

6 USE AND DEVELOPMENT OF A SERVICE STATION LOT H PRINCES HIGHWAY PAKENHAM

FILE REFERENCE INT1691157

RESPONSIBLE GENERAL MANAGER Andrew Paxton

AUTHOR Hugh Pierce

RECOMMENDATION

That a Notice of Decision to Grant Planning Permit T150215 be issued for use and development of a service station and associated convenience shop, food and drink premises, 4 shops, reduction in the loading and unloading requirement of Clause 52.07, variations to Clause 52.12 (landscape buffer), alter access to a Road in a Category 1 Road Zone and the erection of advertising and business identification, promotion and internally illuminated signage at Lot H, Princes Highway, Pakenham Victoria 3810 subject to the conditions attached to this report.

Attachments

1	Locality plan	1 Page
2	Development plans	8 Pages
3	Copies of objections circulated to councillors only	16 Pages

EXECUTIVE SUMMARY:

APPLICATION NO.: T150215

APPLICANT: Pakenham Holdings P/L c/- Ratio Consultants P/L

LAND: Princes Highway, Pakenham Victoria 3810

PROPOSAL: Use and development of a service station and associated convenience shop, food and drink premises, 4 shops, reduction in the loading and unloading requirement of Clause 52.07, variations to Clause 52.12 (crossover width and landscape buffer), alter access to a Road in a Category 1 Road Zone and the erection of advertising and business identification, promotion and internally illuminated signage.

PLANNING CONTROLS: Road Zone, Mixed Use Zone
Development Contributions Plan Overlay Schedule 1

NOTIFICATION & OBJECTIONS: Notification by mail to the surrounding property owners and occupiers in conjunction with a notice displayed on the land. Nine (9) objections were received. One (1) objection has subsequently been withdrawn.

KEY PLANNING CONSIDERATIONS: Mixed Use Zone

RECOMMENDATION: Notice of Decision

BACKGROUND:

There is no relevant planning permit history affecting the land.

SUBJECT SITE:

The subject site is located on the south side of Princes Highway at the eastern corner of Sir Thomas Drive in Pakenham. The land is 9,124 square metres

Topographically, the site exhibits a downward slope of approximately 2.5 metres in a general south-east direction.

The main characteristics of the surrounding area are:

- North: Princes Highway.
- East: Single storey detached residential dwellings predominantly on lots approximately 200 square metres.
- South: Single storey detached residential dwellings predominantly on lots approximately 500 square metres.
- West: Single storey detached residential dwellings on lots ranging between 500 square metres to 700 square metres.

SECTION 173 AGREEMENTS

The subject site is encumbered with two agreements pursuant to Section 173 of the Planning and Environment Act 1987. These are as follows:

- Agreement S0125335

This agreement facilitated the rezoning of the land and required the owner of the land to transfer a community facility site to the Council at no extra cost and to require the payment of a development levy contribution that applied at the time for each residential lot created by the subdivision of the land, prior to the Statement of Compliance of the subdivision.

- Agreement T148994L

This agreement includes the following restrictions:

'3. Dual Occupancy, split blocks under the Victorian Building Code or flats as defined in the Pakenham Planning Scheme will not be permitted on any lot with the exception of the lot identical with the lot number 148 on the endorsed permit P6095G dated 24th of May, 1993.

4. The owner will at its own cost carry out landscaping works in the road reserve and at the front of each lot to Council's satisfaction.'

The proposal will not contravene either of these agreements.

PROPOSAL:

The applicant is seeking planning approval for the following:

The use and development of:

- A service station comprising of eight fuel pumps and associated 234 square metre convenience shop. The proposed hours of operation are 24 hours, 7 days a week.
- A food and drink premises. The proposed hours of operation are 7am to 10 pm, 7 days a week.
- Four shops. The proposed hours of operation are 7am to 10 pm, 7 days a week.

The development of:

- Business identification and promotional signage associated with the service station compromising of signage on the service station convenience shop, petrol canopy and pylon sign. Signage on the petrol canopy and pylon sign is to be internally illuminated.

Additional, approval is also sought for:

- The creation of access to a road in a Road Zone, Category 1 (Princes Highway) pursuant to Clause 52.29 Land Adjacent to a Road Zone, Category 1
- A waiver of the loading and unloading requirement of Clause 52.07 - Loading and Unloading of Vehicles.
- A waiver of the 3 metre wide landscape buffer strip along the common boundary adjoining a residential zone requirement of Clause 52.12 'Service Station'.

A consequence of the proposal will also require that the existing ability for vehicles to gain access to Princes Highway directly from Sir Thomas Drive is prohibited. Access from these properties to Princes Highway will instead be redirected through a new L shaped road proposed to run through the centre of the site from Sir Thomas Drive and adjacent to the west boundary up to Princes Highway. When constructed this proposed road, which would be required to be constructed to Council standards, would be transferred into Council's ownership.

The southern half of the subject site measuring 3,980 square metres remains vacant.

PLANNING SCHEME PROVISIONS:

State Planning Policy Framework (SPPF)

The relevant clauses of the SPPF are:

- Clause 11 - Settlement
- Clause 13 - Environmental Rise
- Clause 15 – Built Environment and Heritage
- Clause 17 - Economic Development
- Clause 18 - Transport

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 Growth Area
- Clause 21.04-1 – Employment
- Clause 21.04-3 – Activity Centres
- Clause 21.06-1 – Design and built form
- Clause 22.04 – Highway Development

Relevant Particular/ General Provisions and relevant incorporated or reference documents

The relevant provisions/ documents are:

- Clause 52.05 – Advertising Signs
- Clause 52.06 – Car Parking
- Clause 52.07 – Loading and Unloading of Vehicles
- Clause 52.12 – Service Station
- Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road
- Clause 65 – Decision Guidelines

Zone

The land is subject to Clause 32.04 – Mixed Use Zone

Overlays

The land is subject to the following overlays:

- Clause 45.06 – Development Contributions Plan Overlay – Schedule 2

PLANNING PERMIT TRIGGERS

The proposal for the use and development of a service station and associated convenience shop, food and drink premises, 4 shops, reduction in the loading and unloading requirement of Clause 52.07, variations to Clause 52.12 (landscape buffer), alter access to a Road in a Category 1 Road Zone and the erection of business identification, promotion and internally illuminated signage all requires a planning permit under the following clauses of the Cardinia Planning Scheme:

- Pursuant to Clause 32.04 – Mixed Use Zone, a planning permit is required to use the land for a service station, a shop exceeding a leasable area of 150 square metres (4 shops with combined floor area of 312 square metres) and a food and drink premises exceeding a leasable floor area of 150 square metres (178 square metres). Additionally, a planning permit is required to construct or carry out work
- Pursuant to Clause 52.05 – Advertising Signage, a planning permit is required for business identification signage and promotional signage if the total advertising area of this signage exceeds 8 square metres. Furthermore, a planning permit is required for internally illuminated signage that exceeds a total advertising area of 1.5 square metres.
- Pursuant to Clause 52.07 - Loading and Unloading of Vehicles, a planning permit is required for the waiver of the loading and unloading requirement.
- Pursuant to Clause 52.12 - Service Station, a planning permit is required for a waiver of the 3 metre wide landscape buffer strip along the common boundary adjoining a residential zone requirement.
- Pursuant to Clause 52.29 - Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road, a planning permit is required for creation of access to a road in a Road Zone, Category 1.

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 (a) sign(s) on site

Council has received nine (9) objections to date of which one (1) has been withdrawn.

The key issues that were raised in the objection are:

- Rerouting access to Princes Highway from Sir Thomas Drive.
- Hours of operation of proposed businesses.
- Increased traffic flow.
- Lack of acoustic barrier.
- Illuminated signage.
- Water run-off.
- Proximity to fuel.
- Presence of the growling grass frog.
- Property value.

