

TOWN PLANNING

1 DEVELOPMENT OF A SERVICE STATION, ASSOCIATED ADVERTISING SIGNAGE AND ACCESS TO A ROAD ZONE, CATEGORY 1 AT 34 RACECOURSE ROAD, PAKENHAM

FILE REFERENCE INT179983

RESPONSIBLE GENERAL MANAGER Andrew Paxton

AUTHOR Hugh Pierce

RECOMMENDATION

That Council Support the application for the development of a service station and advertising signage at 32-34 Racecourse Road, Pakenham VIC 3810 subject to the conditions attached to this report.

Attachments

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2	Development plans	3 Pages
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EXECUTIVE SUMMARY:

APPLICATION NO.:	T160197		
APPLICANT:	ONORC Pty Ltd		
LAND:	32-34 Racecourse Road, Pakenham VIC 3810		
PROPOSAL:	Development of the land for a service station, internally illuminated signage and business identification signage		
PLANNING CONTROLS:	Clause 33.01 - Industrial 1 Zone Clause 44.04 - Land Subject to Inundation Overlay		
NOTIFICATION & OBJECTIONS:	The application has been advertised pursuant to Section 52 of the Planning and Environment Act 1987, by sending notices to adjoining land owners and occupiers and placing two signs on site		
	A total of 70 objections and 1 letter of support were received		
KEY PLANNING CONSIDERATIONS: The buildings and works in an Industrial Zone. Access to a Road Zone Category 1. Floodway			
RECOMMENDATION:	Support		

BACKGROUND:



The applicant lodged the planning application on 4 April 2017 and the application was advertised from 28 June 2016 to 14 July 2017.

This application was required to be referred to both Melbourne Water and VicRoads who have both objected to the proposal in relation to the impact on the flow of water across the land and vehicle access to the subject site respectively. As per the requirements of the Cardinia Planning Scheme, Council would have no choice but to refuse the application as a consequence of these objections. In good faith Council provided the applicant the opportunity to resolve these matters, with namely VicRoads at the time, before proceeding to issue a decision.

Although provided the opportunity, in October 2016 the applicant lodged an appeal with the Victorian Civil and Administrative Tribunal (VCAT) under Section 79 of the Planning and Environment Act 1987 in respect of Council's failure to determine the application within the prescribed time. Council cannot make a formal decision, but can make a decision as to whether to support the proposal or not.

It is noted that the proposal and plans considered in this assessment have been amended since the lodgement of the VCAT appeal. Both Melbourne Water and VicRoads have since consequently amended their response on the application to no objection, subject to conditions.

SUBJECT SITE:

The site measures 2, 894 square metres and is located on the east side of Racecourse Road immediately south of Azola Drive.

A 3-metre-wide drainage and sewerage easement runs along the east boundary.

The site is currently vacant.

Topographically the land is relatively flat.

The main characteristics of the surrounding area are:

- North: vacant land.
- East: Cardinia Water Retirement Village, specifically a communal vegetable garden and caravan parking area.
- South: Multiple buildings used for self-storage
- East: former Pakenham Racecourse, currently being developed as the Ascot Estate.

PROPOSAL:

The applicant is seeking planning approval of the development of a service station, associated advertising signage and to create access to a Road Zone, Category 1. The proposed service station will comprise of an ancillary convenience shop and 8 fuel bowsers which are to be covered by a canopy overhead. The signage comprises of an internally illuminated pole sign positioned at the corner of Racecourse Road and Azola Drive and non-illuminated business identification signage along the canopy and convenience shop.

In order to provide safe and functional vehicle access to the subject site, the majority of the existing road reserve along Racecourse Road will be occupied by a deceleration lane. To ensure that appropriate pedestrian access along the road reserve is not restricted, the applicant will vest the first 2.8 metres of their land from Racecourse Road to the VicRoads (as Road Authority for Racecourse Road) thus providing adequate space for a proposed footpath.



PLANNING SCHEME PROVISIONS:

State Planning Policy Framework (SPPF)

The relevant clauses of the SPPF are:

- Clause 12 Environmental and Landscape Values
- Clause 13 Environmental Risk
- 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 21.04 Economic Development
- Clause 21.06-1 Design and built form

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 33.01 - Industrial 1 Zone.

