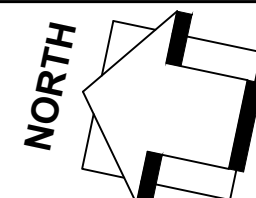
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Project: PROPOSED MATERIALS RECYCLING FACILITY (VEHICLES)
Client: TM AUTO WRECKERS
Address: LOT 17 No. 33 SHARNET CIRCUIT, PAKENHAM

Date: Issue: Amendments:



2 0 2 4 6 8

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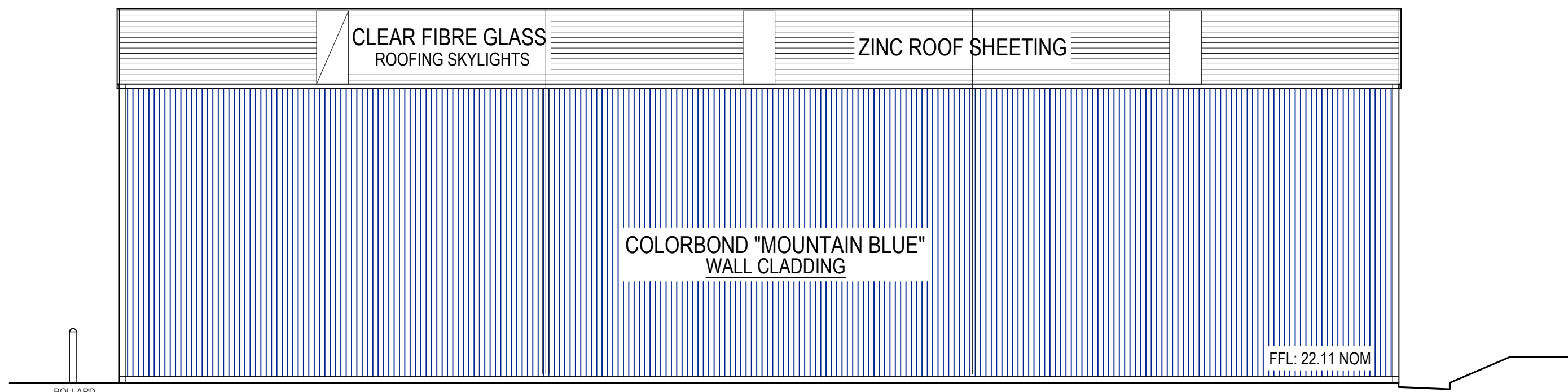
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Checked:
Issue No: B..