REFERRALS

VicRoads

The application was referred to VicRoads as a statutory referral. Despite multiple discussions with VicRoads they have not responded to Council within their obligatory statutory timeframe as a result Council can make a decision without their input.

Environmental Protection Agency

The application was referred to Environmental Protection Authority for comment. The Environmental Protection Authority had no objection to the proposal subject to conditions.

DISCUSSION

State Planning Policy Framework

The proposal will increase the supply of commercial and retail uses within the immediate area (Clause 11.02-1) whilst the variety of uses will allow for opportunities for the sharing of resources and support for local economic activities for local economic gain (Clause 11.04-2). Enhanced employment opportunities will also inevitably result as a consequence of the proposal (Clause 11.02-2).

The layout and orientation of the built form within the development aims to create a safe and functional environment that does not adversely reduce community amenity via noise emissions and to limit the impact on the established urban environment (Clause 13.04-1 & Clause 15.01-1). Furthermore, this co-location of uses will additionally facilitate a more compact neighbourhood where access to services, notably convenience shopping facilities, to meet the day to day needs of residents is within a walkable distance (Clause 15.01-1 & Clause 17.01-1). Notwithstanding adequate and suitably located car parking facilities will also be provided to enable access via multiple transport modes (Clause 18.02-5)

Local Planning Policy Framework

Cardinia Shire is expected to accommodate population growth from 77, 000 people in 2011 to 120, 000 by 2021 (Clause 21.01). Key issues relevant to this intended growth is providing people access to services and developing an improved Local economy that can provide local employment for residents especially given the high level of current residents commuting outside of the municipality for employment (Clause 21.01 & Clause 21.04-1).

Mixed Use Zones are intended to be applied to land expected to accommodate mixed use functions and community activity clusters (Clause 21.04-3) within activity centres. These activity centres should facilitate

development of retail, commercial, residential and entertainment activities to meet the needs of the existing and future community (Clause 21.04-3).

The provisions of a service station and, to a lesser extent, the food and drink premises and shops to the site, will aid in the provision of appropriate facilities for people travelling along Princes Highway (Clause 22.04).

Zone

Clause 32.04 – Mixed Use Zone

The purpose of the zone is as follows:

- To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.
- To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.
- To provide for housing at higher densities.
- To encourage development that responds to the existing or preferred neighbourhood character of the area.
- To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.

The proposal is considered to satisfy the above as a consequence of the following:

The provision of a mixture of uses (service station, food and drink premise and shops) fulfils the overarching intention of the zone which it to provide a range of uses.

The location of the site along Princes Highway makes it ideal for a service station given Clause 22.04 'Highway Development' highlights the need for development to provide facilities for those travelling along the highway.

The service station and its associated convenience shop are sited in a manner that is well setback from adjoining residential land. The shops and food and drink premises sits between the service station and dwellings east of Sir Thomas Drive, predominantly screening the service station from view. To the south, remains the 3,980 square metre vacant section of the subject site whilst the dwellings to the west are setback between 19 -20 metres from the rear wall of the service station's convenience shop to the closest boundary. Furthermore, due to the location of the proposed buildings and works being located to the north half of the subject site; three of the four residential lots adjoining the subject site are directly adjacent to the section of land left vacant in the proposal.

The proposed 24 hour/7 days a week operation of the service station is considered reasonable as a consequence of buffers to adjoining residential land, and also due the existing character of the immediate area. The location of the subject site and residential allotments in the immediate vicinity being within close proximity of Princes Highway means that the existing character of the immediate area is one already exposed to regular vehicle movement and the noise it generates. The percentage of vehicles venturing off Princes Highway to the service station is likely to be small within the early and late hours of the day and in most instances only for short periods of time in order to collect fuel and is therefore not considered a use that will have detrimental implications.

The proposed four shops and food and drink premises in the single storey form are considered appropriate within the context of the subject site and proposal. These uses provide the opportunity for increased economic and employment opportunities and when combined with the service station establish the mixture of uses that will provide the potential for the local residents to access to services to meet certain day to day needs within a walkable distance from their homes.

Particular Provisions

Clause 52.05 – Advertising Signage

All proposed signage is associated with that of the service station. The extent of this signage is consistent with that of the majority of established service stations. The pylon sign is located within close proximity to the north-east corner of the subject site and is not directly adjacent to any residential land. Illumination of this signage and that on the canopy is considered reasonable given the mixed use nature of the subject site. Furthermore, the previously discussed buffer distances and predominate orientation of this signage is expected to have limited adverse implications on adjoining residential land. Furthermore, a condition will be applied to any approval restricting overspill in relation to illuminated signage.

Clause 52.06 – Car Parking

In accordance with Table 1 of Clause 52.06-5 the proposal requires 23 car parking spaces to satisfy the minimum requirements. The proposal has provided 23 car spaces and therefore satisfies this clause.

Clause 52.07 - Loading and Unloading of Vehicles

The proposed service station's associated convenience shop has been provided with a loading bay of 9.38 metre x 3.6 metres well in excess of the minimum 7.6 metre x 3.6 metre requirements. The shops and the food and drink premises, however, have not been provided with a loading bay. The applicant has advised that this is due to the size of these premises and that any vehicles undertaking loading activities in association with these premises would consequently be small and thus be accommodated within one of the standard car parking spaces located on the subject site.

Council's Traffic Engineers have reviewed the submitted information and provided no objection to the proposal.

Clause 52.12 – Service Station

Clause 52.12-1 establishes that a 3 metre wide landscape buffer strip along the common boundary with residential zoned land should be achieved. In this instance only a 1.53 metre wide landscape buffer can be achieved along the west boundary of the subject site. This is due to the proposed road running through the centre of the subject site curving around the rear of the service station. However, although the 3 metre wide landscape buffer cannot be achieved, the overall distance between the service station and the west common boundary is between 19-20 metres. As a consequence, it is considered that despite the inability of a 3 metre wide landscape buffer, the overall distance between the relevant boundary and the service station should provide an adequate buffer between the proposal and the residential land.

Clause 52.29 – Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road

Pursuant to Clause 52.29, a proposal to create or alter access to a Road Zone Category 1 must be referred to VicRoads pursuant to Section 55 of the Planning and Environment Act 1987. Section 55 of the Planning and Environment Act 1987 provides 21 days for VicRoads to respond to Council with any comments, concerns or conditions that must be applied to the application. A referral was sent to VicRoads on the 24 August 2016 and no response has been received to this date. Council can progress an application after this period has elapsed.

Objections

The following is a response to all concerns raised within objections to the application that have not already been discussed in the discussion:

- Rerouting access to Princes Highway from Sir Thomas Drive.

The proposal to create a road through the centre of the subject site has come as a consequence of preliminary advice from VicRoads raising concern with the current exit from Sir Thomas Drive onto Princes Highway being within close proximity to the proposed entry to the subject site from Princes Highway. It was considered that the combination of vehicles slowing in speed to access the subject site, whilst vehicles increase speed as they enter Princes Highway from Sir Thomas Drive, would lead to potential conflict. The solution to this as offered by the proposal, is to prevent vehicles from using the current access from Sir Thomas Drive and instead divert traffic a short distance through the subject site to a new access point after that of the proposed entry to the subject site. It is noted that the ability to exit Princes Highway into Sir Thomas Drive as currently available will not be altered as a consequence of this proposed.

The proposed layout will restrict the existing ability for vehicle access from the south to dwellings north of the proposed road's access point along Sir Thomas Drive. However, a condition of approval will require the layout to be altered to allow vehicles from dwellings and 32 and 34 Sir Thomas Drive, access to their sites from both the south and north extents of Sir Thomas Drive.

