
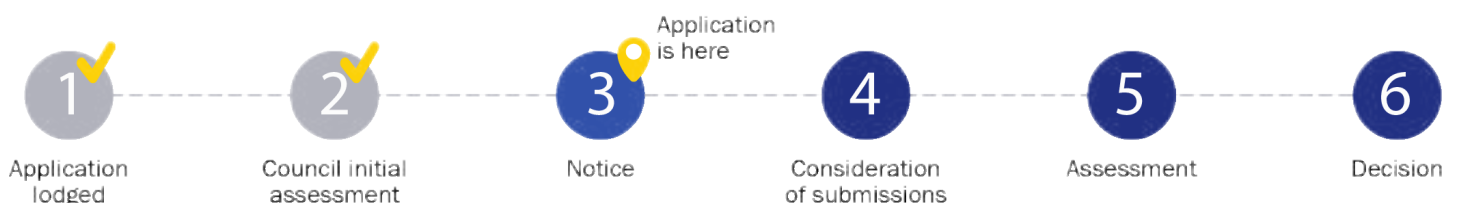


Notice of Application for a Planning Permit

The land affected by the application is located at:	L1080 PS447443 V11072 F452 8 Portobello Road, Pakenham VIC 3810
The application is for a permit to:	Use of land for a restricted recreation facility (Gym), construct two buildings and associated works, display of business identification signage, internally illuminated signage and panel sign and creation of access onto a Road in a Transport Zone 2

APPLICATION DETAILS	
The applicant for the permit is:	Hatch Pty Ltd
Application number:	T240210
<p>You may look at the application and any documents that support the application at the office of the Responsible Authority: Cardinia Shire Council, 20 Siding Avenue, Officer 3809.</p> <p>This can be done during office hours and is free of charge.</p> <p>Documents can also be viewed on Council's website: cardinia.vic.gov.au/advertisedplans or by scanning the QR code.</p>	

HOW CAN I MAKE A SUBMISSION?	
<p>This application has not been decided. You can still make a submission before a decision has been made. The Responsible Authority will not decide on the application before:</p>	<p>26 July 2024</p>
<p>WHAT ARE MY OPTIONS?</p> <p>Any person who may be affected by the granting of the permit may object or make other submissions to the responsible authority.</p>	<p>An objection must:</p> <ul style="list-style-type: none"> • be made to the Responsible Authority in writing; • include the reasons for the objection; and • state how the objector would be affected. <p>If you object, the Responsible Authority will notify you of the decision when it is issued.</p>
<p>The Responsible Authority must make a copy of every objection available at its office for any person to inspect during office hours free of charge until the end of the period during which an application may be made for review of a decision on the application.</p>	



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

Office Use Only

Application No.:

Date Lodged: / /

Application for a Planning Permit

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

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

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

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

i Click for further information.

Clear Form

The Land **i**

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

Street Address *

Unit No.:	St. No.: 8	St. Name: Portobello Road
Suburb/Locality: Pakenham		Postcode: 3810

Formal Land Description *

Complete either A or B.

⚠ This information can be found on the certificate of title.

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

A	Lot No.: 1080	<input type="radio"/> Lodged Plan	<input type="radio"/> Title Plan	<input checked="" type="radio"/> Plan of Subdivision	No.: 447443V
OR					
B	Crown Allotment No.:		Section No.:		
Parish/Township Name:					

The Proposal

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

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

Use and development of the land for the purpose of one restricted recreation facility (gym), the development of three restricted retail premises, the erection of internally illuminated business identification signage, including a freestanding panel sign, and a reduction of car parking, and the creation of an access to a road in a Transport Zone 2.

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⚠ Provide additional information about the proposal, including: plans and elevations; any information required by the planning scheme, requested by Council or outlined in a Council planning permit checklist; and if required, a description of the likely effect of the proposal.

Cost \$ 8 million	⚠ You may be required to verify this estimate. Insert '0' if no development is proposed.
<p>If the application is for land within metropolitan Melbourne (as defined in section 3 of the <i>Planning and Environment Act 1987</i>) and the estimated cost of the development exceeds \$1 million (adjusted annually by CPI) the Metropolitan Planning Levy must be paid to the State Revenue Office and a current levy certificate must be submitted with the application. Visit www.sro.vic.gov.au for information.</p>	

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

Existing Conditions 1

Describe how the land is used and developed now *

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

The western and central portions of the site are occupied by a Dan Murphy's operation while the eastern portion is vacant

Provide a plan of the existing conditions. Photos are also helpful.

Title Information 1

Encumbrances on title *

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

- Yes (if 'yes' contact Council for advice on how to proceed before continuing with this application.)
- No
- Not applicable (no such encumbrance applies).

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

Applicant and Owner Details 1

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

Applicant *

The person who wants the permit.