Overlays

The land is subject to the following overlays:



• Clause 44.04 - Land Subject to Inundation Overlay

PLANNING PERMIT TRIGGERS

The proposal for the development of a service station, business advertising signage and internally illuminated signage requires a planning permit under the following clauses of the Cardinia Planning Scheme:

- Pursuant to Clause 33.01 Industrial 1 Zone a planning permit is required to construct a building or carry out works.
- Pursuant to Clause 44.04 Land Subject to Inundation Overlay a planning permit is required to construct or carry out works.
- Pursuant to Clause 52.05 Advertising Signage, a planning permit is required for business identification 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 52.29 Land Adjacent to a Road Zone, Category 1, or a Public Acquisition Overlay for a Category 1 Road a planning permit is required to create or alter access 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 two signs on site.

The notification has been carried out correctly, and Council has received 70 objections along with 1 letter of support to date.

The key issues that were raised in the objections are:

- Increased traffic movement and implications on safety.
- Potential hazardous impacts on the Cardinia Lakes Retirement Village wetlands.
- Lack of pedestrian linkages.
- Proximity to fuel
- Noise
- Impact of illuminated signage
- Security of properties within the Cardinia Lakes Retirement Village and associated ecosystem.
- Need for a service station.



• Property values, insurance rates.

REFERRALS

VicRoads

The application was referred to *VicRoads* as a statutory referral. After initially objecting to the proposal in relation to vehicle access, *VicRoads* has now withdrawn their objection subject to conditions following the submission of amended plans to the proposal.

Melbourne Water

The application was referred to *Melbourne Water* as a statutory referral. After initially objecting to the proposal due to potential flood related issues, Melbourne Water has now withdrawn their objection to the proposal subject following the submission of amended plans to the proposal.

Environmental Protection Agency

The application was referred to Environmental Protection Authority (EPA) for comment. The EPA had no objection to the proposal and has provided some recommended conditions.

DISCUSSION

State and Local Planning Policy Framework

Industrial zoned land is intended to be reserved for uses consistent with industry. Applicable land should be made available to uses the zone considers to be consistent with its industrial purposes (Clause 17.02-1).

The subject site provides good access via a prominent road in Racecourse Road and is appropriately buffered from residential development via distance, non-residential uses and wetlands (Clause 17.02-1).

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 limits the impact on the established urban environment (Clause 13.04-1, Clause 15.01-1, Clause 21.04-1, Clause 21.06-1). Furthermore, the application of conditions provided by the EPA, will ensure that measures are in place to prevent detrimental impacts on the surrounding area including the Cardinia Lakes Retirement Village wetlands. This will assist in conserving the environmental biodiversity of the surrounding area (Clause 12.01)

Adequate and suitably located car parking facilities will also be provided on site to enable access via multiple transport modes, catering to the existing and future road network for the surrounding area (Clause 18.02-5 and Clause 21.06-1).

The proposed signage is consistent with that associated with a service station and therefore is appropriate within the scale of development (Clause 21.06-1). The signage itself is only relevant to business and services offered on the subject site and feature consistent colours and content (Clause 21.06-1).

<u>Zone</u>

Clause 33.01 - Industrial 1 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 manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

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

In this instance within the Industrial 1 Zone, a planning permit is not required to use the land for the purpose of a service station. However, approval is still required for the buildings and works associated with the service station. Therefore, this assessment can only consider the built form component of the proposal and not the use.

The service station and its ancillary convenience shop are sited in a manner consistent with most service stations. The single storey convenience shop with a maximum height of 4.2 metres is located to the rear of the allotment, whilst the 6.2-metre-high canopy and associated fuel bowsers sit directly in front facing Racecourse Road.

The canopy is setback in excess of 14 metres from the existing front boundary, 8.3 metres from the north boundary, 20 metres from the rear boundary and 9.6 metres from the south boundary. These distances are considered to provide sufficient buffers between all adjoining allotments ensuring it does not encroach upon the road or adjoining land.

The convenience shop is setback 4.88 metres to the north boundary, 7.947 metres from the south boundary and 5 metres from the east boundary with Cardinia Lakes Retirement Village. It is noted that the immediate adjoining land to the east is occupied by a small vegetable garden and large caravan parking area with the closest dwelling setback in excess of 60 metres. Nonetheless the 5-metre-wide setback along to the rear boundary of the subject site, provides sufficient space for the planting of significant vegetation to provide screening of the development from this perspective.

