

6.1.2 Use and Development of the Land for a Place of Assembly (Youth Centre) and Works Associated with a Car Park

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Recommendation(s)

That Council issue Planning Permit T200520 for Use and development of the land a place of assembly (Youth Centre) and works associated with a car park at 37, 39 & 43 James Street, Pakenham VIC 3810 subject to the conditions attached to this report.

Attachments

1. Locality Map [6.1.2.1 - 1 page]
2. Development Plans [6.1.2.2 - 8 pages]

Executive Summary

APPLICATION NO.:	T200520
APPLICANT:	Cardinia Shire Council
LAND:	37, 39 & 43 James Street, Pakenham VIC 3810
PROPOSAL:	Use and development of the land a place of assembly (Youth Centre), creation of an easement and works associated with car park upgrade
PLANNING CONTROLS:	Commercial 1 Zone ('C1Z') Development Contributions Overlay – Schedule 1 ('DCP1') Parking Overlay ('PO')
NOTIFICATION & OBJECTIONS:	Pursuant to Section 55 of the <i>Planning and Environment Act 1989</i> notices were sent to adjoining properties 140 notices were sent and three (3) signs were erected on the site one to each lot. No objections were received.
KEY PLANNING CONSIDERATIONS:	Pakenham Activity Centre Commercial areas Urban Design Car parking Creation of an Easement
TITLE PARTICULARS:	Three title no easements and no registered title restrictions.
RECOMMENDATION:	Approval subject to conditions

Background

The subject site includes three Cardinia Shire owned parcels all of which are being used for public car parking.

The proposal for the utilisation of the site at No. 41 James Street Pakenham (now known as No.43) for the development of the new My Place Youth Centre was tabled as item 6 at the 19th September 2019 General Council Meeting.

Cardinia Shire Council's 'My Place' youth facility is located in Main Street Pakenham, it was opened in 2012. Since that time, the service has provided a holistic approach to meeting the needs of young people by having multi-disciplinary services in the one location. Funding for the redevelopment is being contributed by State and Federal Governments.

No previous planning permit history exists for the site.

Subject Site

The subject site includes three properties Nos 37, 39 and 43 James Street Pakenham.

Each of the lots are located on the south side of James Street in Pakenham Activity Centre.

- No 37 James Street (CP170823 V9899 F421) has a land size of 1022.52sqm and a street frontage 20.12 metres
- No 39 James Street (L1-2 TP836323) Total land area 1968.16 sqm and a street frontage of 40 metres
- No 43 James Street (43A\PP3272) Total land area 1013.97sqm and a street frontage of 21.11 metres
 - Total land area: 4004.65

The sites have a combined street frontage of approximately 80 metres to James Street on the northern boundaries of each site.

There are three crossovers located along the northern boundaries of each of the lots. There are no easements on the titles.

The site currently contains an unsealed public car parking lot with no vegetation.

The topography of the land is flat with a slight undulation across the site.

The main characteristics of the surrounding area is that of a commercial centre, the subject site is on the edge of the Pakenham commercial precinct within the Pakenham Activity centre. In this mixed use area with existing dwellings or buildings incrementally being replaced with commercial uses or more fine grain residential development.

To the south and south-east of the are main commercial precincts of Main Street and John Street. The Pakenham Library is located 200 metres to the east of the site and the Pakenham Railway Station is located 450 metres to the south-east.

Immediately adjoining the site is:

North: Newly constructed childcare centre

East: Two dwellings and one former dwelling utilised as a commercial premise

South: The United Church of Pakenham and associated car park
West: Several properties which contain single or multiple commercial premises fronting to Main Street.

Relevance to Council Plan

Nil.

Proposal

It is proposed to use and develop the subject land for a youth centre (place of assembly), creation of a carriageway easement and buildings and works associated with a car park upgrade.

Use and Development of a youth centre

A three-storey building is proposed on the subject site known as 43 James Street Pakenham to accommodate a youth centre. The use is categorised as a place of assembly. The youth centre will be formally known as My Place which is a Cardinia Shire Council run youth facility that was opened in 2012 in Pakenham.

The proposed use provides a purpose-built building for the multi-agency/disciplinary services that cater to the needs of young people in the area. MyPlace will relocate to the new building once completed, the building will be built for purpose to accommodate their operational needs. The use has been defined as a place of assembly as it reflects the variety of activities that will occur in the building, both formal and informal.

It is proposed that the maximum number of patrons to be on site at one time will be 80 plus staff members.

The building hosts a variety of different rooms that service a range of services from small to large gathering spaces, informal and formal areas, a GP room, laundry, I.T room, consultation rooms, classrooms and recreation space.

The building will present directly to the James Street frontage to provide a highly pedestrian accessible building. The ground floor will present as a formal reception area with a waiting room plus consultation suites, kitchen with some more informal spaces. To the rear of the building is the car parking and bicycle facilities to service the facility.

The second floor of the building provides larger group rooms such as classrooms and breakout areas plus amenities and access to the third level recreational area.

The built form is a modern style with well-articulated facades on each level, the narrowest setback from the James Street frontage is 2 metres. The building will have a minimum setback of 606mm from the northern boundary, a minimum setback of 16 metres from the west boundary and will be constructed on the southern boundary for a length of 9.934 metres.

The overall building height is 11.95 metres from natural ground level.

Creation of a carriage way easement

It is proposed to include a 6.1m carriageway easement on the future consolidated title to ensure on going access to the car parking to the rear of the youth centre. It is proposed that the easement will run from the James Street frontage to approximately 7 metres off the western boundary.

Buildings and works associated with a car park

The sealing of the James Street car parking is proposed in this application. The proposal includes lighting and a new vehicle crossing to the site.

The proposal is for a total of 98 sealed car park spaces on the two vacant car parking lots with 13 car spaces at the rear of the youth centre. The total amount of car spaces across the three lots is 111.

Planning Scheme Provisions

State Planning Policy Framework (SPPF)

The relevant clauses of the SPPF are:

- Clause 11.02-2S Structure Planning
- Clause 11.02-3S Sequencing of Development
- Clause 11.03-1S Activity Centres
- Clause 13.07-1S Land use compatibility
- Clause 15.01-1S Urban design
- Clause 15.01-2S Building Design
- Clause 15.01-4S Healthy Neighbourhoods
- Clause 15.02-1S Energy and Resource Efficiency
- Clause 17.01-1S Diversified economy
- Clause 17.01-1S Innovation and Research
- Clause 18.01-1S Land use and transport planning
- Clause 18.02-1S Sustainable personal transport
- Clause 18.02-2S Public Transport
- Clause 18.02-4S Car parking
- Clause 19.02-1S Health Facilities
- Clause 19.02-4S Social and Cultural infrastructure
- Clause 19.03-2S Infrastructure design and provision

Local Planning Policy Framework (LPPF)

The relevant clauses of the LPPF are:

- Clause 21.01 Cardinia Shire Key Issues and Strategic Vision
- Clause 21.03-2 Urban Established Area - Beaconsfield and Pakenham
- Clause 21.04-1 Employment
- Clause 21.04-3 Activity Centres
- Clause 21.05-6 Community Services and Facilities
- Clause 21.06-1 Urban design

Relevant Particular/ General Provisions and relevant incorporated or reference documents

The relevant provisions/ documents are:

- Pakenham Parking Strategy,
- Pakenham Activity Centre Structure Plan
- Pakenham Activity Centre Urban Design Framework.