Please provide at least one contact phone number *

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

Owner *

The person or organisation who owns the land


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

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Name:		
Title:	First Name:	Surname:
Organisation (if applicable): Refer to Attachment 1		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:
Name: Same as applicant <input type="checkbox"/>		
Title:	First Name:	Surname:
Organisation (if applicable): Refer to Attachment 1		
Postal Address:		If it is a P.O. Box, enter the details here:
Unit No.:	St. No.:	St. Name:
Suburb/Locality:	State:	Postcode:
Owner's Signature (Optional):	Date:	
day / month / year		

Declaration

This form must be signed by the applicant *

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

I declare that I am the applicant, and that all the information in this application is true and correct, and the owner (if not myself) has been notified of the permit application.

Signature: 

Date: 7 / 5 / 24

day / month / year

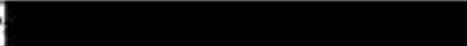
Need help with the Application?

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

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

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

No Yes

If 'Yes', with whom? 

Date: 14 April 2023


day / month / year

Checklist

Have you:

Filled in the form completely?

Paid or included the application fee?

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

 Provided all necessary supporting information and documents?

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

A plan of existing conditions.

Plans showing the layout and details of the proposal.

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

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

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

Completed the relevant council planning permit checklist?

Signed the declaration?

Lodgement

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

Cardinia Shire Council
PO Box 7
Pakenham VIC 3810

In person: 20 Siding Avenue, Officer

Contact information:

Telephone: 1300 787 624

Email: mail@cardinia.vic.gov.au

DX: 81006

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

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

Page 1 of 1

VOLUME 11072 FOLIO 452

Security no : 124113102921V
Produced 01/03/2024 06:09 PM

LAND DESCRIPTION

Lot 1080 on Plan of Subdivision 447443V.
PARENT TITLES :
Volume 10923 Folio 365 Volume 10971 Folio 216
Created by instrument PS447443V 05/06/2008