This proposed road will become a Council road subject to conditions of approval.

Council's Traffic Engineers have reviewed this aspect of the proposal and advised of no objection subject to conditions requiring minor changes to closing off the existing exit from Sir Thomas Drive as shown on the submitted plans.

- Increased traffic flow

It is highly unlikely that the proposal will result in any increased traffic movement in the adjoining residential street, given that the site features direct entry and exit to Princes Highway from the subject site. Therefore, the traffic movement along Sir Thomas Drive should remain as is albeit directed though the new proposed road though the centre of the subject site.

- Lack of acoustic barrier

A condition of approval will require acoustic fencing along the west boundary to reduce any noise associated with the proposed road.

- Water run-off

The application has been referred to Council's Engineers who have reviewed the submitted plans and advised no objection to the proposal subject to conditions which include details relevant to appropriately managing drainage.

- Proximity to fuel

The proposal has been referred to the Environmental Protection Authority who have advised not objection to the proposal subject to conditions. It is considered that the inclusion of such conditions will mitigate against any potential detrimental impacts.

- Presence of the Growling Grass Frog

It is noted that the Growling Grass Frog needs still or slow moving water for their habitat. The subject site provides neither of these nor is it located within immediate proximity of such water bodies.

Notwithstanding, a sizable section of the southern half of the subject site will remain vacant and the provision of conditions relevant to the mitigation of adverse noise, odour, dust and wastewater should limit any impact associated with the proposal.

- Property value

In relation to planning decisions the loss of property values, perceived or actual, cannot form the basis for the rejection of an application.

CONCLUSION

The proposal is consistent with the State and Local Planning Policy Framework, Zone, Overlay, Particular and General Provisions.

It is considered that the proposal can be supported therefore it recommended that a Notice of Decision for planning permit application T150215 be issued for the use and development of a service station and associated convenience shop, food and drink premises, 4 shops, reduction in the loading and unloading requirement of Clause 52.07, variations to Clause 52.12 (landscape buffer), alter access to a Road in a Category 1 Road Zone and the erection of advertising and business identification, promotion and internally illuminated signage at Princes Highway, Pakenham Victoria 3810, subject to conditions.

CONDITIONS

1. Before the use or development starts, 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 show:
 - a. An amended site plan incorporating the layout as indicated on Drawing No. 11681 FLP01-1, Issue G, dated 08/09/2016 with the following amendments:
 - i. A transition line marking north of the cross-over to 34 Sir Thomas Drive notating the width of the one way access onto Sir Thomas Drive from Princes Highway gradually reducing from 4.3 metres to 3 metres (at the cross-over to 34 Sir Thomas Drive) across a 20 metre length to the point where the road becomes two ways.
 - ii. A 5 metre by 5 metre splay at the entry to the internal road on the north east corner of the vacant southern half of the subject site.
 - iii. The connection of the footpath along the west side of the internal road connected to the existing footpath on the south side of Princes Highway adjacent to 88 Dunbarton Drive.
 - iv. The deletion of the 6 triangle shaped structures adjacent to the food and drink premises/shops.
 - v. The correct spelling of 'Petrol Canopy'.
 - b. A Signage and Line marking plan incorporating the layout as indicated on Drawing No. 11681 FLP01-1, Issue G, dated 08/09/2016 with the following amendments:
 - i. The requirements of Council 1.a.i.
 - ii. The provision of a u-turn arrow adjacent to the cross-over to 34 Sir Thomas Drive in the terminating north bound traffic lane.
 - iii. Striped centre line along section of two way road north of the access to the internal road along Sir Thomas Drive.
 - iv. The provision of a 'No entry' Sign (R2-4) facing into the subject site at the entry to the subject site from Princes Highway.
 - v. The provision of a 'One way' Sign (R2-2(L)) on the Princes Highway median opposite the exit from the subject site.
 - c. The west common boundary of the subject site notated to feature acoustic fencing.
 - d. The provision of a report by an acoustic expert with recommendations relating to any required acoustic treatment methods and fence construction along the west common boundary required to provide for an appropriate level of residential amenity within the site.
 - e. A landscaping plan including:
 - i. Details of surface finishes of pathways, driveways and roads.
 - ii. A planting schedule of all proposed trees, shrubs and ground cover, including botanical names, common names, pot sizes, sizes at maturity and quantities of each plan.

- iii. Landscaping and planting with all open areas of the subject site notably the north-east corner, between the shops/food and drink premises and Sir Thomas Drive, land immediately adjacent to the west common boundary, land surrounding the service station's convenience shop and land along the internal road.
2. The use and development as shown on the endorsed plans must not be altered without the written consent of the Responsible Authority.
 3. Except with the written consent of the Responsible Authority, the food and drink and shops may operate only between the hours of:
 - a. Monday to Sunday: 7am to 10 pm
 4. All pipes, fixtures, fittings and vents servicing any building on the subject land must be concealed in service ducts or otherwise hidden from view to the satisfaction of the Responsible Authority.
 5. All external plant and equipment must be acoustically treated or placed in sound proof housing to reduce noise to a level satisfactory to the Responsible Authority.
 6. 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.
 7. All security alarms or similar devices installed on the subject land must be of a silent type in accordance with any current standard published by Standards Australia International Limited and be connected to a security service.
 8. Before the use starts, an acoustic fence must be erected along the west common boundary of the subject land. The design of the fence must be prepared in consultation with a suitably qualified acoustic engineer. The details of the design and acoustic qualities of the fence must be to the satisfaction of the Responsible Authority.
 9. Before the commencement of the use or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
 10. 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.
 11. The illumination of the signs must not detrimentally affect the amenity of the area through the emission of unreasonable levels of light beyond the boundary of the subject land.
 12. The signs lighting must be designed, baffled and located to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.
 13. The signs must not contain any flashing light.
 14. The signs must be displayed and maintained to the satisfaction of the Responsible Authority.
 15. Prior to the commencement of use, a plan of subdivision generally in accordance with this application must be submitted in accordance with Section 35 of the Subdivision Act 1988 showing:
 - a. The internal road and associated reserve with a minimum width of 16 metres vested in the Cardinia Shire Council, at no cost to Council.

16. Prior to the commencement of use, the sections of road reserve along Sir Thomas Drive and Princes Highway no shown to be no longer used as road must be re-established as nature strip at no cost to Council
17. Prior to the commencement of the development, the permit holder must make formal application to the Responsible Authority to close Sir Thomas Drive from direct access to Princes Highway.
18. Before the submission and approval of detailed design construction plans (engineering plans) and the certification of the relevant plan of subdivision for each stage, a *functional layout plan* for the subdivision or stage of subdivision, generally in accordance with the standards nominated in the Cardinia Shire Council "Guidelines for the Development & Subdivision of Land", "Development Construction Specification" and the Water Sensitive Urban Design (WSUD) Guidelines, to the satisfaction of the Responsible Authority, must be submitted to and approved by the Responsible Authority.

When approved, the *functional layout plan* will be endorsed and will then form part of the permit. Three copies of the *functional layout plan* must be drawn to a scale of 1:500 to acceptable drafting standards and an electronic copy (pdf) must be provided.