Cardinia Shire's Liveability Plan 2017-2029

This proposal has regard to Cardinia Shire's Liveability Plan 2017-2029, in particular:

- *Improved Social Cohesion*
- *Improved safety*
- *Reduce obesity*
- *Reduce harm from tobacco, alcohol, drugs and gaming*
- *Reduce financial vulnerability*

Zone

The land is subject to the **Commercial 1 Zone**

Overlays

The land is subject to the following overlays:

- Development Contributions Overlay – Schedule 1 ('DCP1')
- Parking Overlay ('PO')

Planning Permit Triggers

The proposal for the use and development of the land a place of assembly (Youth Centre), creation of an easement and works associated with a car park requires a planning permit under the following clauses of the Cardinia Planning Scheme:

- Pursuant to Clause 34.01-1, a permit is required for the use of a Place of Assembly (Youth Centre)
- Pursuant to Clause 34.01-4, a permit is required for buildings and works associated with a section 2 use and Municipal applications exceeding \$1 million in cost of works.
- Pursuant to Clause 52.02, a permit is required to create an easement

Public Notification

The application has been advertised pursuant to Section 52 of the Planning and Environment Act 1987, by:

- *Sending notices to the owners and occupiers of adjoining land.*
- *Placing three (3) signs on site*

■ The notification has been carried out correctly, and Council has received no objections to date.

Referrals

Nil.

Discussion

A number of state and local policies are relevant to this application that encourage the use and development to be located in activities centres to provide a fairer distribution of access to communities and health services.

Local policy framework such as 21.05-6 (Community services and facilities) acknowledges the diversity of age groups within the Cardinia Shire and the importance of providing services to meet the needs of particular age groups such as children, youth and the aged.

Additional Council policies such as the Council Plan, Pakenham Precinct Parking Plan, Pakenham Activity Centre Structure Plan and the Pakenham Activity Centre Urban Design Framework provide strategic justification for the proposal to be supported in the location within Pakenham.

A broader range of planning policies provide justification for the proposal including Clause 11.02-2S (Structure Planning) that aims to ensure effective planning and management of the land use and development of an area through the preparation of relevant plans. The proposal will be located in the Pakenham Activity Centre, an area that through the guidance of the Pakenham Activity Centre Structure Plan encourages diversity of enterprise in the area.

This is further encouraged by Clause 11.03-1S (Activity Centres) and Clause 21.04-3 (Activities Centres) that aims to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community. This allows Activity Centres to be a focus for community activity and interaction in a location with a strong sense of place and urban character.

In terms of the use of the land Clause 11.02-3S (Sequencing of Development) and Clause 15.01-4S (Healthy Neighbourhoods) seek to manage the sequence of development in areas of growth so that services are available from early in the life of new communities. They also seek to achieve neighbourhoods that foster healthy and active living and community wellbeing. This proposal will allow the expansion of a community service that will accommodate the needs a growing population that particularly focuses on the health and wellbeing of young people. Likewise, the car parking upgrade will provide a service to the greater community. This is also a consideration of Clause 19.03-2S (Infrastructure design and provision) which encourages integrated developments with infrastructure and services, whether they are in existing suburbs, growth areas or regional towns.

With regards to any impacts of the use Clause 13.07-1S (Land use compatibility) aims to protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts. The site and surrounds are zoned Commercial so a low level of amenity is considered in this context. The proposal will be located in the Pakenham Activity Centre surrounding by commercial uses, some residential uses are north across James Street, and therefore impacts will be minimal. It is considered that the car parking upgrade and the new built form will be a positive addition to the street and with light included in the car park it will make the area a safer place.

Clause 15.01-1S (Urban design) and Clause 15.01-2S (Building Design) seek to create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity. In terms of streetscape the aim is to achieve building design outcomes that contribute positively to the local context and enhance the public realm. The proposal is a high-quality built form, with an interesting design that will be a landmark building in the Pakenham Activity centre. The upgrade of the car park will revitalise James Street and together with the new building will encourage regeneration in the activity centre.

In terms of building design Clause 15.02-1S (Energy and Resource Efficiency) encourages land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions. The proposal has been designed to have a high energy rating to reduce reliance on greenhouse emissions.

Planning policy that relates to the use of the site for a youth centre and car parking upgrade are Clause 18.01-1S (Land use and transport planning), Clause 17.01-1S (Diversified economy) and Clause 17.01-1S (Innovation and Research Focussing). Each of the policies aim to strengthen and diversify the economy and encourage major government in centres on major transport corridors, particularly railway lines, in order to maximise the access and mobility of communities. They also aim to create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education. The proposal is consistent with each of these, as it is a strong example of a government funded project located in a major transport corridor that is an innovative model of care for the community.

The proposal meets the aims of Clause 18.02-4S (Car parking) by ensuring an adequate supply of car parking is appropriately designed and located and allows for the car parking upgrade further facilitates economic growth in the area by providing car parking facilities for public use.

Transport options are considered in Clause 18.02-1S (Sustainable personal transport) and Clause 18.02-2S (Public Transport). These policies encourage the use of walking and cycling by creating environments that are safe and attractive and to develop high quality pedestrian environments that are accessible to footpath-bound vehicles such as wheelchairs, prams and scooters. The proposal is located in an activity centre that has access to quality public transport such as trains and buses. The proposal has been designed to have the building entrance present to the footpath to accommodate the needs of those accessing the site by foot, reflective of the age of the patrons.

The proposal meets the intentions of Clause 19.02-1S (Health Facilities), 19.02-2s (Educational facilities) & 19.02-4S (Social and Cultural infrastructure Facilitate) as the location of youth centre has taken into account demographic trends, the existing and future demand requirements and the integration of services into communities. The proposal responds to demographic trends, existing and future demand requirements by providing an integration community facility. The location will provide fairer distribution of and access to, social and cultural infrastructure

Overall, the proposal meets the objective of number of state and local policies.

Commercial 1 Zone

The purpose of the Commercial Zone is to:

- Create vibrant mixed use commercial centres for retail, office, business, entertainment and community uses.
- Provide for residential uses at densities complementary to the role and scale of the commercial centre.

A permit is required for the use and development of the land for a place for assembly (youth centre) and works associated with the car park upgrade.

Place for assembly (youth centre)

Place of assembly is defined in Clause 73.03 of the Cardinia Planning Scheme as '*land where people congregate for religious, spiritual or cultural activities, entertainment, or meetings*'. This definition is considered appropriate considering the formal and informal use of the site.

The youth centre to be formally known as MyPlace, which is a Council run organisation that is a needs-based facility for youth people in the Shire. The organisation is a place for multi-agency/disciplinary services to provide integrated and holistic services approach to meet the needs of young people. The building will provide spaces for the operation to host formal

appointments, classes and workshops but will also be a place to accommodate informal social and recreational interactions.

The proposed three storey building has a variety of different rooms that service a variety of needs from small to large gather spaces, informal and formal areas, a GP room, laundry, I.T room, consultation rooms, classrooms and the top floor provide recreation space.

It is proposed that use will host a maximum of 80 patrons on the site to access services and facilities. This number of patrons will see the building being well utilised given the number of rooms and spaces available and the number of larger classrooms.

The proposed hours of operation are:

Monday to Friday: 9am to 7pm

Saturday and Sunday: 9am and 7pm

Taking into consideration the site is zoned Commercial and there are not sensitive uses immediately adjoining the site. The site adjoins a Church, St Vincent De Pauls outlet, florist, medical centre and childcare centre therefore there is not anticipated impact of the use so no restriction of hours of operation will be placed on the permit.