REGISTERED PROPRIETOR



ENCUMBRANCES, CAVEATS AND NOTICES



COVENANT AG274070X 02/01/2009

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

DIAGRAM LOCATION

SEE PS447443V FOR FURTHER DETAILS AND BOUNDARIES

ACTIVITY IN THE LAST 125 DAYS

NIL

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

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

Street Address: 8 PORTOBELLO ROAD PAKENHAM VIC 3810

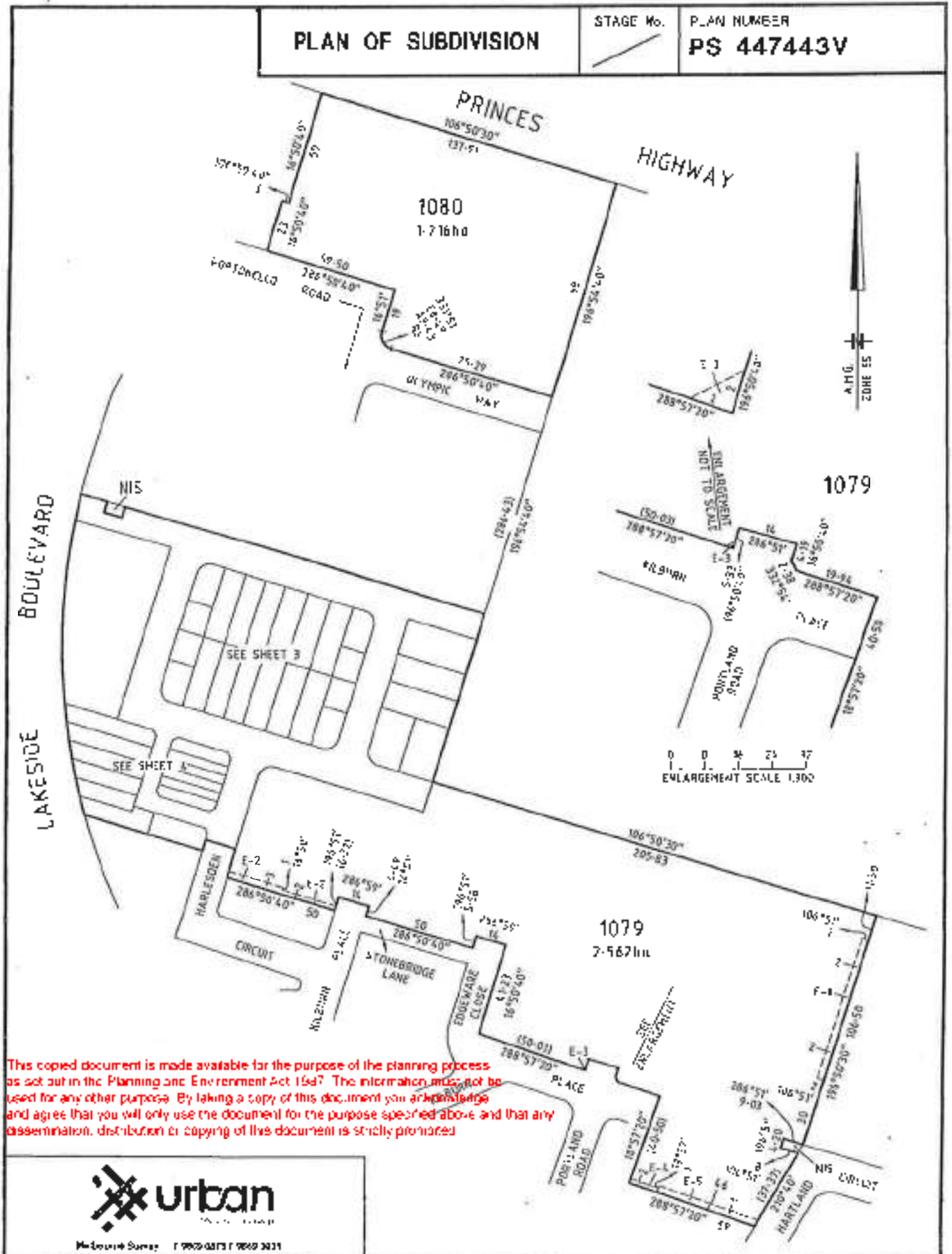
ADMINISTRATIVE NOTICES

NIL



DOCUMENT END

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Urban Survey 1 9620 0273 1 9620 3031

<p>SCALE</p> <p>LENGTHS ARE IN METRES</p>		<p>ORIGINAL SCALE SHEET SIZE</p> <p>1:500 A3</p>	<p>LICENSED SURVEYOR (PRINT) ...</p> <p>SIGNATURE ...</p> <p>PE: 0401020-043</p>	<p>GENERAL SURVEYOR (PRINT) ...</p> <p>DATE 14/12/07</p> <p>VERSION C</p>	<p>SHEET 2 OF 4 SHEETS</p> <p>DATE 7/10/08</p> <p>COUNCIL DELEGATE SIGNATURE</p>
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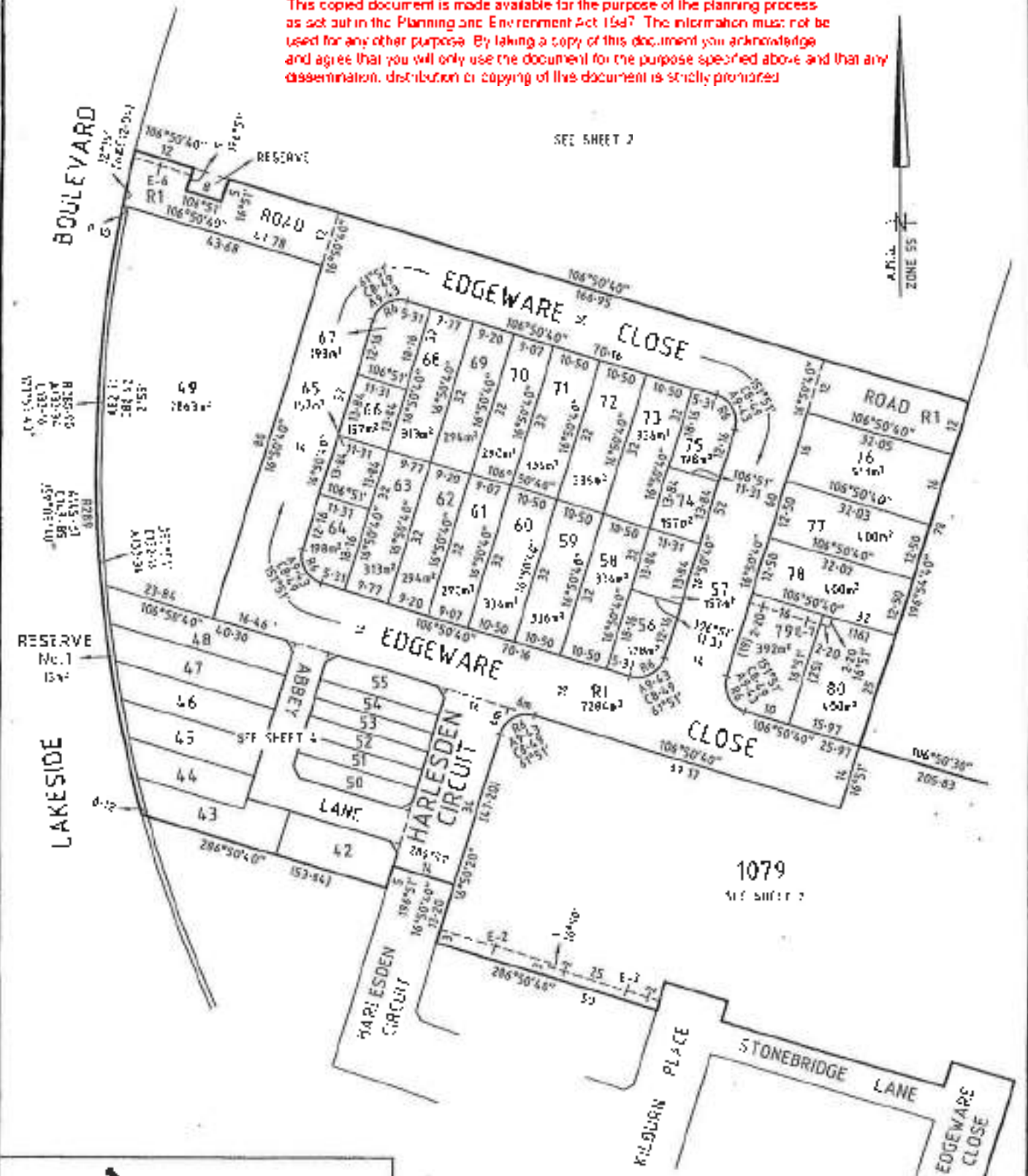
PLAN OF SUBDIVISION

STAGE No.