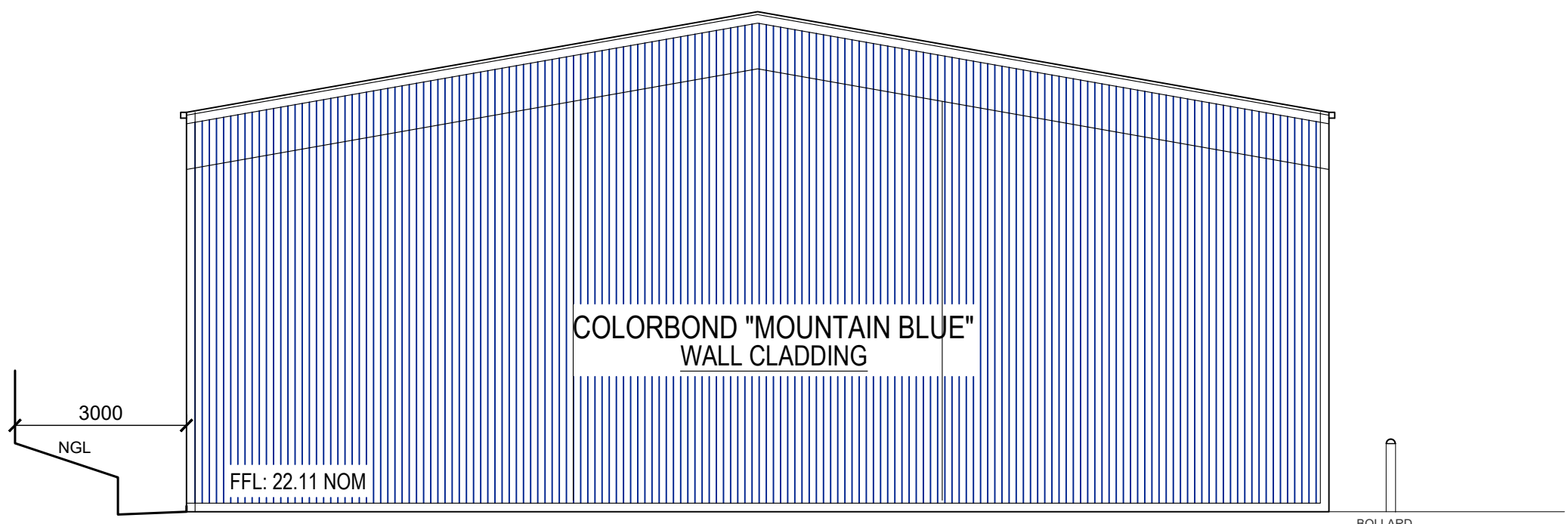
A GRADED ACCESS WAY IS TO BE PROVIDED THROUGH THE PRINCIPLE PEDESTRIAN ENTRY THROUGHOUT THE AREA OF NEW WORKS A.S.1428.1 GRADE 1: 20 MAX. AND 1:40 GRADE AT FRONT ENTRY DOOR. HAVE A SLIP RESISTANT SURFACE, TRAVERSABLE BY PERSONS IN A WHEELCHAIR HAVE SMOOTH TRANSITIONS WITH A ZERO THRESHOLD WITH CONSTRUCTION TOLERANCES OF - MAX. VERTICAL DROP OF 3mm - MAX. BEVELED VERTICAL DROP OF 5mm. WITH ANY CARPETS HAVING A PILE HEIGHT NOT MORE THAN 11mm AND CARPET BACKING NOT EXCEEDING 4mm HIGH

NOTES

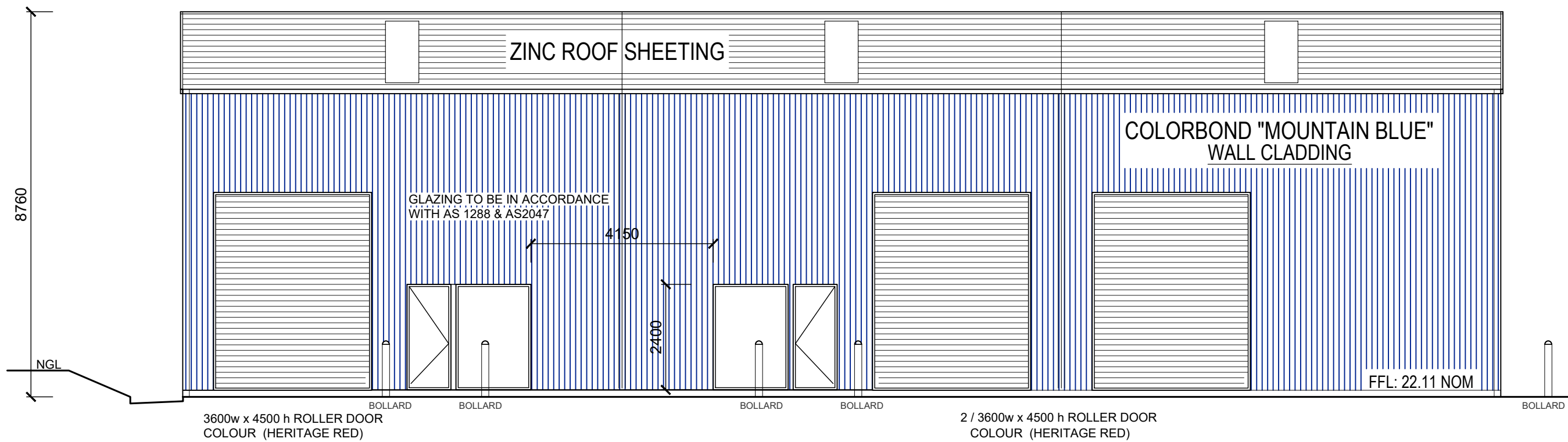
| STATISTICS | M2 |
|------------------|----------------|
| SITE AREA | 2388.1 |
| WAREHOUSE 1 | 200.0 |
| WAREHOUSE 2 | 200.0 |
| WAREHOUSE 3 | 200.0 |
| SITE COVER MAX | 600.0 |
| SITE COVER RATIO | (0.2512) 25.0% |