The decision guidelines at Clause 34.1.6 requires consideration of the use in terms of any likely impacts to adjoining neighbour's sites. The Youth centre has been defined as a place of assembly but will provide educational and health support to youth people. The impacts of the use are negligible however some conditions will be placed on the permit to avoid impacts of light, waste collection, delivery of materials and car parking.

The nature of the use is compatible with the activity centre location, with classes, appointments and workshops scheduled across the day and into the early evening. The Commercial Zone seeks to encourage a diversity of uses that will add vibrancy to the area. It is considered that this use will be a welcome contribution to the Pakenham Activity Centre as it will increase activity in the area.

This number is considered father below in the Clause 52.06 (Car parking) assessment.

The proposed buildings of works are considered consistent with the requirements of the decision guidelines as it proposes a high quality response to the site. The design responds to the streetscape and has been designed to be an active frontage to the street. The impact of the proposal on neighbouring lots is minimal as they are all commercial or non-sensitive uses.

A construction management plan will be required by condition of approval to ensure the level of disruption to the public realm during construction.

A landscaping plan has been provided to be incorporated into the design, Council's Landscape Department requested some changes to the plan.

Car Park

The proposed car park upgrade requires a permit as it is a Section 2 use in the Commercial Zone.

Pursuant to Clause 73.03 Car park is defined as 'Land used to park motor vehicles. It may include charging of electric vehicles.'

The proposed car parking upgrade will include 98 car spaces including two disabled spaces. The current site conditions are that of an unsealed car park, the site is a public space that

provides all day car parking to the public and is considered to be an underutilisation of the space.

The proposed upgrade of the car park is considered to be an appropriate on going use of the site. The upgrade will revitalise the site and allow for a more efficient use of the site.

On balance the proposal of a youth centre and car parking upgrade is considered appropriate in the location. The works will complement the Pakenham Activity Centre and is consistent with the objectives of the Commercial Zone.

Development Contributions Overlay – Schedule 1

The Pakenham Township Development Contributions Plan relates specifically to residential allotments and does not apply to this application.

Clause 45.09 - Parking Overlay

Pursuant to Clause 52.06 a permit is required to reduce or waiver a car parking requirement.

The proposal does not include a request for a car parking waiver therefore there is no permit trigger under the overlay.

Clause 52.06 – Car parking

The purpose of the Clause is to ensure 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.

Pursuant to Clause 52.06 a permit is required to reduce or waiver a car parking requirement.

The car parking rate for a place of assembly is 0.3 spaces per patron.

A maximum of 80 patrons is proposed to use the site at any one time that equates to 24 spaces.

At the present the proposal includes:

- 13 car spaces provided behind the youth centre use
- 98 car spaces proposed on the existing car parking lots.
 - Total of 111 car spaces.

The car parking proposed for the youth centre cannot entirely be provided within the title boundary of the lot hosting the youth centre, 13 spaces will need to be provided on the other car parking lots.

In the assessment of car parking demand in Pakenham it has been determined that the James Street car park is underutilised. The Assessment suggests that the underutilisations may be as low as 40%-60% in peak times. A maximum of 80 cars are parked there at one time. Therefore, considering that the proposal includes a total of 111 spaces there is likely to be car space surplus in relation to the car parking provided. It is also noted that the car parking proposed across the site will not be allocated specifically for the youth centre.

The youth centre will be predominantly for youth under 18, people who do not have access to a motor vehicle so while Clause 52.06 sets out a car parking rate, in reality it is unlikely that the patrons of the youth centre will need utilise the spaces provided. Considering the age group of the patrons, provides justification for the car spaces of the youth centre and public car park to be combined.

To formalise the combined car parking a condition will be placed on the permit requiring a consolidation of all lots. A lot consolidation will also allow the proposal to formally meet the requirements of car parking spaces as required by the planning scheme.

The subject site for the car parking has been identified in the Pakenham Parking Precinct Plan as a future multi-deck park. The upgrade of the car park which is under consideration in this application will formalise the existing car park and make it more efficiently used in the short – medium term. The future of the car parking site is likely to involve a major redevelopment of the site for a multideck car park to accommodate the growing car park demand in Pakenham Activity centre.

There will be some conditions as part of the permit to ensure a safe and functional layout of the site including an additional vehicle crossover which may result in the loss of two spaces.

Clause 52.34 Bicycle Facilities

The purpose of Clause 52.34 is to encourage cycling as a mode of transport.

The bicycle facility rate for a place of assembly as per the clause is as follows:

Employee: 1 to each 1500 sq m of net floor area

Visitor/ student: 2 plus 1 to each 1500 sq m of net floor area

The proposal includes three bike rings which will accommodate 6 bicycles therefore the standard has been satisfied.

Clause 52.02 Easements, Restrictions and Reserves

It has been proposed to create a carriage way easement to accommodate the proposed rear car parking of the youth centre.

The proposal will not be supported as the three lots all of which are Council owned will be consolidated as a condition of approval. The lot consolidation will remove the need for a carriage way easement.

Activity Centre Zone amendment C228

Amendment C228 is post panel hearing and the incorporated documents are being revised before seeking Council approval in early 2021.

The subject site is located in Precinct 2 (Mixed Use) that encourages a variety of commercial, retail and residential uses. The subject site has been nominated as a future multideck car park to service the growing demand on the Pakenham Activity Centre. The proposal meets the design guidelines in the Pakenham Structure Plan by providing a building that is constructed to the street frontage, is multilevel and provides car parking to rear.

The Pakenham Car Parking Precinct Plan identifies this site for a future multi-deck parking opportunity, with ground floor level commercial development. It is intended that the ground floor-built form be constructed to accommodate future deck parking.

The proposal is considered to be consistent with the objectives of the Pakenham Car Parking Precinct Plan, and Pakenham Activity Centre Urban Design Framework.

Clause 65 – Decision Guidelines

The proposed development is consistent with the PPF & MPS, its zoning, and is consistent with the orderly planning of the area. Further the proposed development will have limited impact on the amenity of surrounding area and will not contribute to land degradation or require native vegetation removal. It is therefore considered appropriate.

OBJECTIONS

No objections have been received.

Conclusion

Having regard to the above, it is considered that the proposal is consistent with the relevant provisions of the Cardinia Planning Scheme. It is therefore recommended that a Planning Permit be granted.

Conditions

- 1) Before the use or development starts, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and three copies must be provided. The plans must be generally in accordance with the plans submitted with the application but modified to show:
 - a) A revised car park plan to show:
 - i) No less than 13 car spaces at the rear of the youth centre
 - ii) A second cross over to car park
 - iii) No less than 94 car spaces provided on the car parking area
 - iv) No less than 3 disabled spaces provided two (2) at the front adjacent to James St, and one (1) at the rear of the Youth centre
 - v) The dimensions of each car space which must accord with Clause 52.06 - 9 of the Cardinia Planning Scheme;
 - b) Construction Management Plan as required by condition 5
 - c) A landscape plan prepared by a person suitably qualified and experienced in landscape design to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. The landscaping plan must be generally in accordance with the undated landscape concept plan prepared by Green Change Solutions, except that the plan must show:
 - I. A survey (including botanical names) of all existing vegetation to be retained and/or removed.
 - II. Buildings and trees (including botanical names) on neighbouring properties and road reserves within three metres of the boundary.
 - III. Details of surface finishes of pathways and driveways.
 - IV. A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.
 - V. Landscaping and planting within all open areas of the subject land.
 - VI. All species selected must be to the satisfaction of the Responsible Authority and should be drought tolerant and proven hardy cultivars

suitable to the local conditions. Plantings are not to impact sight lines for vehicles or pedestrians.