PLAN NUMBER

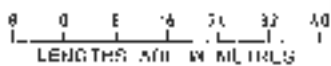
PS 447443V

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Urban
City & Regional
Multi-Purpose Survey 1 800 882 7777

SCALE



ORIGINAL

SCALE SHEET
SIZE
1:800 A3

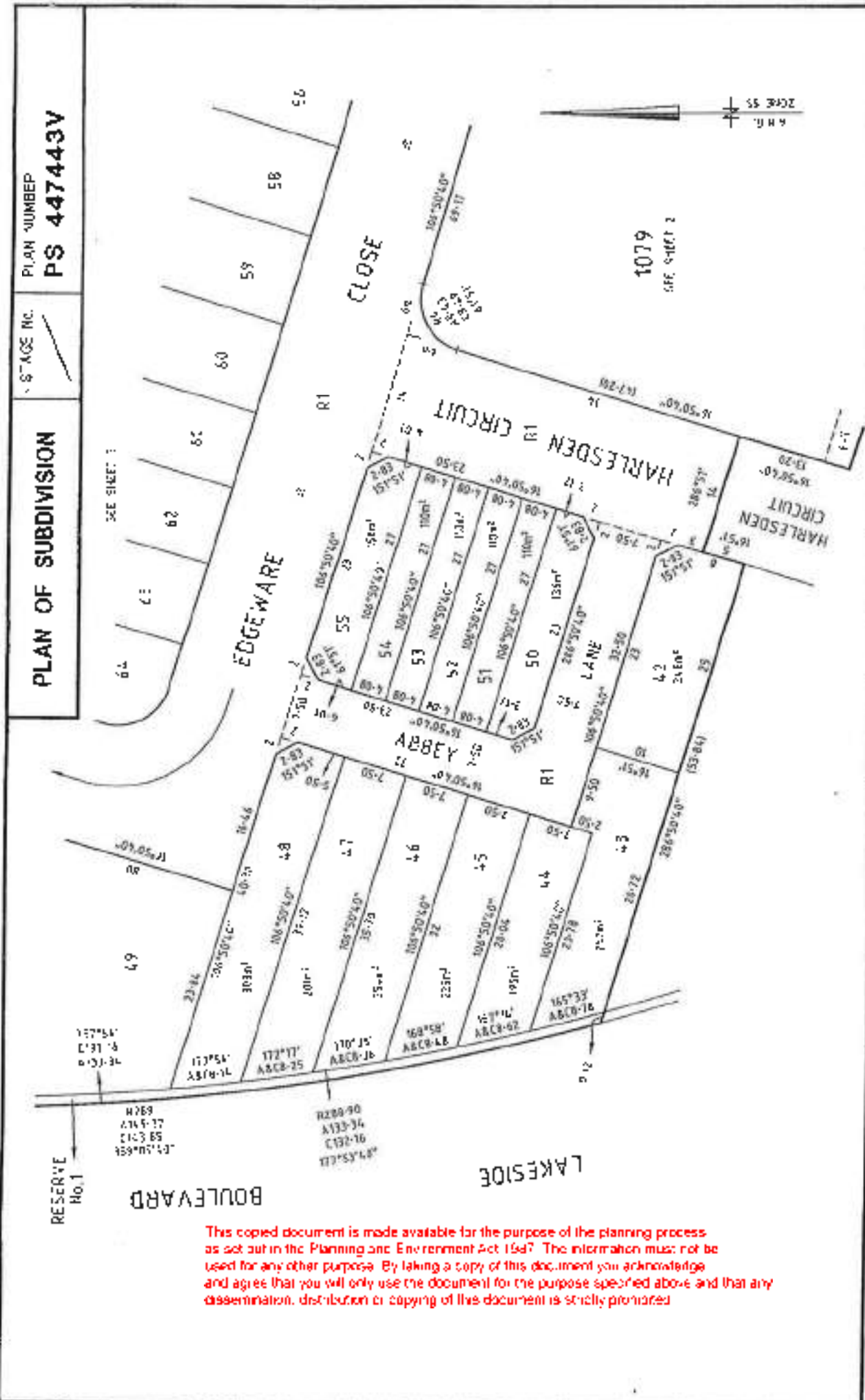
LICENSED SURVEYOR FR.N: GERARD ROOPRI SHONE

SCHEMATIC REF 04 01020-043

DATE 14/2/08
VERSION C

SHEET 3 OF 4 SHEETS

DATE 7/01/08
COMPL. ULLGATE SIGNATURE



PLAN OF SUBDIVISION
STAGE NO.
PLAN NUMBER
PS 447443V

 Max Baillie Survey T 9620811 F 9620 030 2015 JUL 1 10:10	SCALE LENGTHS ARE IN METRES 	ORIGINAL SHEET SIZE 1400 A3	IMPROVED SURVEYOR PRINT: GERRALD ROBERT SHANE SIGNATURE: [Signature] DATE: 14/12/07 REF: 04 01020-043 PERSON: C	SHEET 4 OF 4 SHEETS DATE: 7/09/08 COUNCIL DELEGATE EIRNSMUIR
	RESERVE No. 1			