The *functional layout plan* must show:

- a. A fully dimensioned subdivision layout, including proposed street names, approximate lot areas, lot numbers and widths of street reservations,
 - b. Topography and existing features, including contours for the subject land and any affected adjacent land,
 - c. Identification by survey of all trees (or group of trees) existing on the subject land, including dead trees and those that overhang the subject land from adjoining land,
 - d. Details of tree protection zones (TPZs) for all trees to be retained on the subject land,
 - e. All trees proposed for removal from the subject land clearly designated,
 - f. Typical cross-sections for each street type, dimensioning individual elements, services offsets and any other spatial requirements identified in the Development Plan,
 - g. Location and alignment of kerbs, indented parking spaces, footpaths, shared paths, bus stops and traffic controls,
 - h. The proposed minor drainage network and any spatial features requiring access,
 - i. The major drainage system, including any watercourse, lake, wetland, sediment pond rain gardens, bio-infiltration system and/or piped elements showing preliminary sizing,
 - j. Overland flow paths (100 year ARI) to indicate how excess runoff will safely be conveyed to its destination,
 - k. Drainage outfall system (both interim and ultimate), indicating legal point of discharge and any access requirements for the construction and maintenance,
 - l. A table of offsets for all utility services and street trees,
 - m. Preliminary location of reserves for electrical kiosks and
 - n. Traffic management plan showing sufficient notional (unmarked) on-street car parking spaces, at the rate of one space per lot, traffic control devices and large vehicle turning overlays.
19. Before the Statement of Compliance for the internal road is issued, all road and drainage infrastructure must be designed and constructed in accordance with plans and specifications approved by the Responsible Authority. The works must comply with the standards nominated in the Cardinia Shire Council "Guidelines for the Development & Subdivision of Land", "Development Construction Specification" and the "Water Sensitive Urban Design (WSUD) Guidelines".
 20. Before the Statement of Compliance is issued for the internal road is issued, outfall drainage for the subdivision must be designed and constructed to a satisfactory point of discharge in accordance with plans and specifications approved by the Responsible Authority.

At least 14 days before any works start, a site specific Construction Environmental Management Plan (CEMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved the CEMP will be endorsed and will then form part of the permit. All works must be undertaken in accordance with the approved CEMP.

The CEMP must address all environmental risks and include:

- a. Temporary stormwater management including sedimentation control,
 - b. Provision of pollution and contamination controls including noise and dust,
 - c. Location of stockpiles and stockpile management,
 - d. Location of site office and facilities
 - e. Equipment, materials and goods management.
 - f. Tree protection zones, trees to be retained and trees to be removed; and
21. All roads used for the purpose of haulage of imported or exported materials for construction must be:
- a. Approved in writing by the Responsible Authority for the submitted haulage strategy, at least seven days prior to the commencement of use,
 - b. Maintained in accordance with the Responsible Authority's maintenance intervention levels, or as requested by the Responsible Authority if the road deteriorates during the haulage period, and
 - c. Reinstated to the satisfaction of the Responsible Authority.
22. Before a certificate of practical completion is issued, CCTV results for the full length of all stormwater drainage pipes where Council is the responsibility authority, must be submitted for assessment. The submitted information is to be to the satisfaction of the Responsible Authority.
23. Before a Statement of Compliance for the internal road is issued under the *Subdivision Act 1988* the permit holder must provide:
- a. Provide survey enhanced "as constructed" GIS data for the drainage, road and footpath information components of the subdivision, in accordance with the current version of D-SPEC and R-SPEC. Council's preferred format for the submission of the graphical data is in "MapInfo Native Format". A secondary format is "MapInfo MID/MIF". Grid Co-ordinates must be MGA zone 55 (GDA 94). Please refer to the A-SPEC website for further information: www.a-specstandards.com.au
24. Before a certificate of practical completion is issued, "as constructed" digital road and drainage information in AutoCAD format with all Xrefs binded into the drawings and showing any amendments during construction, must be submitted for all civil works where Council is the Responsibility Authority.
25. Before the development starts, 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.
26. Stormwater works must be provided on the subject land so as to prevent overflows onto adjacent properties.
27. Before the development is occupied industrial standard concrete vehicle crossings as shown on the approved plans must be constructed to the approval and satisfaction of the Responsible Authority.
28. Before the development is occupied, all proposed areas set aside on the approved plan/s 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.

29. 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.
30. 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.

Environmental Protection Authority

31. Construction and post-construction activities must be in accordance with EPA Publication 275 Construction Techniques for Sediment Pollution Control 1991 or as amended.
32. Any underground storage tanks which are to be decommissioned, temporarily decommissioned or removed shall be managed in accordance with AS4976-2008 The Removal and Disposal of Underground Petroleum Storage Tanks (Standards Association of Australia).
33. All infrastructure for the storage and handling of Liquefied Petroleum (LP) Gas should be designed, constructed and operated in accordance with AS/NZS1596:2008 The Storage and Handling of LP Gas (Standards Association of Australia).
34. Petroleum storage tanks must be designed, installed and operated in accordance with the Guidelines on the Design, Installation and Management Requirements for Underground Petroleum Storage Systems (UPSSs) (EPA Publication No. 888.1, January 2009). Council may also wish to refer to AS 4897-2008 The Design, Installation and Operation of Underground Petroleum Storage Systems (Standards Association of Australia).
35. Effluent and waste solvent generated from the washing or cleaning of engines or parts shall not be discharged on or from the premises.
36. There must be no discharge of wastewater or contaminated stormwater to the stormwater system.
37. A secondary containment system must be provided for liquids which if spilt are likely to cause pollution or pose an environmental hazard, in accordance with the EPA Publication 347 Bunding Guidelines 1992 or as amended.
38. Wastewater generated at the premises must be connected to a reticulated sewer.
39. Vehicle washing must not be carried out at the premises without the approval of the Responsible Authority. Any on-site wastewater recycling or treatment system must be designed, installed and managed to the satisfaction of Cardinia Shire Council and/or South East Water.
40. EPA encourages the recycling of wastewater generated on site, provided that any residual wastewater is discharged to sewer under a Trade Waste Agreement with South East Water.
41. Offensive odours must not be discharged beyond the boundaries of the premises.
42. Nuisance dust must not be discharged beyond the boundaries of the premises.
43. Noise emissions from the premises must comply with the requirements of the State Environment Protection Policy (Control of Noise from Commerce, Industry and Trade) No. N-1.

This permit will expire if one of the following circumstances applies:

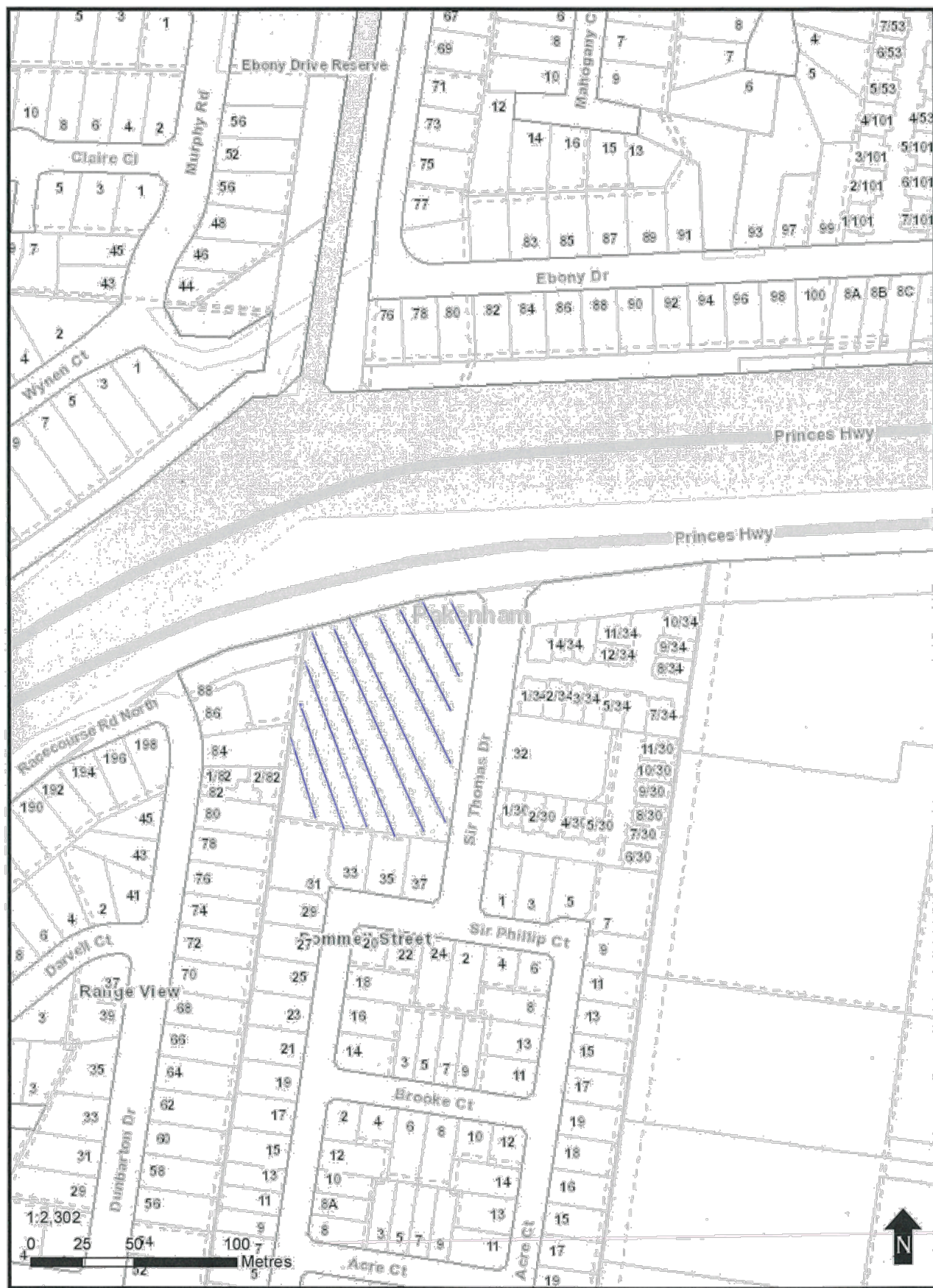
- a. The development and use are not started within two years of the date of this permit.
- b. The development is not completed within four years of the date of this permit.

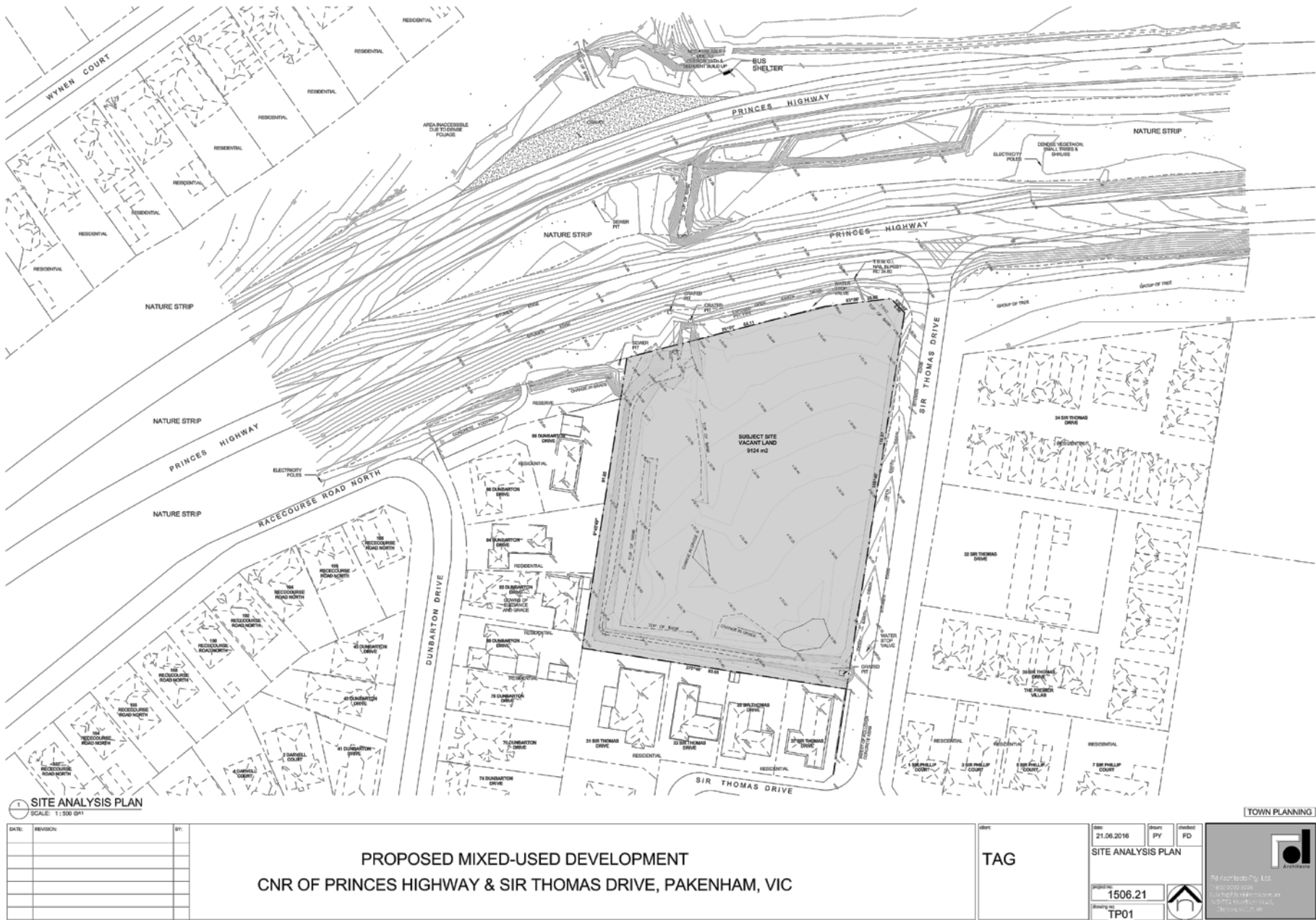
The Responsible Authority may extend the periods referred to if a request is made in writing before the permit expires, or within six months afterwards if the approved development has not commenced and twelve months if the approved development has commenced.