To the satisfaction of the Responsible Authority

- 2) The use or development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
- 3) Once the development has started it must be continued and completed to the satisfaction of the Responsible Authority.
- 4) Not more than 80 patrons (excluding staff) may be present on the premises at any one time without the written consent of the Responsible Authority.
- 5) The Construction Management Plan must include details on how the construction will be undertaken so it has minimal impact on the environment. Details to be provided in the Construction Management Plan will include, but are not be limited to:
 - a) Full work schedule/construction management plan for each individual stage to ascertain impacts on surrounding properties;
 - b) Public/worker access and safety issues;
 - c) Hours of construction activity (including at what stage “out of hours works” are proposed and what type of works are to be conducted outside the hours of operation;
 - d) The location of hoardings, hoists and workers amenities;
 - e) The location of public precautions, loading zones, site sheds, materials, cranes and crane/hoisting zones, gantries and any other construction related items or equipment to be located in any street;
 - f) Details as to how traffic and pedestrian safety and amenity will be controlled within the vicinity of the site and its surrounds;
 - g) The provision of a traffic management plan, including:
 - i) detailed plans that show all items to be placed on any street during all stages of construction in accordance with approval by the responsible Building Surveyor,
 - ii) entry and exit points for construction vehicles (including temporary and permanent vehicle crossings),
 - iii) traffic management during construction including road closures/road occupation/footpath closures,
 - iv) work zones/construction zones to accommodate vehicles and deliveries;
 - v) how the public car park will be accessible during construction (can be staged)
 - h) Service connections/road and footpath openings and anticipated impact on public land during the connection of different services;
 - i) Measures to be used to protect the Council infrastructure from damage;
 - j) Existing services and environmental management;
 - k) A list of all environmental hazards that the activities on-site pose ie; contaminated soil, materials and waste, dust, stormwater contamination from run-off and wash-waters, sediment from the site on roads, construction noise, hours of operation, vibration, washing of concrete trucks and other vehicles and machinery, spillage from refuelling cranes and other vehicles and machinery etc;
 - l) Protection measures that will be undertaken to minimise the risk of the above hazards being realised;
 - m) Regular monitoring/inspections of the above protection measures;
 - n) Identification as to who will be responsible for managing all of the above issues; and

- o) Anticipated staging of the development.
 - p) How public car parking will be managed throughout construction
- 6) The Construction Management Plan must be submitted to the Responsible Authority prior to commencing construction and all buildings and works must be carried out in accordance with the approved Construction Management Plan.
- 7) Provision must be made on the subject land for the storage and collection of garbage and other solid waste. This area must be graded and drained and screened from public view to the satisfaction of the Responsible Authority
- 8) The use and development must not detrimentally affect the amenity of the area, through the:
 - a) Transport of materials, goods or commodities to or from the land.
 - b) Appearance of any building, works or materials.
 - c) Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - d) Presence of vermin.
- 9) A minimum of 92 car spaces must be provided on the subject land for the use and development, including 2 spaces clearly marked for use by disabled persons.
- 10) The car parking spaces must not be allocated to MyPlace via signage or any other means at any time without the consent of the Responsible Authority.
- 11) No plant, equipment, services or architectural features other than those shown on the endorsed plans are permitted above the roof level of the building/s without the written consent of the Responsible Authority
- 12) The walls on the boundary of the adjoining properties must be cleaned and finished to the satisfaction of the Responsible Authority.
- 13) Noise levels emanating from the subject land must comply with the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade), No. N-1.
- 14) Before the development is occupied, or a time specifically approved by the Responsible Authority the following must be completed:
 - a) Certification of consolidation of lots 43A\PP3272, L1-2 TP836323 & CP170823 V9899 F421 into one lot under the Subdivision Act 1988 as evidenced by the certification of a plan by the Responsible Authority and the registration of such a plan by the Registrar of Titles. A copy of the title must be presented to the building surveyor as evidence.
 - b) All proposed areas set aside on the approved plans for access, circulation and car parking must be constructed with concrete, asphalt or other approved hard surfacing material, drained and the parking areas delineated to the satisfaction of the Responsible Authority. Once constructed, these areas must be maintained to the satisfaction of the Responsible Authority.

- c) A commercial/industrial standard concrete vehicle crossing/s as shown on the approved plans must be constructed to the approval and satisfaction of the Responsible Authority.
 - d) any redundant existing vehicle crossing must be removed and the nature strip and kerb and channel reinstated at the cost of the owner and to the satisfaction of the Responsible Authority
- 15) Before the development including demolition starts or by such later date as is approved by the Responsible Authority in writing:
- a) a tree protection fence must be erected around the existing street trees to be retained outside the canopy zone of the tree to define a "Tree Protection Area". The fence must be constructed of star pickets and chain mesh or similar to the satisfaction of the Responsible Authority. The tree protection fence must remain in place until construction is completed. No vehicular or pedestrian access, trenching or soil excavation is to occur within the Tree Protection Area without the written consent of the Responsible Authority. No storage or dumping of tools, equipment or waste is to occur within the Tree Protection Area. Any pruning that is required to be done to the canopy or roots of any tree to be retained is to be done with permission by Council's Arborist by a qualified arborist to Australian Standard – Pruning of Amenity Trees AS4373-2007.
 - b) a stormwater management plan showing the stormwater works to the nominated point of discharge must be submitted for the approval of the Responsible Authority. The stormwater management plan must be prepared by a suitably qualified person and show details of the proposed stormwater works including all existing and proposed features that may have impact (including trees to be retained, crossings, services, fences, abutting buildings, existing boundary levels etc). All works must be undertaken in accordance with the approved stormwater management plan.
 - c) drainage plans must be submitted to and approved by the Responsible Authority. The plans must show the provision of a stormwater detention system. The stormwater detention system will become the responsibility of the property owner or body corporate to maintain to the satisfaction of the Responsible Authority.
- Note: As the development has an impervious ratio greater than 35%, the developer shall engage the services of a suitably experienced Engineer to design a stormwater detention system that will reduce the intensity of the storm water discharge entering Council's drainage system, i.e.: a detention system. The storm water detention system shall provide for the same five (5) year ARI peak discharge as that for a standard house lot with no storm water detention. A standard house lot is assumed to have a fraction impervious area of 35%. Calculations and a plan shall be submitted to Council for approval prior to construction. The storm water detention system must be constructed prior to the occupation of the proposed development.
- 16) The location of any tree protection zones and protection measures including for street trees accurately drawn to scale and labelled and notations referring to any endorsed Arboriculture Assessment Report prepared by Green Change Solutions July 2020.
- 17) Earthworks must be undertaken in a manner that minimises soil erosion. Exposed areas of soil must be stabilised to prevent soil erosion. The time for which soil remains exposed and unestablished must be minimised to the satisfaction of the Responsible Authority.