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TRANSFER OF LAND

Section 45 Transfer of Land Act 1958

Lodged by:



Privacy Collection Statement
 Information from this form is
AG274070X
 92/01/2008 \$1348 45
 MADE AVAILABLE
 DIT Use Only

Name: _____
 Phone: _____
 Address: **National Australia Bank Limited 9E**
 Ref: _____
 Customer Code: _____

The transferor at the direction of the directing party (if any) transfers to the transferee the estate and interest specified in the land described for the consideration expressed -

- together with any easements created by this transfer;
- subject to the encumbrances affecting the land including any created by dealings lodged for registration before the lodging of this transfer; and
- subject to any easements reserved by this transfer or restrictive covenant contained or covenant created pursuant to statute and included in its transfer.

Land: *(volume and folio reference)*
 Certificate of title volume 1E072 folio 452

Estate and interest: *(e.g. "all my estate in fee simple")*
 All its estate in fee simple

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Consideration: _____

Transferor: *(full name)*
 Cardinia Shire Council

Transferee: *(full name and address including postcode)*
 Shearwater Developments Pakenham Pty Ltd (ACN 160 028 984) of Suite 1, 1-3 Westpool Drive, Hallam 3803

Directing Party: *(full name)*

Creation and/or Reservation and/or Covenant:

The transferee for himself, his executors, administrators and transferees to the intent that the burden of the covenants below shall run with and bind the land hereby transferred ("burdened land") covenants with the transferor and the registered proprietors for the time being of every lot in plan of subdivision PS447443V ("plan") other than lot 1080 on the plan ("dominant lands") whether the lots are transferred by the transferor before or after the burdened land, to the intent that the said covenants may be enforceable by the transferor and such persons as part of or for the purpose of effecting a general building scheme affecting all the dominant lands:

1 Use of Burdened Land and Construction Works

- 1.1 except with the written consent of the transferor, not to use land for any purpose other than for one or more of the following uses ("Agreed Use")

Continued on T2 Page 2

Approval No: 1181073A

ORDER TO REGISTER
 Please register and issue title to

STAMP DUTY USE ONLY	
National Australia Bank	
DRS	AP 161
Vic Duty	\$202,675.00
Consideration	\$3,685,000.00
Trans No.	12143/2008
Endorse Date	76/11/2008
Section	Original
P676378 Signature	MA