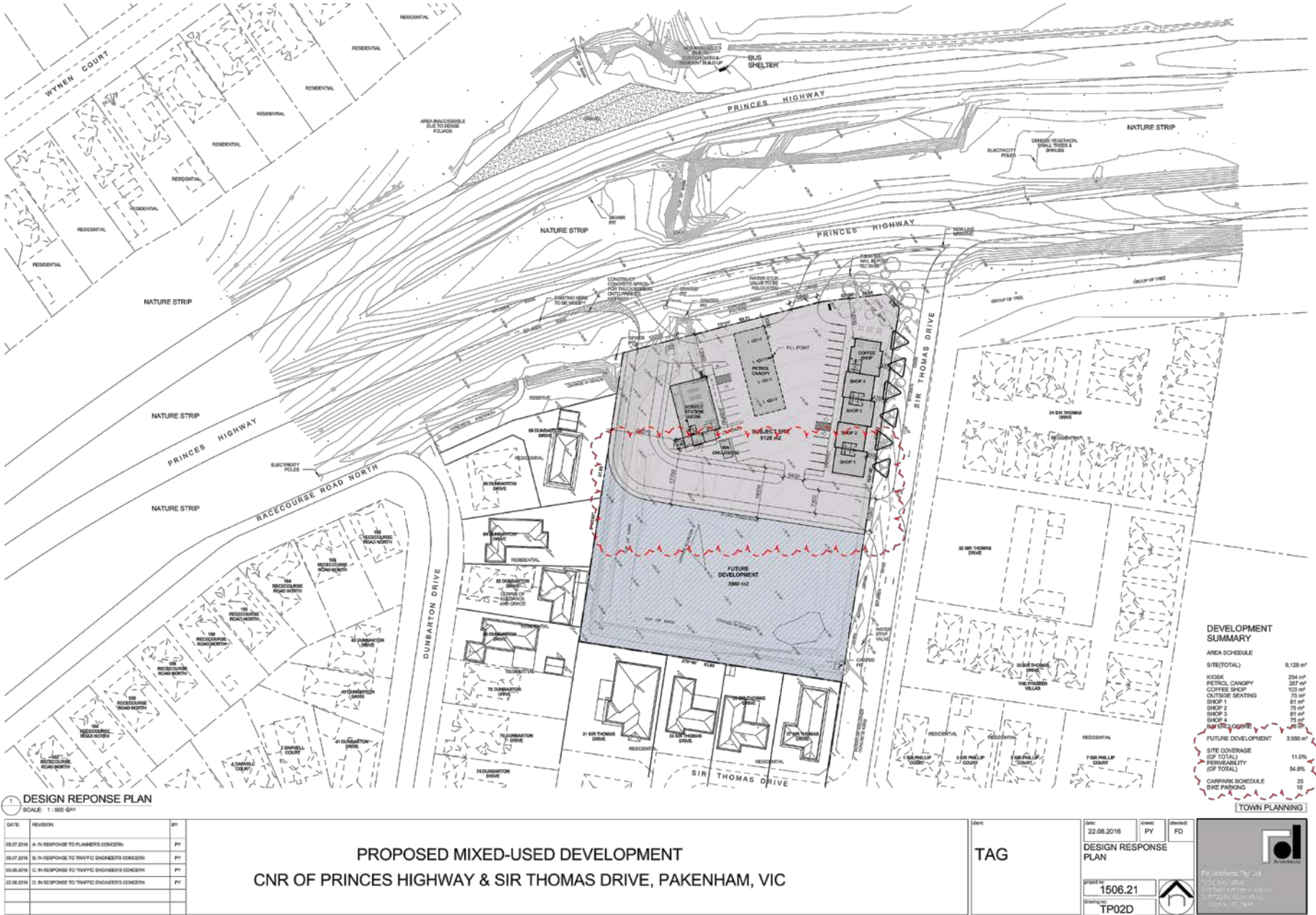
Permit Notes

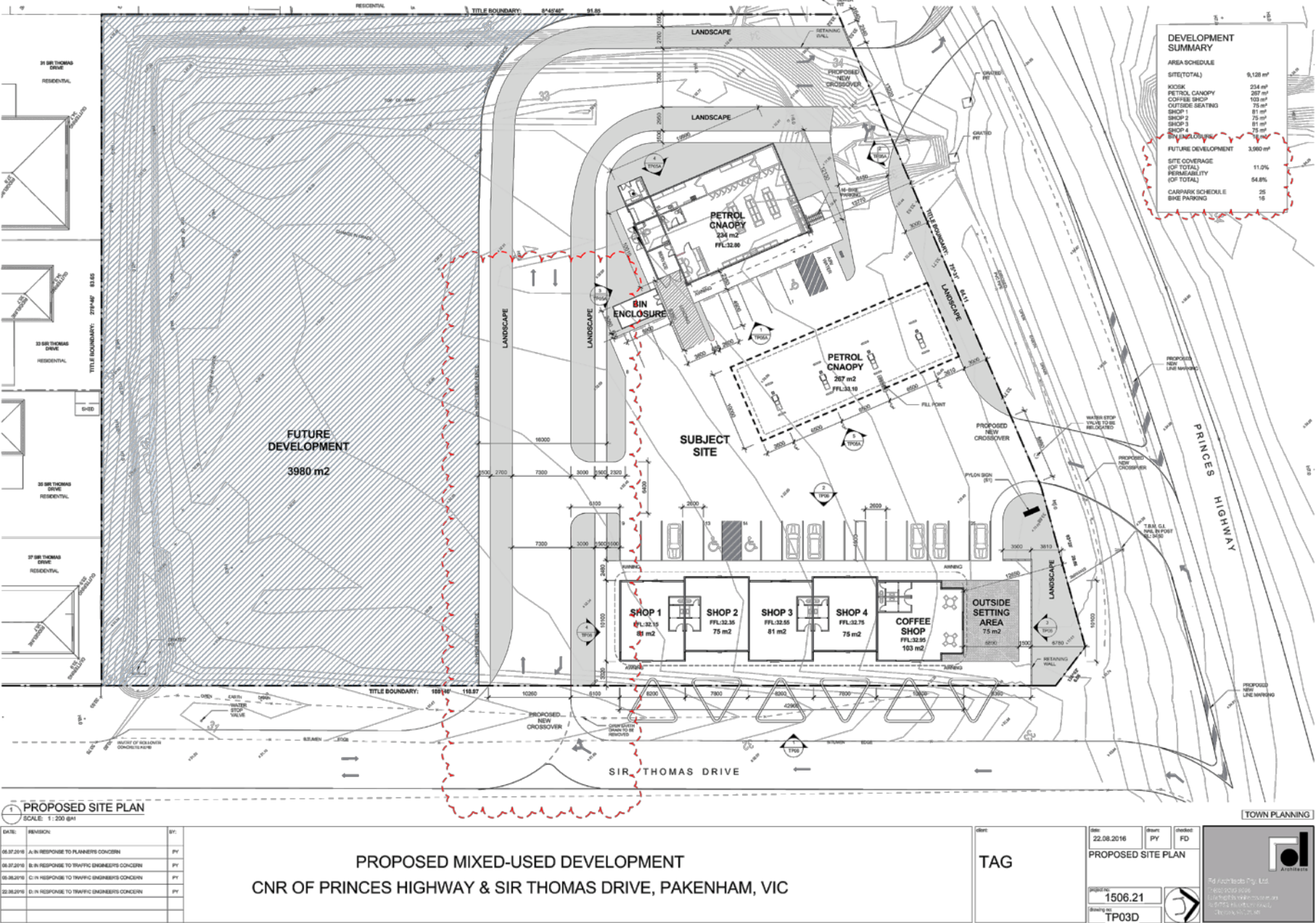
- A Building Permit may be required for this development. To obtain a building permit you will need to contact a registered building surveyor.
- A 'Vehicle Crossing Permit' must be obtained from Council prior to the commencement of any works associated with the proposed vehicle crossing.
- Should the future development be used for a commercial enterprise involving handling of food or drink, then the applicant must contact the Environmental Health Department for further advice concerning legislative requirements.
- Permission given under planning legislation cannot be construed as permission relating to any other legislation under Council jurisdiction, such as Public Health & Wellbeing, Food or Tobacco Acts.