- 18) Stormwater works must be provided on the subject land so as to prevent overflows onto adjacent properties.
- 19) Sediment control measures must be undertaken during construction to the satisfaction of the Responsible Authority to ensure that the development subject land is adequately managed in such a way that no mud, dirt, sand, soil, clay or stones are washed into or allowed to enter the stormwater drainage system.
- 20) All public roads must remain trafficable and open during the construction period and allow access to all properties.
- 21) The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority and used for no other purpose. Any dead, diseased or damaged plants are to be replaced.

Expiry:

A permit for the development and use of land expires if—

- a. the development does not start within **two (2) years** after the issue of the permit; or
- b. the development is not completed within **four (4) years** after the issue of the permit; or
- c. the use does not start within **two (2) years** after the completion of the development; or
- d. the use is discontinued for a period of **two (2) years**.

In accordance with Section 69 of the *Planning and Environment Act 1987*, an application may be submitted to the Responsible Authority for an extension of the periods referred to in this condition

Notes:

- i. A Building Permit will be required for this development. To obtain a building permit you will need to contact a registered building surveyor.
- ii. A 'Vehicle Crossing Permit' must be obtained from Council prior to the commencement of any works associated with the proposed vehicle crossing.
- iii. Should the future development be used for a commercial enterprise involving handling of food or drink, the applicant must contact the Environmental Health Department for further advice concerning legislative requirements.

37, 39 & 43 James Street, Pakenham

67.9 0 33.96 67.9 Meters

1:1,337

Data Source: State & Local Government. © CARDINIA SHIRE COUNCIL

27-Nov-2020

Notes

Planning Application T200520





- SITE ANALYSIS**
- 1 STRONG STREET FRONTAGE WITH POTENTIAL TO MAXIMISE ENGAGEMENT WITH VEHICLES, PEDESTRIAN AND ADJACENT SERVICE PROVIDERS.
 - 2 NORTHERN FRONTAGE TO MAXIMISE NORTHERN SUN AND DAYLIGHT.
 - 3 AT-GRADE CARPARK WILL PROVIDE CONVENIENT PARKING AND ACCESS TO FACILITY AND SURROUNDING NEIGHBOURHOOD SERVICES AND AMENITIES.
 - 4 EXISTING NEIGHBOURING VEGETATION TO BE RETAINED.
 - 5 CLOSE PROXIMITY TO PUBLIC TRANSPORT (PAKENHAM RAILWAY STATION - 700m).
 - 6 CLOSE PROXIMITY TO RETAIL, HOSPITALITY AND MEDICAL FACILITIES (550m).
 - 7 CLOSE PROXIMITY TO PUBLIC PARKS (PB RONALD RESERVE (700m)) AND PAKENHAM LIBRARY (700m).

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My Place Youth Facility

43 James Street, Pakenham VIC 3810



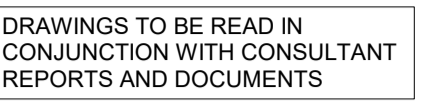
Site Locality Plan



SK 0.01

Town Planning Revisions as Clouded
Revision: A
05/11/2020
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BUILDING BELOW
SHOWN DOTTED

GLAZED STREET
FRONTAGE TO MAXIMISE
PASSIVE SURVEILLANCE
OPPORTUNITIES

2 Level 1 Plan
1 : 100



N Proposed Floor Plans

SK 1.01

100@A1

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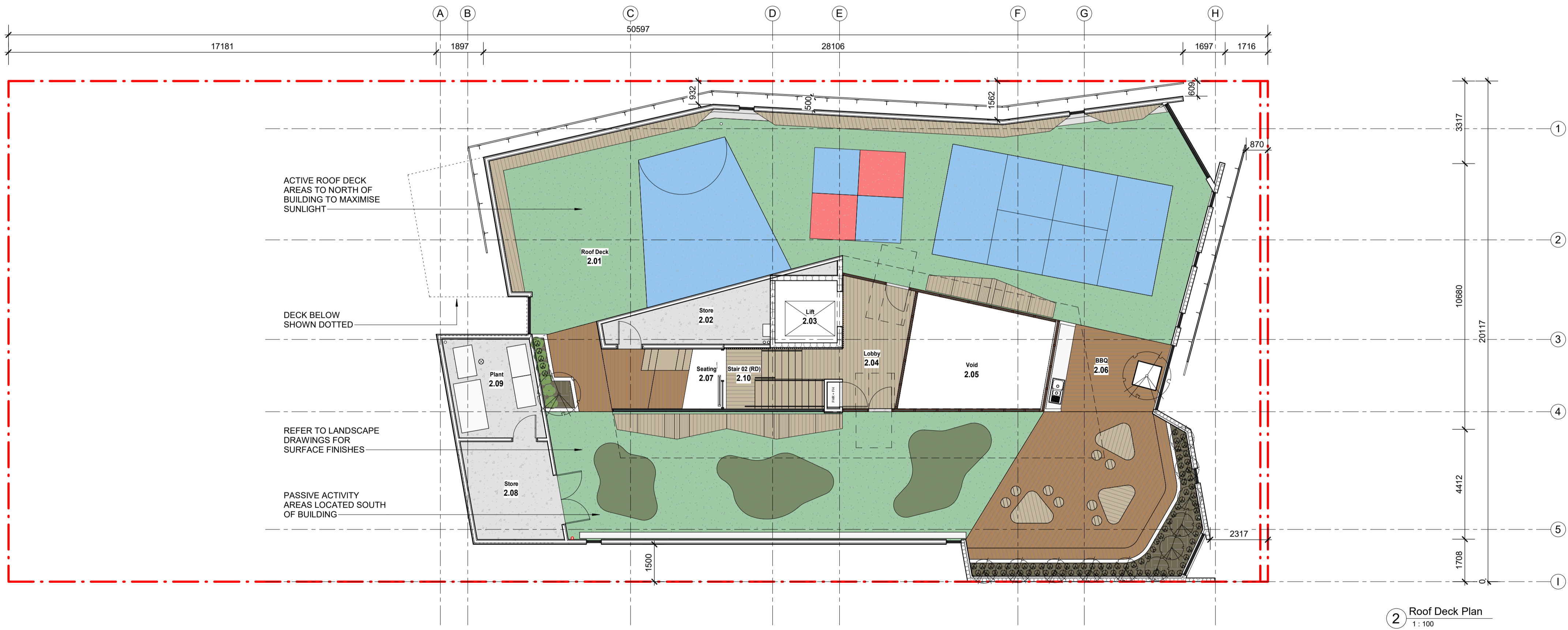
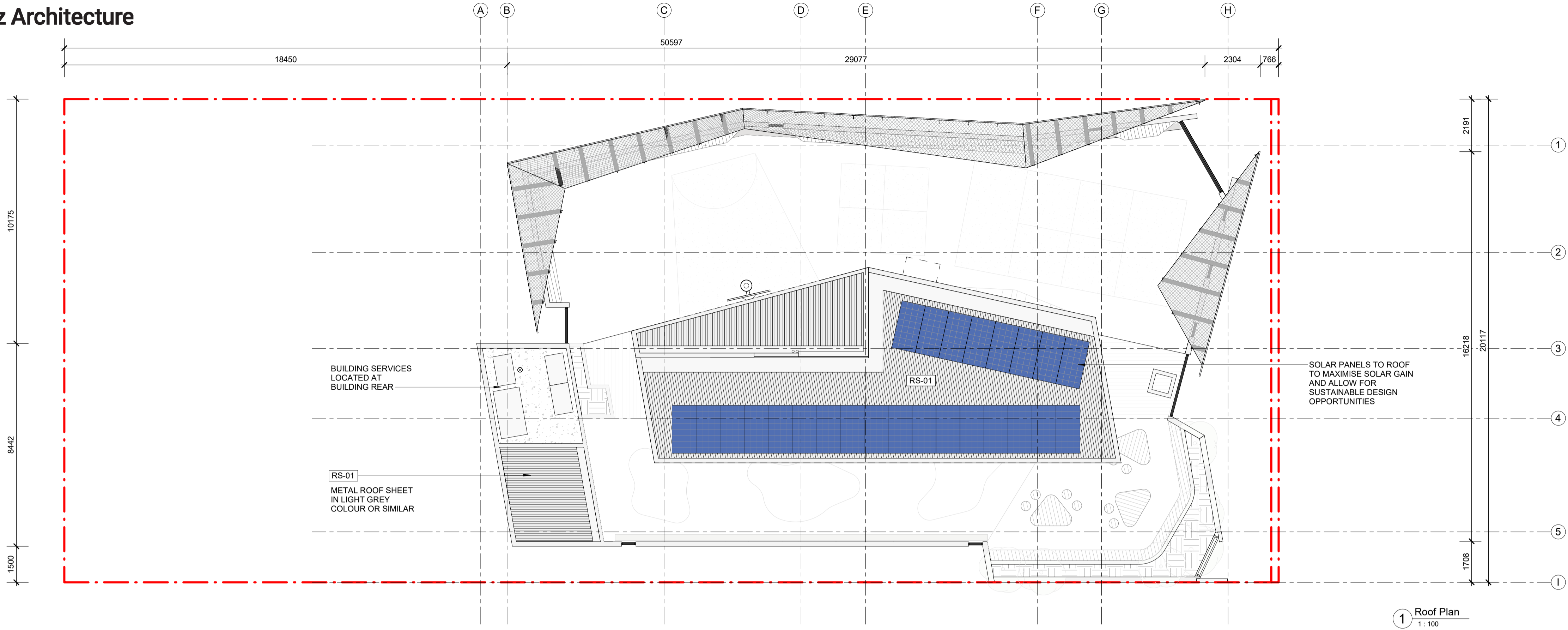
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DRAWINGS TO BE READ IN CONJUNCTION WITH CONSULTANT REPORTS AND DOCUMENTS