Signed _____ Cust. Code: _____



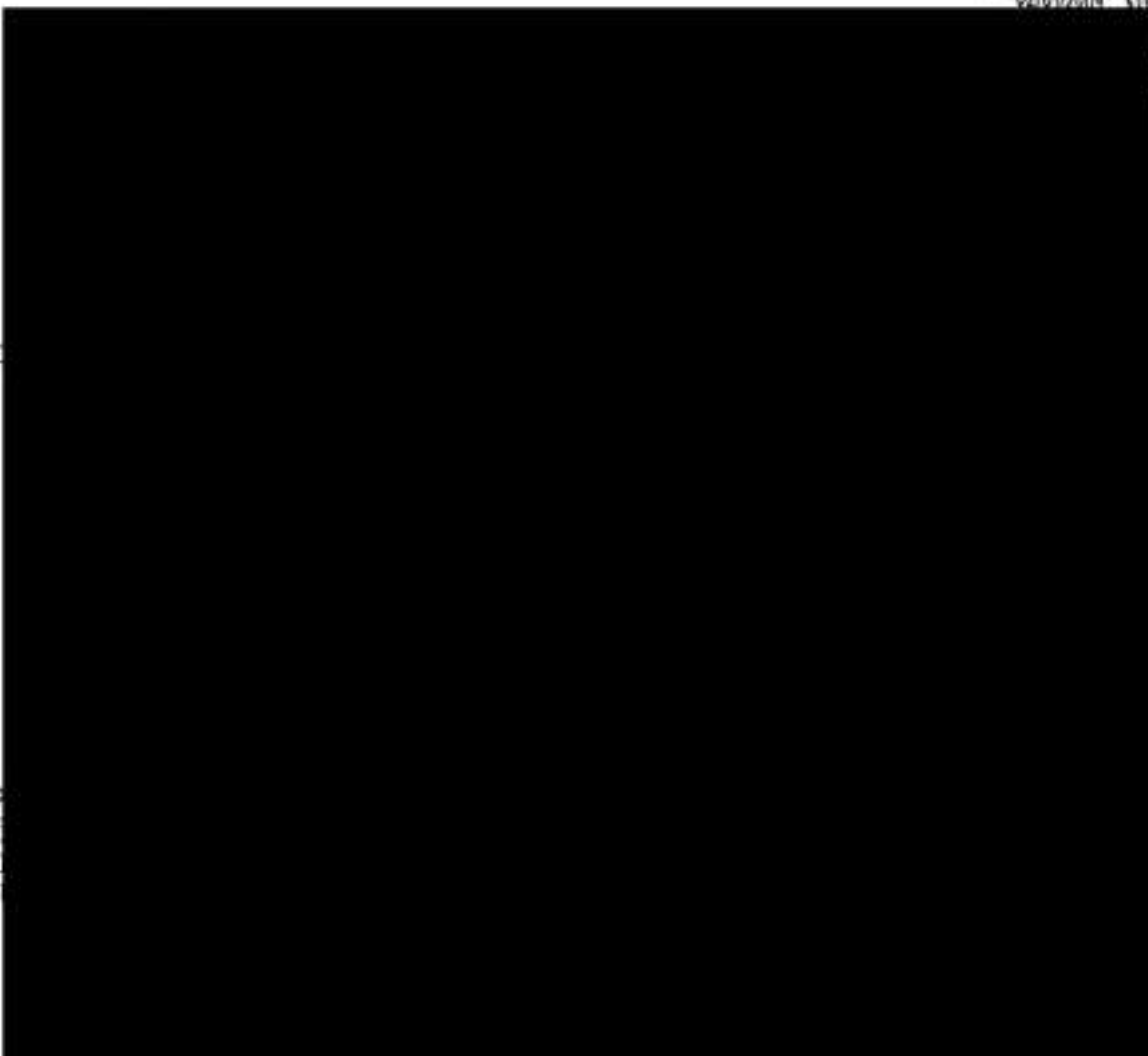
Dated: 1-4 NOV 2008

Execution and attestation:

AG274070X

02/01/2009 11:46

45



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Approval No: 1181073A

T2 Page 2



ANNEXURE PAGE

Transfer of Land Act 1958



This is page 3 of *Approved Form T2* dated *14/11/08* between Cardinia Shire



user.

Panel Heading

- 1.1.1 retail premises (as defined in the Cardinia Planning Scheme) but only for the retail sale of:
 - (a) liquor; or
 - (b) stationary, office supplies and office equipment;
- 1.1.2 convenience restaurant (as defined in the Cardinia Planning Scheme);
- 1.1.3 multi-storied retirement village (as defined in the Cardinia Planning Scheme);
- 1.1.4 education centre (as defined in the Cardinia Planning Scheme); and
- 1.1.5 dance school (as defined in the Cardinia Planning Scheme).

together with such number of car parks as may be required by Cardinia Shire Council or any relevant authority for the improvements to be built on the Land.

~~1.2 not without the written consent of the transferor, sell, agree to sell or transfer the burdened land until the earlier of 5 years from the date of this transfer, and the date construction of all buildings and improvements for the Agreed Use have been constructed;~~

- 1.3 not to build a "dwelling house" on the burdened land;
- 1.4 not to build a "granny-flat" on the burdened land;
- 1.5 not to subdivide the burdened land;
- 1.6 not to build any improvements, or carry out any building or construction works on the burdened land unless copies of building plans, elevations, site plans, set-back plans and schedules of colours and materials have been submitted to Delfin Pakenham Pty Ltd ACN 093 765 649 ("Delfin") and Delfin has given its approval to the plans prior to the commencement of building works

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Approval No 1181073A

A1



1. If there is insufficient space to accommodate the required information in a panel of the *Approved Form* insert the words "See Annexure Page 2" (or as the case may be) and enter all the information on the Annexure Page under the appropriate panel heading. **THE BACK OF THE ANNEXURE PAGE IS NOT TO BE USED.**
2. If multiple copies of mortgage are lodged, original Annexure Pages must be attached to each.
3. The Annexure Pages must be properly identified and signed by the parties to the *Approved Form* to which it is annexed.
4. All pages must be attached together by being stapled in the top left corner.

ANNEXURE PAGE

Transfer of Land Act 1958



This is page 4 of *Approved Form T2* dated *14/11/08* between Cardinia Shire Council as Vendor and Shearwater Developments Pakenham Pty Ltd (ACN 100 028 984) as Purchaser.



- 1.7 not to carry out any siteworks, excavation, filling or construct any fencing or retaining walls on the burdened land without the prior written consent of Delfin;
- 1.8 not to delay or permit to be delayed the commencement or completion of any works that have been approved by Delfin;
- 1.9 not to vary or allow any variation to any works that have been approved by Delfin;

2 External Structures

- ~~2.1~~ not to erect any external signs, hoarding, tank, clothes line, letter box, mast or pole of any description or television antenna or radio aerial without the prior written consent of Delfin;
- ~~2.2~~ not to erect any external flood lights or spotlights or any lights illuminating any pool or tennis court or other similar enclosure without the prior approval of Delfin; and

3 No Estate Agency

- 3.7 Not to use the burdened land or any part thereof as an estate agency.