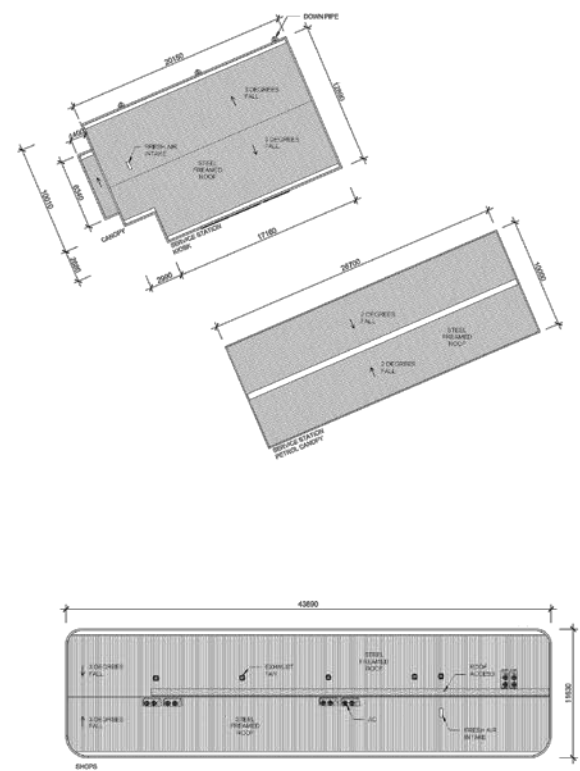
Lot H Princes Highway











1 PROPOSED ROOF PLAN
SCALE: 1:200

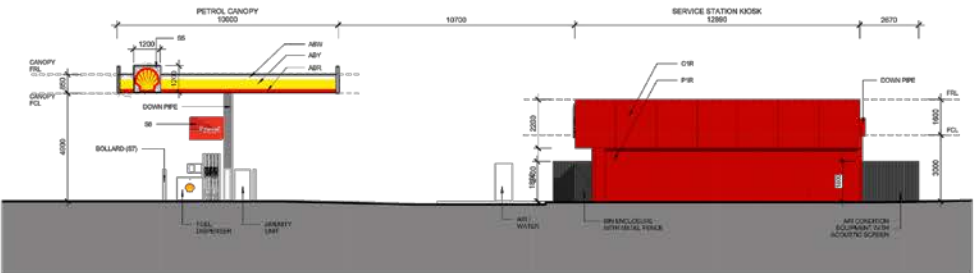
DATE	REVISION	BY

PROPOSED MIXED-USED DEVELOPMENT
CNR OF PRINCES HIGHWAY & SIR THOMAS DRIVE, PAKENHAM, VIC

TAG

DATE	28.06.2016	DRAWN	PPY	CHECKED	FD
PROJECT NO.	1506.21				
DRAWING NO.	TP04				





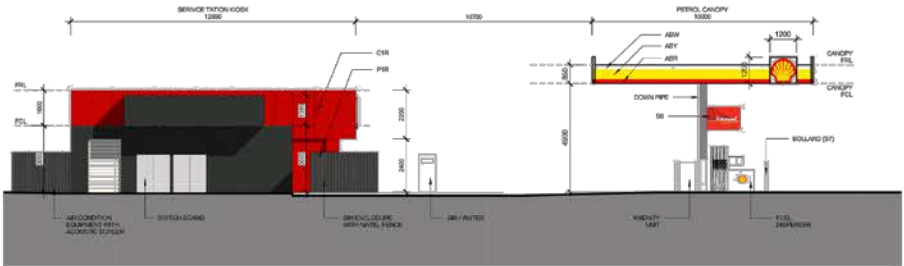
2 PROPOSED SERVICE STATION NORTH ELEVATION

SCALE: 1:100 @A1



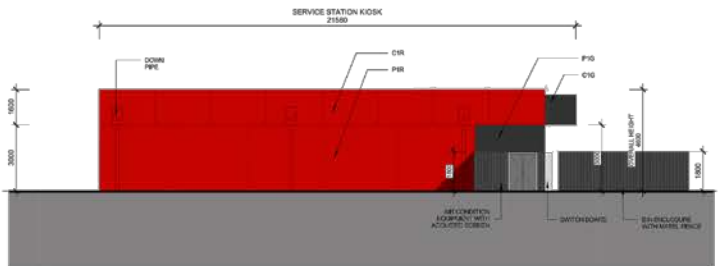
1 PROPOSED SERVICE STATION EAST ELEVATION

SCALE: 1:100 @A1



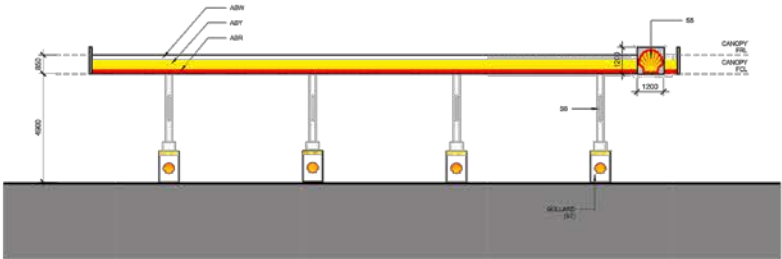
3 PROPOSED SERVICE STATION SOUTH ELEVATION

SCALE: 1:100 @A1



4 PROPOSED SERVICE STATION WEST ELEVATION

SCALE: 1:100 @A1



5 PROPOSED PETROL CANOPY ELEVATION

SCALE: 1:100 @A1

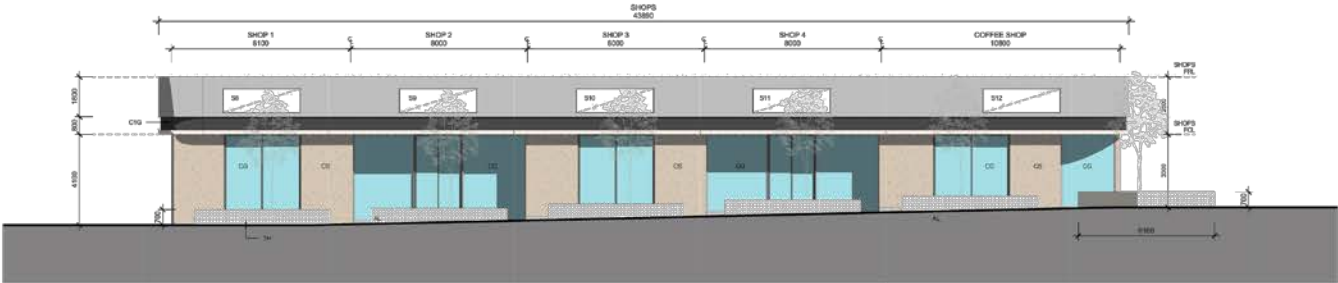
MATERIAL & COLOUR SCHEDULE

P1R	COLES EXPRESS SELECTED RED PAINT FINISH TO RENDERED EXTERNAL PRECAST CONCRETE PANEL WALLS
P1W	COLES EXPRESS SELECTED WHITE PAINT FINISH TO RENDERED EXTERNAL PRECAST CONCRETE PANEL WALLS
P1G	COLES EXPRESS SELECTED DARK GREY PAINT FINISH TO RENDERED EXTERNAL PRECAST CONCRETE PANEL WALLS
C1R	EXALUX P1151 PAINTED COMPRESSED SHEET GLASSING TO PRECAST CONCRETE PANEL WALLS
A1	GLASSING WOOD AND GRIP PRIMERIES SELECTED LIGHT WEIGHT GLASSING BUILDING'S FACIA
C1R	GLASSING SELECTED RED ACIPANEL BUILDING'S FACIA
C1G	GLASSING BARKER/REY LIGHT WEIGHT GLASSING BUILDING'S FACIA
ABW	LIGHT WEIGHT GLASSING FACIA WITH WHITE ACRYLIC FINISH
ABY	LIGHT WEIGHT GLASSING FACIA WITH YELLOW ACRYLIC FINISH
ABR	LIGHT WEIGHT GLASSING FACIA WITH RED ACRYLIC FINISH
C1	CLEAR GLASSING
T1	SELECTED WHITE TITILE