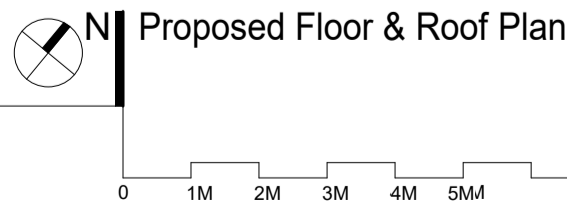


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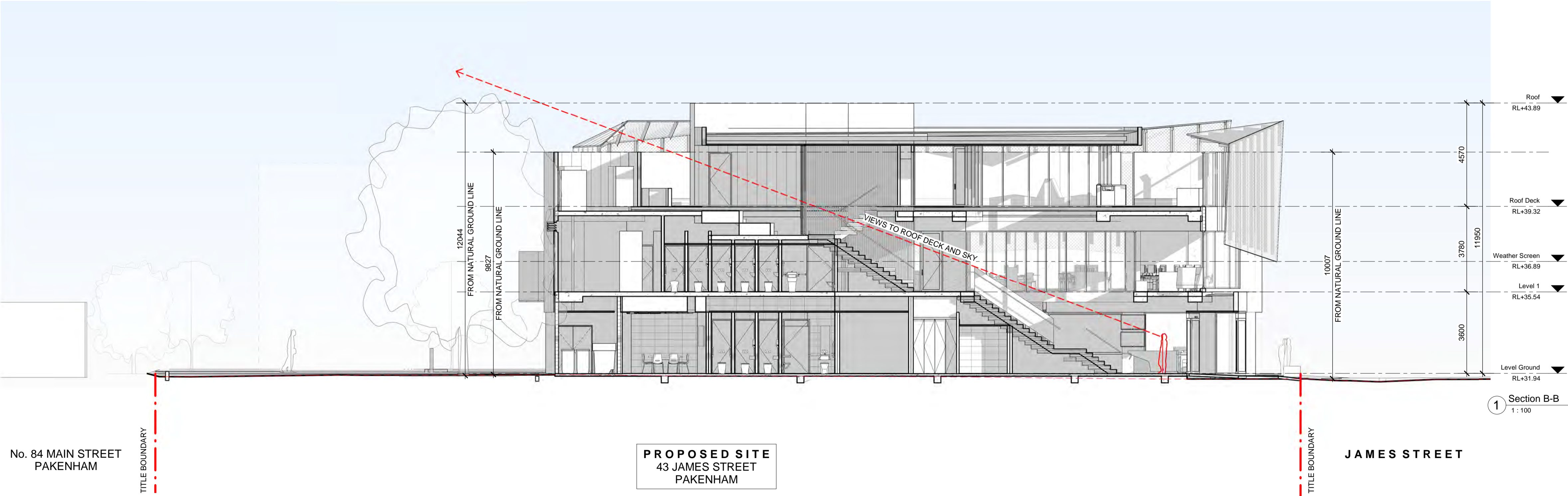
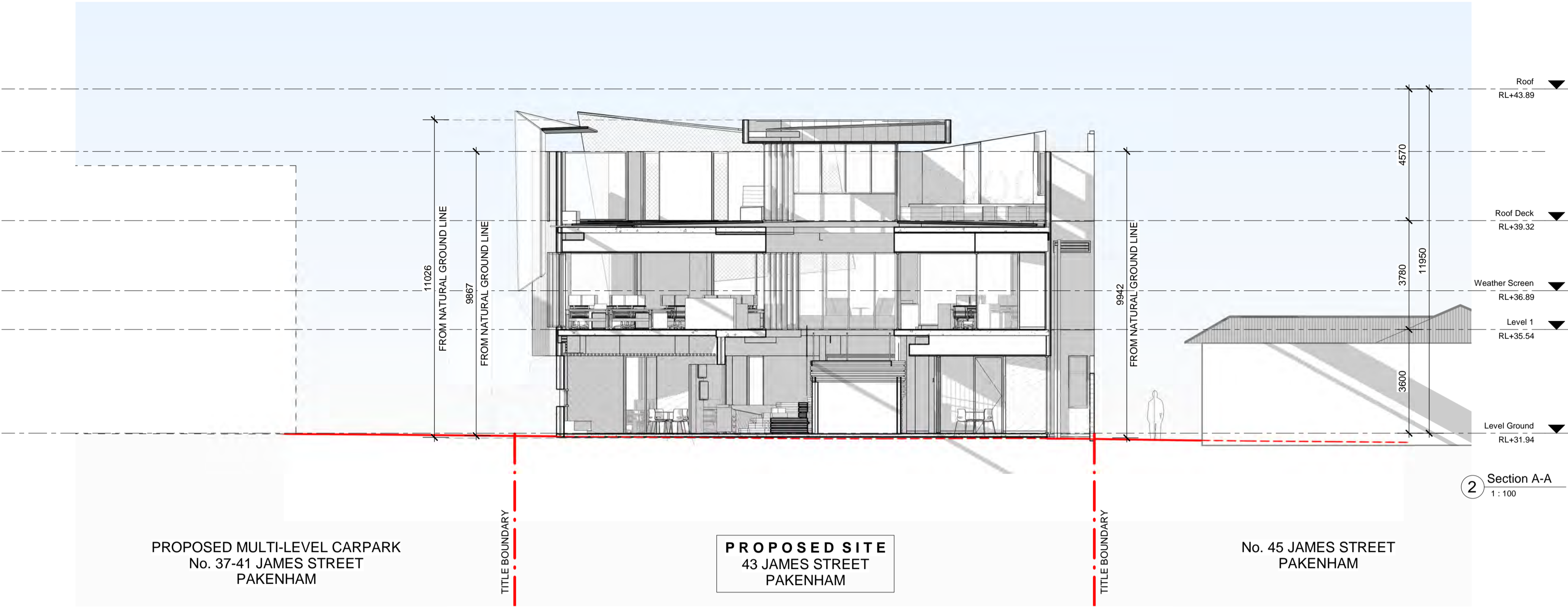
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Proposed Sections