Subject to paragraph 1.1, the covenants in this transfer shall cease to apply to or affect the burdened land on 1 January 2022.

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Approval No 1181073A

A1



1. If there is insufficient space to accommodate the required information in a panel of the *Approved Form* insert the words "See Annexure Page 2" (or as the case may be) and enter all the information on the Annexure Page under the appropriate panel heading. **THE BACK OF THE ANNEXURE PAGE IS NOT TO BE USED.**
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3. The Annexure Pages must be properly identified and signed by the parties to the *Approved Form* to which it is annexed.
4. All pages must be attached together by being stapled in the top left corner.



Leigh Design

waste management plans for all urban developments

Leigh Design Pty Ltd

ABN 37 139 522 437

PO Box 115

Carnegie VIC 3163

P +61 3 9958 0800

E info@leighdesign.com.au

I www.leighdesign.com.au

Waste Management Plan



Proposed Development:

8 Portobello Road, Pakenham, Victoria

Prepared for:

Portobello Road Investments (Pakenham) Pty Ltd

Document Control

Report Date: 6 May 2024 (supersedes all prior reports)

Prepared By: [REDACTED] MIEAust

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Glossary.....	2
1 Space and System for Waste Management	3
2 Access for Users, Collectors, and Collection Vehicles.....	7
3 Amenity, Local Environment, and Facility Design	8
4 Management and Sustainability	10
5 Supplementary Information	12
6 Contact Information.....	13
7 Limitations.....	13
Enclosures: Ground and First Floor Plans.	

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WASTE MANAGEMENT SUMMARY

- The Operator, as defined below, shall be responsible for managing the waste system and for developing and implementing safe operating procedures. Also, the Operator shall abate litter.
- Waste shall be stored within the development.
- Users shall place sorted waste into their respective collection bins.
- Waste shall be collected within the subject land.
- A private contractor shall provide waste collection services.

GLOSSARY

Operator: refers to the owner and/or Owners Corporation who shall manage site operations with the aid of cleaners and contractors (and if required, delegating certain waste management responsibilities to commercial tenants).

User: refers to commercial tenants.

1 SPACE AND SYSTEM FOR WASTE MANAGEMENT

1.1 Development Description and Use

This development shall consist of commercial tenancies (refer to Table 1).

This Waste Management Plan (WMP) includes amendments that respond to Council's Pre-Application Advice. In particular, the following clarifications are offered:

- Litter Management: Please refer to Section 3.2 of this report.
- Bin Storage: Dedicated Bin Enclosures shall be provided as illustrated in the enclosed architectural drawings.
- External Public Bins: As requested by Council, external public receptacles shall be provided as described in Section 1.4 and as shown in the drawings.
- Hard Waste: This material shall be stored within the back of house of each tenement (refer to Section 1.4 and the drawings).
- Lockable Bin Storage: As stated in Section 3.2, tenants shall keep their Bin Enclosures locked at all times.

1.2 Estimated Waste Generation

The following table summarises the waste estimate (m³/week):

Table 1: Waste Estimate

Waste Source	Base Qty (est.)	Garbage	Recycling
Retail (showroom) U1	area (m ²) = 1140	3.19	0.80
Retail (showroom) U2	area (m ²) = 338	0.95	0.24
Retail (showroom) U3	area (m ²) = 1052	2.95	0.74
Retail (gym) U4	area (m ²) = 1118	0.78	0.78
TOTAL (m³/wk)		7.87	2.55

Note: Waste figures are based on Sustainability Victoria Guidelines.

1.3 Collection Services

Based on the anticipated waste volume, a private contractor shall be required to collect waste. The Operator shall choose a waste collection provider, negotiate a service agreement, and pay for these services.

Note: Every rateable tenement is liable to pay for municipal charges irrespective of the level of collection services provided by Council.

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1.4 Location, Equipment, and System for Managing Waste

The waste management system is summarised as follows:

- Tenancy receptacles at internal areas.
- Two sets of external Litter Bins (within enclosing surrounds for 120L garbage and recycling bins, in pairs at two carpark locations).
- Four external Cigarette Receptacles (one near the entrance of each tenancy).
- Four lockable Bin Enclosures (one per tenancy) located at the Loading Bay.
- Collection bins (kept within the Bin Enclosures - refer to Table 2).

The various collection waste streams are summarised as follows:

Garbage: General waste shall be placed in tied plastic bags and stored within bins.

Recycling: All recyclables shall be commingled into a single type of collection bin (for paper, cardboard, glass, aluminium, steel, and plastics). However, if glass separation is required in future, the Operator shall provide dedicated glass bins.

Green Waste: Garden organics shall be collected and disposed by the landscape maintenance contractor.

Food Organics: Based on retail use, limited organic waste generation is anticipated. Where the volume of organic waste warrants its separation, dedicated bins for Organics shall be sourced.