Furthermore, 2.4-metre-high timber paling fencing runs along the north and east boundaries with a 2.2-metre-high timber paling fence along the south boundary. This will provide further screening of the development.

It is considered the development is appropriate within the context of the Industrial 1 Zone and will not result in any adverse impacts on the amenity of the surrounding land.

Overlay

Clause 44.04 - Land Subject to Inundation Overlay

The purpose of this overlay 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 identify land in a flood storage or flood fringe area affected by the 1 in 100 year flood or any other area determined by the floodplain management authority.



- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To reflect any declaration under Division 4 of Part 10 of the Water Act, 1989 where a declaration has been made.
- To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).
- To ensure that development maintains or improves river and wetland health, waterway protection and flood plain health.

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

The proposal has been referred to the relevant flood plain management authority, Melbourne Water. They have not objected to the proposal subject to conditions regarding runoff, surface levels, fill and fencing. It is therefore considered that the development will not adversely impact the water quality, nor prevent the free passage and temporary storage of floodways, the proposal will maintain wetland health, waterway protection and flood plan health and minimise flood damage.

Particular Provisions

Clause 52.05 – Advertising Signage

As previously discussed, the proposed advertising signage comprises of an internally illuminated pole sign positioned at the corner of Racecourse Road and Azola Drive and business identification signage along the canopy and convenience shop. The service station is to open 24 hours therefore the proposed illuminated pole sign will be illuminated throughout the night.

The 7-metre-high internally illuminated pole sign will be visible from surrounding land most specifically Racecourse Road. However, it is noted that the intention of signage is that it is clearly visible. The design and scale of the sign is consistent with the majority of service stations and it is not considered out of character with the Industrial zoning of the land. It also is noted that in relation to the adjoining land not zoned industrial, the sign is setback approximately 100 meters from the nearest dwelling. It is therefore considered that there will be a limited impact on the amenity of the immediate area subject to the inclusion of conditions regarding the management of the levels of illumination.

The remaining non-illuminated business identification signage maintains consistent colours and typography throughout the subject site. They are also not used in an excessive manner, which ensures they do not contribute to visual clutter or disorder. As a consequence, it is not considered that the business identification signage will adversely impact the amenity of the area.

Clause 52.06 – Car Parking

Council's Traffic Engineers have reviewed the proposal and advised that they are satisfied with the proposed provision of 12 car spaces and vehicular manoeuvrability within the subject site.

Clause 52.07 - Loading and Unloading of Vehicles

The proposed service station's associated convenience shop has been provided with a loading bay of 7.6 metre x 3.6 metres in accordance with the minimum requirements.



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

Clause 52.12 – Service Station

The proposal achieves compliance with all of the requirements within the clause. It is therefore considered that the proposed development will not adversely impact the amenity of the sounding land or impair traffic flow and road safety.

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

VicRoads have advised that they have no objection to the proposal, subject to conditions regarding the provision of detailed design plans and vesting of a section of the road reserve to the Roads Corporation so that it may accommodate a footpath.

Objections

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

• Increased traffic movement and implications on safety.

The proposal has been referred to both VicRoads and Council's Traffic Engineers who have not objected to the proposal. It is therefore considered that the proposal will not have an adverse impact on the level of traffic or functionality of the intersection at Azola Drive and Racecourse Road.

 Potential hazardous impacts on the Cardinia Lakes Retirement Village wetlands and associated ecosystem.

The subject site is located in excess of 100 metres from the wetlands to the east at the adjoining Cardinia Lakes Retirement Village. Between the subject site and the wetlands is a small vegetable garden and large caravan parking area surfaced in concrete.

The application has been referred to Council's Development Engineer, who has provided conditions to manage drainage from the development appropriately and the EPA who have provided conditions in relation to mitigating vapour emissions, possible leaks and stormwater contamination. It is therefore considered that the conditions on the proposal will alleviate potential impacts from the service station on the wetlands.

• Lack of pedestrian linkages.

The proposed development incorporates a footpath along the section of the land that will become road reserve as per conditions of approval.

• 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.