SK 1.11

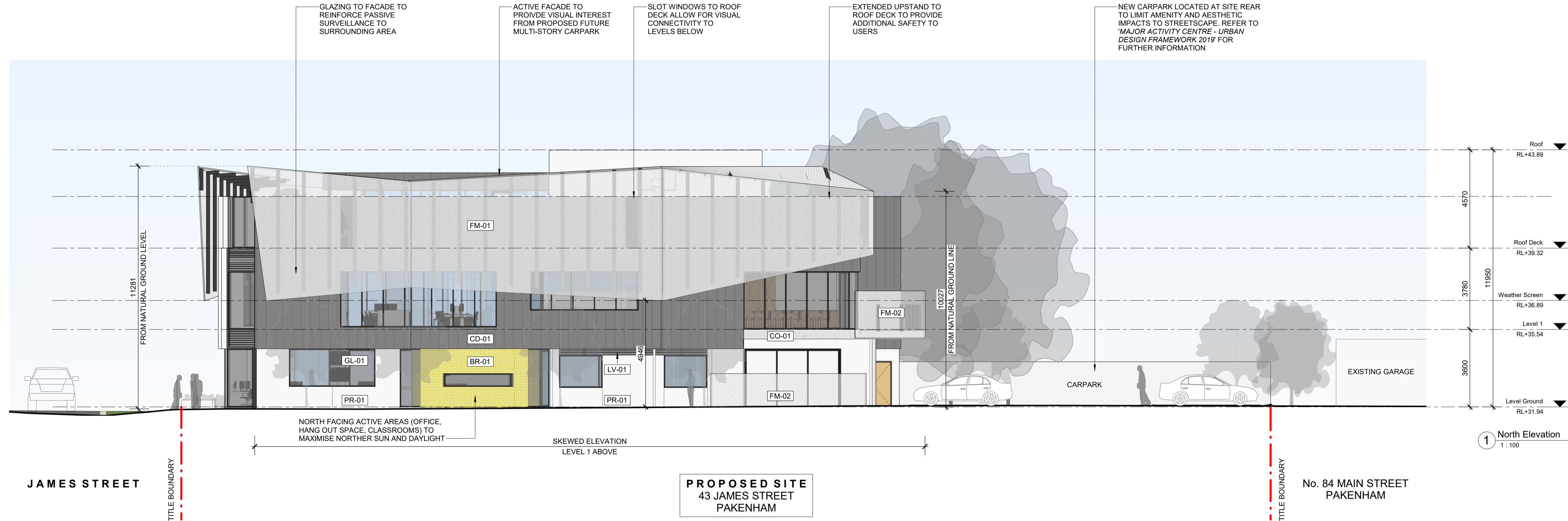
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MATERIALS SCHEDULE	
PR-01	CLADDING 01 MASONRY PRE-CAST PANEL IN WHITE COLOUR OR SIMILAR.
CD-01	CLADDING 01 ZINC CLADDING WITH STANDING SEAM IN GREY COLOUR OR SIMILAR.
BR-01	BRICK 01 GLAZED BRICKWORK IN YELLOW COLOUR OR SIMILAR.
CO-01	CONCRETE 01 EXPOSED CONCRETE SLAB IN GREY COLOUR OR SIMILAR.
FM-01	FABRICATED METALWORK 01 PERFORATED ALUMINIUM SCREEN ON SUSPENDED STEEL FRAMEWORK FIXED TO FACADE.
FM-02	FABRICATED METALWORK 02 ALUMINIUM SCREEN BALUSTRADE TO MATCH [FM-01].
GL-01	GLAZING 01 EXTERNAL GRADE CLEAR GLASS WITH GRAY TINT. ALUMINIUM WINDOW FRAMES IN BLACK COLOUR OR SIMILAR.
GL-02	GLAZING 02 EXTERNAL GRADE CLEAR GLASS. ALUMINIUM WINDOW FRAMES IN BLACK COLOUR OR TIMBER COLOUR. REFER TO ELEVATIONS.
GL-03	GLAZING 03 SPANDREL GLASS IN GREY COLOUR TO MATCH [GL-01].
LV-01	LOUVERS 01 METAL VENTILATION LOUVERS IN GREY COLOUR TO MATCH [CD-02].
BO-01	BOLLARD 01 PARKING BOLLARD AS REQUIRED. REFER TRAFFIC ENG. DOCUMENTS.
RS-01	ROOF SHEET 01 METAL ROOF SHEET IN LIGHT GREY COLOUR OR SIMILAR.



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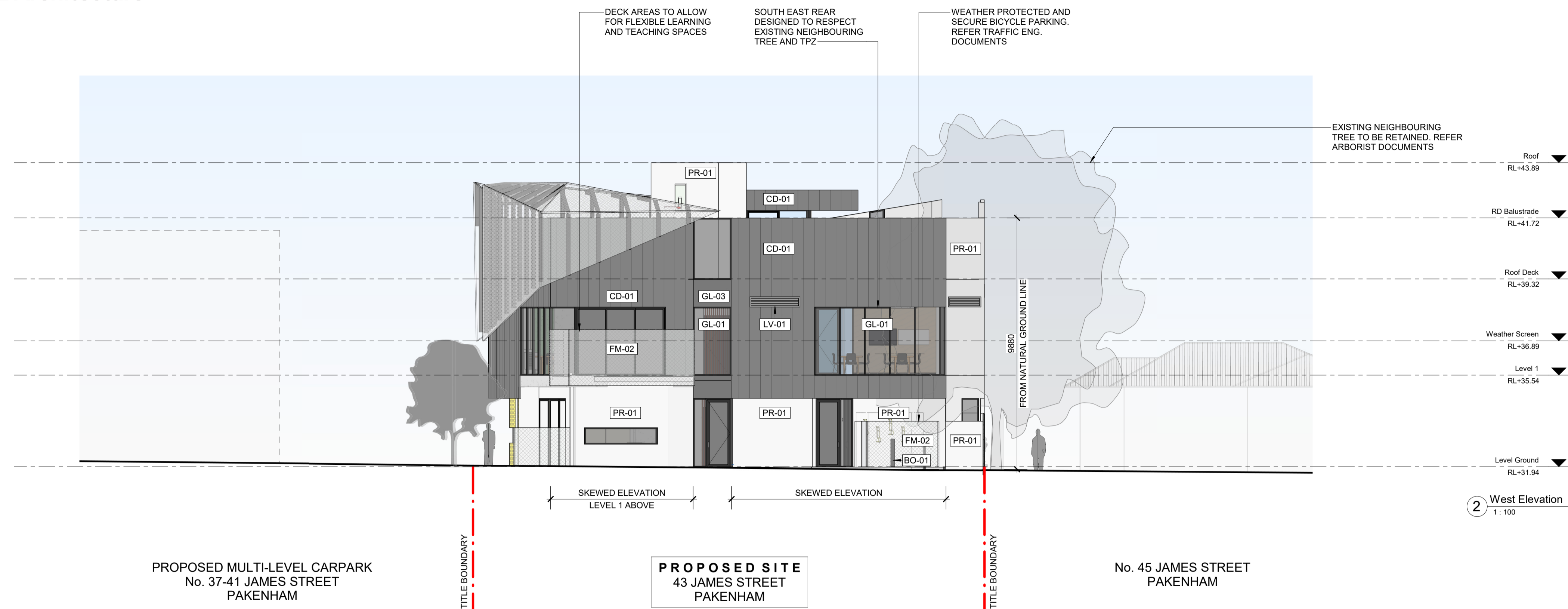
Proposed Elevations - Sheet 1