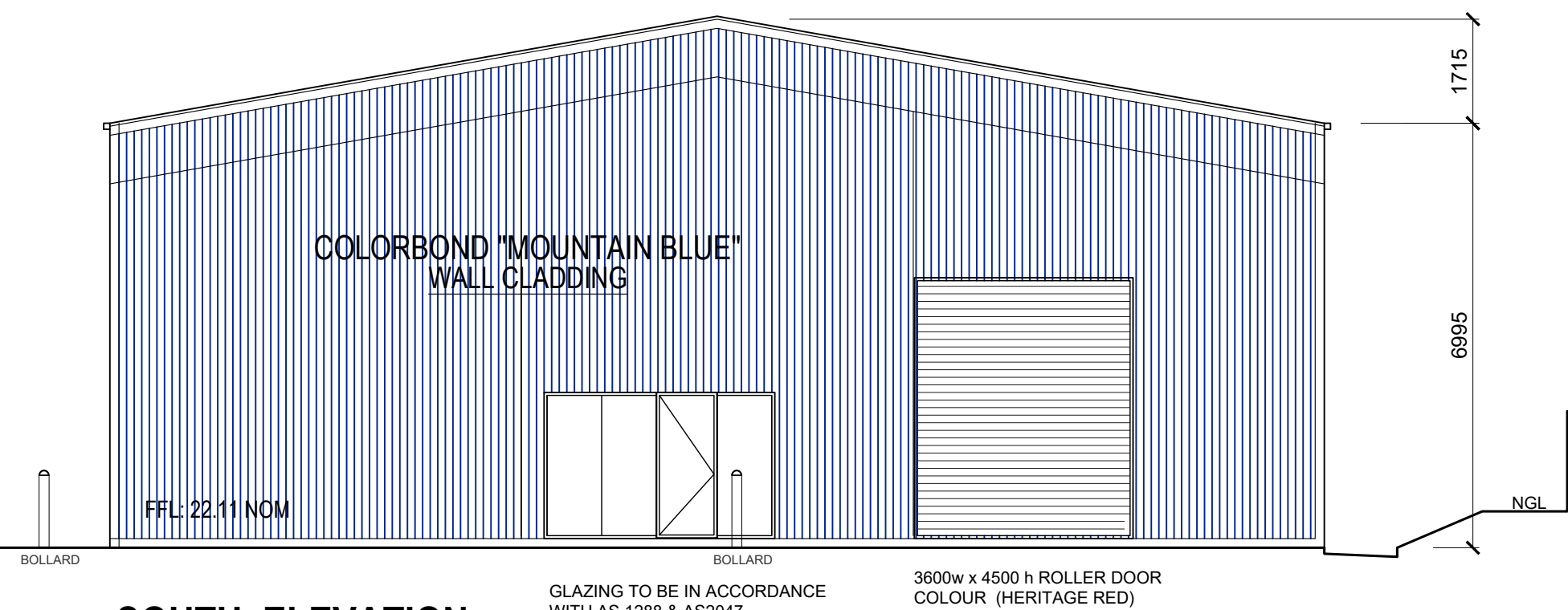
EAST ELEVATION



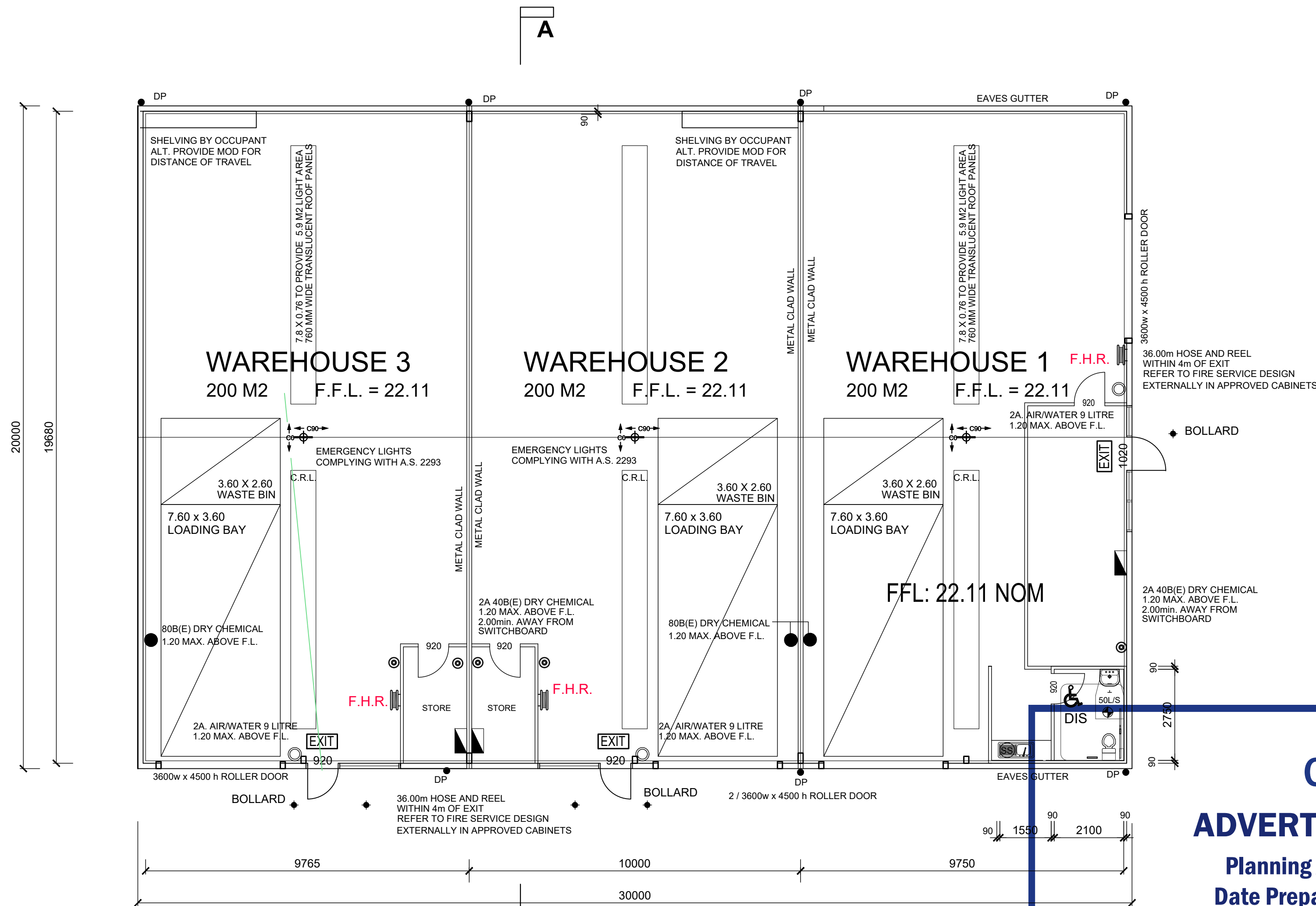
NORTH ELEVATION



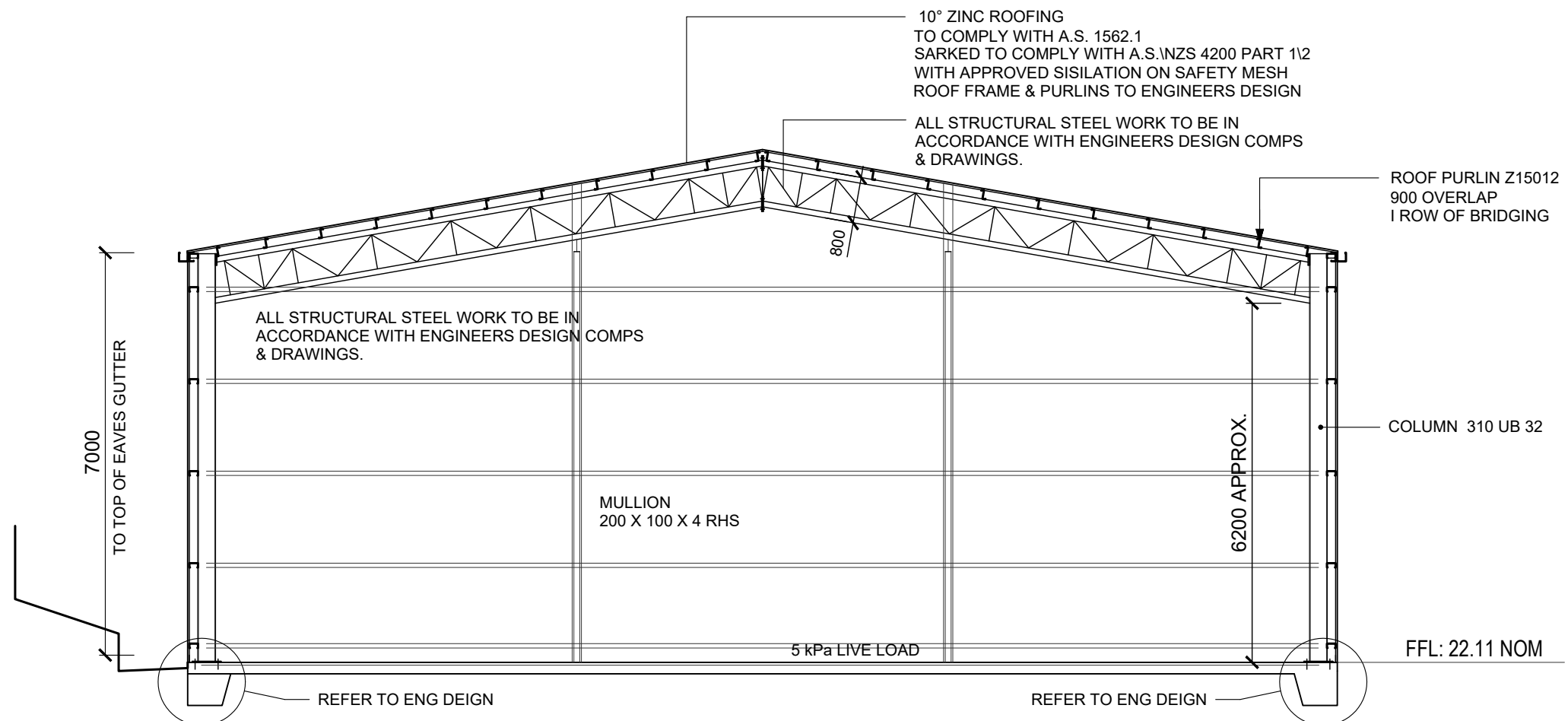
WEST ELEVATION



SOUTH ELEVATION



FLOOR PLAN 1:100 CLASS 7
LEVELS ARE TO AHD



TYPICAL SECTION A : A SCALE 1 : 100

ALL EXIT DOORS ARE REQUIRED TO BE OPERABLE WITHOUT A KEY FROM THE SIDE THAT FACES A PERSON SEEKING EGRESS, BY A SINGLE HAND DOWNWARD ACTION ON A SINGLE DEVICE WHICH IS LOCATED BETWEEN 900 - 1100mm FROM THE FLOOR.
BE SUCH THAT THE HAND OF A PERSON WHO CANNOT GRIP WILL NOT SLIP FROM THE HANDLE DURING THE OPERATION OF THE LATCH AND HAVE CLEARANCE BETWEEN THE HANDLE AND THE BACK PLATE OR DOOR FACE AT THE CENTRE GRIP SECTION OF THE HANDLE OF NOT LESS THAN 50mm & NOT MORE THAN 45mm OR
BY A SINGLE HAND PUSHING ACTION ON A SINGLE A SINGLE DEVICE WHICH IS LOCATED BETWEEN 900 - 1200 MM FROM THE FLOOR.
22.21 BCA 2011