• Noise



As previously discussed, the closest dwelling to the subject site is located in excess of 60 metres away with the majority of dwellings associated with Cardinia Lakes Retirement Village located well in excess of 100 metres. Furthermore, the side and rear boundaries will maintain 2.2 – 24 metre high fencing and vegetation will be planted along the rear setback to further mitigate against adverse noise emissions.

• Implications on security of properties within the Cardinia Lakes Retirement Village.

The proposed development is maintaining the existing boundary fencing along the side and rear. In relation to concerns regarding 'undesirable' people congregating around the service station, such a concern is no considered to be planning related and does not form part of this assessment. Additionally, there is no evidence to suggest that there is any correlation between such people and the service station land use.

• Need for service station.

A number of objections note that given there are already other service stations in the area, that there is no need for another station. As has previously discussed, a planning permit is not required to use the land for a service station in this location, rather only the buildings and works associated with the service station require approval. Furthermore, the number of pre-existing service stations or any other use for that matter within an area of a similar proposed use is not a planning consideration.

• Property values, insurance rates.

In relation to planning decisions the loss of property values and/or increase of insurance rates, 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 therefore considered appropriate to support the development of a service station and advertising signage at **32-34 Racecourse Road, Pakenham VIC 3810** subject to the conditions

CONDITIONS

- Before the 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. All of the changes shown on plans TP 02, TP 03 dated Feb '16 Issue B, but modified to demonstrate:
 - i. Compliance with Condition 3
 - ii.Compliance with Condition 22.
- 2. The development as shown on the endorsed plan/s must not be altered without the written consent of the Responsible Authority.
- 3. Before the development starts, 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. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:

- a. A survey (including botanical names) of all existing vegetation to be retained and/or removed.
- b. Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary.
- c. Details of surface finishes of pathways and driveways.
- d. 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.
- e. A minimum of 6 canopy trees with a mature height of 8 metres (minimum two metres tall when planted) and 16 small tree/shrubs planted in the 5 metres adjoining the east common boundary and a minimum of 12 small trees/shrubs planted elsewhere on the land.

All species selected must be native and to the satisfaction of the Responsible Authority.

- 4. Before the development is occupied 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.
- 5. 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.
- 6. 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.
- 7. 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.
- 8. The loading and unloading of goods from vehicles must only be carried out on the subject land within the designated loading bay and must not disrupt the circulation and parking of vehicles on the subject land.
- 9. External lighting must be designed, baffled and located so as to not detrimentally effect on adjoining land to the satisfaction of the Responsible Authority.
- 10. Trailers must be stored wholly on the land and must not encroach on landscaping, car parking areas or accessways.
- 11. The works associated with the construction of the 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. Inappropriate storage of any works or construction materials.
- c. Hours of construction activity.
- d. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste and storm water runoff, waste products, grit or oil.
- e. Presence of vermin.
- 12. Before the development starts, 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.
- 13.Stormwater works must be provided on the subject land so as to prevent overflows onto adjacent properties.
- 14. 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.
- 15. 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.
- 16. 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.
- 17.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.
- 18. 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.
- 19. The signs lighting must be designed, baffled and located to prevent any adverse effect on adjoining land to the satisfaction of the Responsible Authority.
- 20. The signs must not contain any flashing light.
- 21. The signs must be displayed and maintained to the satisfaction of the Responsible Authority.

VicRoads

22. Prior to the commencement of works, amended plans must be submitted to, and approved by, VicRoads. Once approved by VicRoads, the plans may then be endorsed by the Responsible Authority and will form part of the permit. The plans must be generally in accordance with the plans circulated 19 December 2016 and amended to show:



- a. The site and ground floor plan generally in accordance with the plans circulated 3 February 2017.
- b. The Functional Layout Plan (Traffix Group Drawing G21673-A-01 (9 November 2016) amended to show the footpath and property boundary in accordance with the plans circulated 3 February 2017.
- 23. Prior to the commencement of works:
 - a. Detailed design plans must be submitted to, and approved by, VicRoads. The detailed design plans must be generally in accordance with the approved Functional Layout Plan, to the satisfaction of VicRoads and subject to any further minor amendments as required by VicRoads.
 - b. A plan of subdivision must be submitted to, and approved by, VicRoads showing the vesting of that part of the land where any part of the approved roadworks, including the footpath, are proposed to be located. The land must be vested as road to the Roads Corporation.
- 24. Prior to the occupation of the service station:
 - a. The roadworks in accordance with the approved Functional Layout Plan and Detailed Design Plans must be constructed to the satisfaction of, and at no cost to, VicRoads.
 - b. The plan of subdivision that vests that part of the land as road to the Roads Corporation in accordance with Condition 23(b) must be lodged with the Titles Office at no cost to VicRoads.
 - c. The permit holder must enter into an agreement with the Responsible Authority and VicRoads, pursuant to Section 173 of the Planning and Environment Act 1987 or in any other manner to the satisfaction of VicRoads, to provide for the permit holder to reimburse all costs incurred by VicRoads and the Responsible Authority associated with the declaration of that part of the land in accordance with Condition 23(b) as arterial road pursuant to the *Road Management Act 2004* and to rezone the land to Road Zone Category 1 pursuant to the *Planning and Environment Act 1987*. The agreement must be to the satisfaction of, and at no cost to, VicRoads and the Responsible Authority.

Melbourne Water

- 25.Pollution and sediment laden runoff shall not be discharged directly or indirectly into Melbourne Water's drains or waterways.
- 26. The proposed service station and convenience restaurant must be constructed with finished floor levels set no lower than 26.15 metres to Australian Height Datum.
- 27. The proposed surface level of the site including the petrol pumping areas must be constructed with finished floor levels set no lower than 25.85 metres to Australian Height Datum.
- 28. Imported fill must be kept to a minimum on the property and only be used for the sub floor areas of the buildings and petrol pumping areas.



- 29. Any new fencing must be of an open style (50%) or timber paling construction type, to allow for the passage of flood water/overland flow.
- 30. Prior to the issue of an Occupancy Permit, a certified survey plan, showing finished floor levels (as constructed) reduced to the AHD, must be submitted to Melbourne Water to demonstrate that the floor levels have been constructed in accordance with Melbourne Water's requirements.

Environmental Protection Authority

- 31. Vapour recovery equipment must be installed to ensure vapours are recovered and prevented from escaping to atmosphere and impacting the local community during refilling operations of underground petroleum storages systems onsite.
- 32.Leak detection equipment must be installed and maintained on all underground petroleum storage tanks.
- 33. The service station shall implement EP Publication 888.4 The design, installation and management requirements for underground petroleum storage systems (UPSSs).
- 34. Noise emitted from the premises must not exceed the recommended levels as set out in Noise from Industry in Regional Victoria (NIRV; EPA Publication 1411, 2011) or as amended.
- 35. Construction and post-construction activities must be in accordance with EPA Publication 275 Construction Techniques for Sediment Pollution Control 1991 or as amended.
- 36. Stormwater contaminated with waste oil, grease, chemicals, leachate or sediments must not be discharged beyond the boundary of the premises and be collected and disposed of offsite by an EPA approved contractor or sent to sewer under Trade Waste Agreement.

Expiry

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

a. The development is not started within two (2) years of the date of this permit.

b. The development is not completed within **four (4) 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.

Notes:

- The preparation of the intersection layout plan, functional layout plan, the detailed engineering designs and the construction and completion of all work must be undertaken in a manner consistent with current VicRoads policy, procedures and standards, and at no cost to VicRoads.
- In order to meet VicRoads requirements for these tasks the applicant will be required to comply with the requirements documented as "Standard Requirements – Developer Funded Projects" and any other requirements considered necessary depending on the nature of the work.



- Functional layout plans may need to be amended to accommodate any changes that may arise during the detailed design stage review; in response to the road safety audit; in relation to services and their relocation; vegetation; drainage; treatment of hazards within clear zones and other matters.
- The applicable flood level for this property grades from 25.82 metres to Australian Height Datum at the northern end of the property down to 25.60 metres to Australian Height Datum at the southern end of the property.
- If further information is required in relation to Melbourne Water's permit conditions shown above, please contact Melbourne Water on 9679 7517, quoting Melbourne Water's reference **282770.**
- 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.
- A 'Vehicle Crossing Permit' must be obtained from Council prior to the commencement of any works associated with the proposed vehicle crossing.









Placeholder for Attachment 3

DEVELOPMENT OF A SERVICE STATION, ASSOCIATED ADVERTISING SIGNAGE AND ACCESS TO A ROAD ZONE, CATEGORY 1 AT 34 RACECOURSE ROAD, PAKENHAM

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