SK 1.21

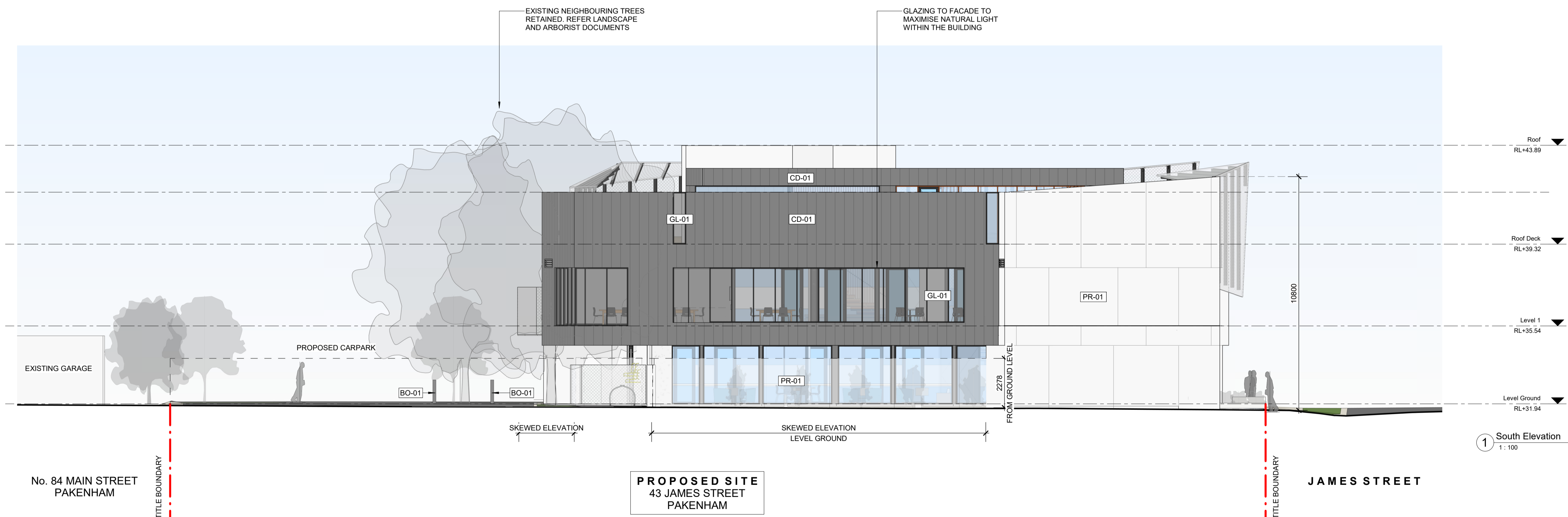
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1 : 100 @ A1

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<u>MATERIALS SCHEDULE</u>	
PR-01	CLADDING 01 MASONRY PRE-CAST PANEL IN WHITE COLOUR OR SIMILAR.
CD-01	CLADDING 01 ZINC CLADDING WITH STANDING SEAM IN GREY COLOUR OR SIMILAR.
BR-01	BRICK 01 GLAZED BRICKWORK IN YELLOW COLOUR OR SIMILAR.
CO-01	CONCRETE 01 EXPOSED CONCRETE SLAB IN GREY COLOUR OR SIMILAR.
FM-01	FABRICATED METALWORK 01 PERFORATED ALUMINIUM SCREEN ON SUSPENDED STEEL FRAMEWORK FIXED TO FACADE.
FM-02	FABRICATED METALWORK 02 ALUMINIUM SCREEN BALUSTRADE TO MATCH [FM-01].
GL-01	GLAZING 01 EXTERNAL GRADE CLEAR GLASS WITH GRAY TINT. ALUMINIUM WINDOW FRAMES IN BLACK COLOUR OR SIMILAR.
GL-02	GLAZING 02 EXTERNAL GRADE CLEAR GLASS. ALUMINIUM WINDOW FRAMES IN BLACK COLOUR OR TIMBER COLOUR. REFER TO ELEVATIONS.
GL-03	GLAZING 03 SPANDREL GLASS IN GREY COLOUR TO MATCH [GL-01].
LV-01	LOUVERS 01 METAL VENTILATION LOUVERS IN GREY COLOUR TO MATCH [CD-02].
BO-01	BOLLARD 01 PARKING BOLLARD AS REQUIRED. REFER TRAFFIC ENG. DOCUMENTS.
RS-01	ROOF SHEET 01 METAL ROOF SHEET IN LIGHT GREY COLOUR OR SIMILAR.



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Proposed Elevations - Sheet 2

SK 1.22

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MATERIALS SCHEDULE

PR-01	CLADDING 01 MASONRY PRE-CAST PANEL IN WHITE COLOUR OR SIMILAR.
CD-01	CLADDING 01 ZINC CLADDING WITH STANDING SEAM IN GREY COLOUR OR SIMILAR.
BR-01	BRICK 01 GLAZED BRICKWORK IN YELLOW COLOUR OR SIMILAR.
CO-01	CONCRETE 01 EXPOSED CONCRETE SLAB IN GREY COLOUR OR SIMILAR.
FM-01	FABRICATED METALWORK 01 PERFORATED ALUMINIUM SCREEN ON SUSPENDED STEEL FRAMEWORK FIXED TO FACADE.
FM-02	FABRICATED METALWORK 02 ALUMINIUM SCREEN BALUSTRADE TO MATCH [FM-01].
GL-01	GLAZING 01 EXTERNAL GRADE CLEAR GLASS WITH GRAY TINT. ALUMINIUM WINDOW FRAMES IN BLACK COLOUR OR SIMILAR.
GL-02	GLAZING 02 EXTERNAL GRADE CLEAR GLASS. ALUMINIUM WINDOW FRAMES IN BLACK COLOUR OR TIMBER COLOUR. REFER TO ELEVATIONS.
GL-03	GLAZING 03 SPANDREL GLASS IN GREY COLOUR TO MATCH [GL-01].
LV-01	LOUVERS 01 METAL VENTILATION LOUVERS IN GREY COLOUR TO MATCH [CD-02].
BO-01	BOLLARD 01 PARKING BOLLARD AS REQUIRED. REFER TRAFFIC ENG. DOCUMENTS.
RS-01	ROOF SHEET 01 METAL ROOF SHEET IN LIGHT GREY COLOUR OR SIMILAR.

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Material Schedule

SK 9.01



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