FIRE HAZARD PROPERTIES OF ALL MATERIALS & ASSEMBLIES IN THE BUILDING TO BE GENERALLY SPREAD-OF-FLAME NOT > 9 AND A SMOKE-DEVELOPED INDEX NOT > 8. IF SPREAD OF FLAME IS > 9 OR ANY COMBUSTIBLE ROOF SKYLIGHTS, FLOOR COVERINGS SUCH AS CARPET etc. C1.10 & SPEC. 1.10 AND/OR SPEC. 1.10a)



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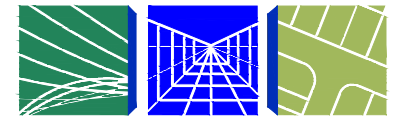
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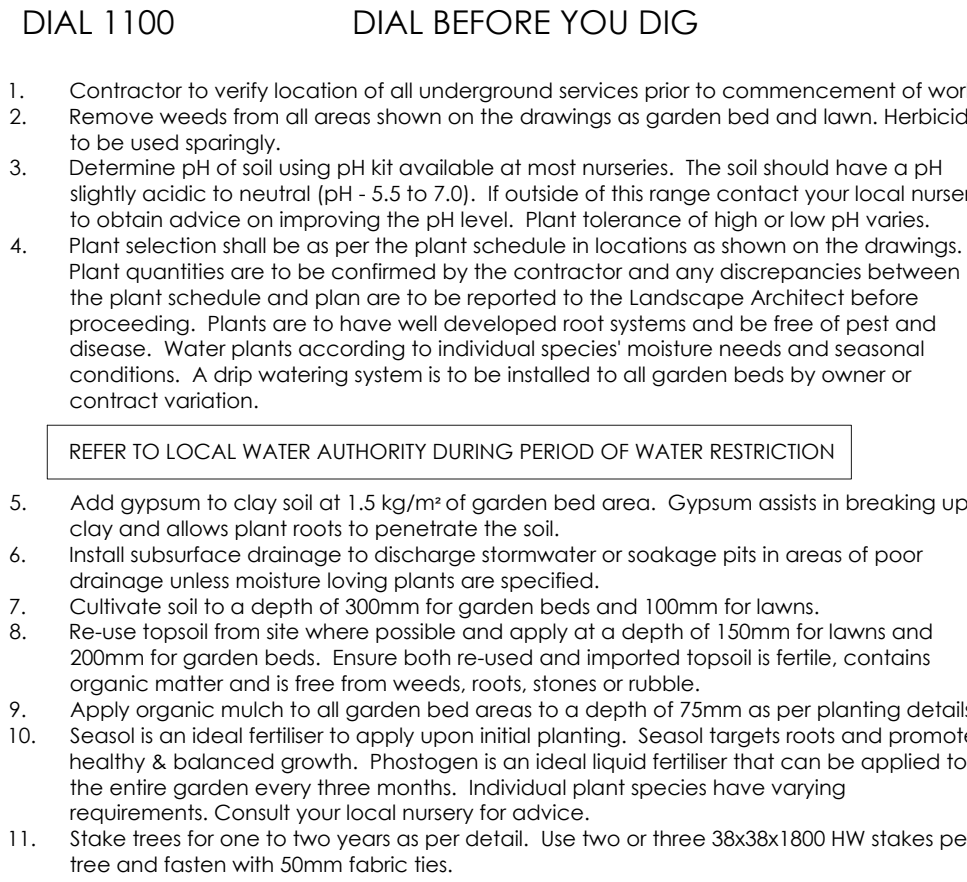
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Client: TM AUTO WRECKERS

Address: LOT 17 No. 33 SHARNET CIRCUIT, PAKENHAM

Date: Issue: Amendments:



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SHRUB PLANTING DETAIL