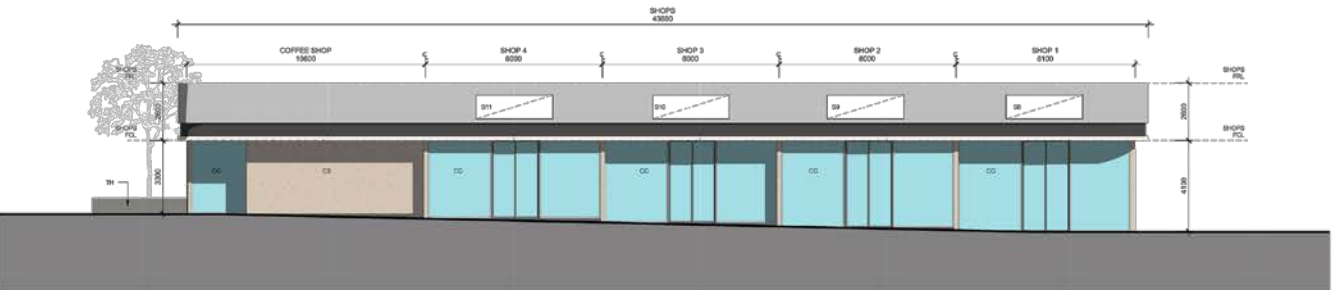
DATE	REVISION	BY
08.07.2016	A: IN RESPONSE TO PLANNERS CONCERN	PP

PROPOSED MIXED-USED DEVELOPMENT
CNR OF PRINCES HIGHWAY & SIR THOMAS DRIVE, PAKENHAM, VIC

TAG	Date	28.06.2016	Drawn	PY	Checked	FD
	PROPOSED SERVICE STATION ELEVATIONS					
	Project no	1506.21		 Town Planning Pty. Ltd 1501/1503/1504 Cnr of Hume Highway and Hume Highway, Braidwood NSW 2622 02632 92200		
	Drawing no	TP05A				



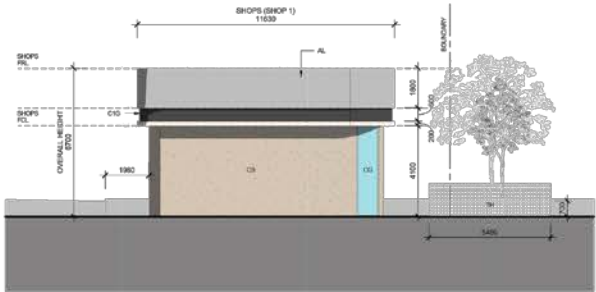
1 PROPOSED SHOPS EAST ELEVATION



2 PROPOSED SHOPS WEST ELEVATION



3 PROPOSED SHOPS NORTH ELEVATION



4 PROPOSED SHOPS SOUTH ELEVATION

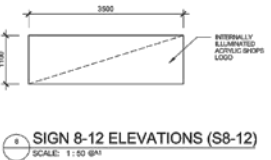
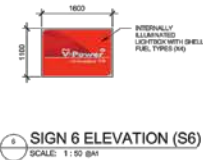
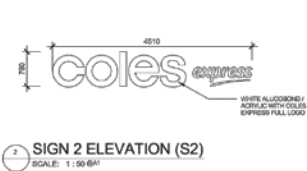
MATERIAL & COLOUR SCHEDULE

PRR	COLES EXPRESS SELECTED RED PAINT FINISH TO RENDERED EXTERNAL PRECAST CONCRETE PANEL WALLS
PRW	COLES EXPRESS SELECTED WHITE PAINT FINISH TO RENDERED EXTERNAL PRECAST CONCRETE PANEL WALLS
PHD	COLES EXPRESS SELECTED DARK GREY PAINT FINISH TO RENDERED EXTERNAL PRECAST CONCRETE PANEL WALLS
CS	DALUX F101 PAINTED COMPRESSED SHEET GLASSING TO PRECAST CONCRETE PANEL WALLS
AL	CLADDING (FOOD AND DRINK PREMISES) SELECTED LIGHT WEIGHT CLADDING BUILDINGS FASADA
C1R	CLADDING (SELECTED RED ACM PANEL BUILDINGS) FASADA
C1D	CLADDING (BREW (GREY) LIGHT WEIGHT CLADDING) BUILDINGS FASADA
ABW	LIGHT WEIGHT CLADDING FASADA WITH WHITE ACRYLIC FINISH
ABY	LIGHT WEIGHT CLADDING FASADA WITH YELLOW ACRYLIC FINISH
ABR	LIGHT WEIGHT CLADDING FASADA WITH RED ACRYLIC FINISH
CG	CLEAR GLASSING
TH	SELECTED WHITE TILE

DATE	REVISION	BY

PROPOSED MIXED-USED DEVELOPMENT
CNR OF PRINCES HIGHWAY & SIR THOMAS DRIVE, PAKENHAM, VIC

TAG	Date	27.06.2016	Drawn	PPY	Checked	FD	
	PROPOSED SHOPS ELEVATIONS						
	Project no	1506.21					
	Drawing no	TP06					
<p>The Architects Pty. Ltd. 17000 Jarvis Road Suite 101/102 Pakenham VIC 3207 Phone: 03 9242 1000 Email: info@the-architects.com.au Website: www.the-architects.com.au</p>							



DATE	REVISION	BY

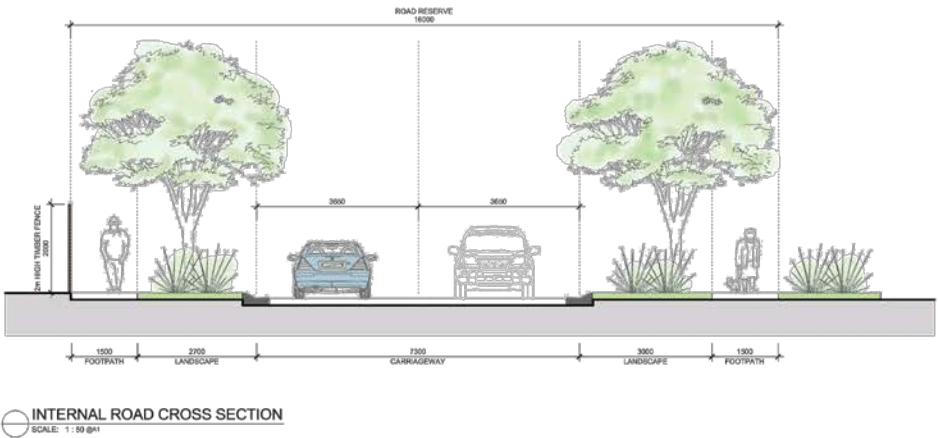
PROPOSED MIXED-USED DEVELOPMENT
CNR OF PRINCES HIGHWAY & SIR THOMAS DRIVE, PAKENHAM, VIC

client	TAG
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date	28.06.2016	drawn	PPY	checked	FD
PROPOSED SIGNAGE DETAILS					
project no.	1506.21				
drawing no.	TP07				

TOWN PLANNING

The Town Planning Group, Inc.
1700 2000 MCM
14 PAKENHAM DRIVE
PO BOX 1000
PAKENHAM VIC 3207
03 9247 1000



DATE	REVISION	BY

PROPOSED MIXED-USED DEVELOPMENT
CNR OF PRINCES HIGHWAY & SIR THOMAS DRIVE, PAKENHAM, VIC

TAG

DATE	10.08.2016	DRAWN	PY	CHECKED	FD
INTERNAL ROAD CROSS SECTION					
PROJECT NO.	1506.21				
DRAWING NO.	TP08				

TOWN PLANNING



The Towns of Pakenham Pty. Ltd.
1000 JOCK MACLEOD
4/4 BATHURST STREET
PO BOX 10000
PAKENHAM VIC 3113