Other Waste Streams: Hard/electronic/liquid and other wastes (polystyrene, batteries, paint, chemicals and detox items, etc) shall be kept within each tenement. As noted in the architectural drawings, all tenants shall allocate a 1.5m² for hard waste storage within their back of house. Tenants shall organise a private collection from within their tenancies. These items shall be removed on an “at call” basis, noting that e-waste must not be disposed in landfill.

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The following table summarises bin quantity/capacity, collection frequency, and area requirements (based on Table 1):

Table 2: Bin Schedule and Collection Frequency

Waste Source	Waste Stream	Bin Qty	Bin Litres	Collections per Week	Net Area m ²
External Bins & Receptacles	Garbage	2	120	2	1.0
	Recycling	2	120	2	1.0
	Cigarettes	4	1	1	0.8
Showroom Unit 1	Garbage	1	1,100	3	1.6
	Organics	1	120	1	0.5
	Recycling	1	660	2	1.2
	Future Glass	1	120	1	0.5
Showroom Unit 2	Garbage	1	660	2	1.2
	Organics	1	80	1	0.5
	Recycling	1	660	1	1.2
	Future Glass	1	80	1	0.5
Showroom Unit 3	Garbage	1	1,100	3	1.6
	Organics	1	120	1	0.5
	Recycling	1	660	2	1.2
	Future Glass	1	120	1	0.5
Gym Unit 4	Garbage	1	1,100	1	1.6
	Organics	1	120	1	0.5
	Recycling	1	660	2	1.2
	Future Glass	1	120	1	0.5
Net Waste Storage Area (excludes circulation), m²:					17.6

Notes:

- Two sets of external litter bins shall be provided (within enclosing surrounds for 120L garbage and recycling bins, in pairs).
- Four external cigarette receptacles shall be provided.
- Bins shall be sourced by the Operator (either purchased from a supplier or leased from the collection contractor).
- Subject to stakeholders' preference/capability (and as built constraints), bin sizes and quantities can be changed. Also, recyclables can be either commingled or split into bins for separate recycling streams.

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1.5 Planning Drawings, Waste Areas, and Management of the Waste System

The enclosed drawings illustrate sufficient space for onsite bin storage, as required by the above schedule.

Notwithstanding the above, collection days shall be staged appropriately and the Operator shall stipulate procedures for effective management of the available space.

1.6 Collection Bin Information

The following bins shall be utilised (see Sect. 4.4 for signage requirements):

Table 3: Bin Details

Capacity (litres)	Height (mm)	Width (across front, mm)	Depth (side on, mm)	Empty Weight (kg)	Average* Gross Weight (kg)
80	860	450	530	9	19
120	930	480	545	10	26
660	1250	1240	780	43	130
1100	1330	1240	1070	65	210

Notes:

- * = Average Gross Weight is based on domestic waste studies (which vary subject to locality and waste-type). Expect greater weight for wet or compacted waste.
- Use the above details as a guide only – variations will occur. The above is based on Sulo plastic flat-lid bins.

Table 4: Cardinia Colour Coding

Bin	Garbage	Food & Garden	Recycling	Glass (TBC)
Lid	Green	Lime	Yellow	Purple
Body	Green	Green	Green	Green

Note: Private bins shall be labelled to identify the waste generator and site address.

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2 ACCESS FOR USERS, COLLECTORS, AND COLLECTION VEHICLES

2.1 User Access to Waste Facilities

Commercial tenants shall dispose sorted waste into designated collection bins located within their Bin Enclosure (if required, using a suitable trolley and the lift). Tenants shall keep their Bin Enclosure locked at all times to avoid illegal dumping.

2.2 Collection Arrangements and Access to Waste Facilities

- A private contractor shall collect waste at the onsite Loading Bay.
- Collection staff shall transfer bins between the Bin Enclosures and the truck.
- The waste collection shall be carried-out by rear-lift vehicles (nom. 8.8m long, 4m operational height, and 24 tonnes gross vehicle mass).

Notes:

- For hard and other wastes, tenants shall organise a private collection from within their tenancies.
- The enclosed drawings illustrate the waste system.

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3 AMENITY, LOCAL ENVIRONMENT, AND FACILITY DESIGN

3.1 Noise Minimisation Initiatives

- Collection bins shall feature rubber wheels for quiet rolling during transfers.
- The waste system and collections shall meet relevant acoustic requirements.
- Local laws shall be observed for all operations in public and private areas.
- For private services, the hours of waste collections shall be as specified in Council's local laws. Also, Section 6 of the Victorian EPA Noise Control Guideline Publication 1254 (see below) shall be observed to protect the acoustic amenity of the development and surroundings.

Victorian EPA Noise Control Guideline Publication 1254.2 May 2021 (excerpt)

[Section] 6. Industrial Refuse Collection [for commercial waste]

Annoyance created by industrial waste collection tends to intensify in the early morning period. To this end, early morning collections should be restricted to non-residential areas to minimise early morning disturbances. Where a residential area is impacted by noise from the collection of refuse then collections should be restricted to the times contained within the schedule.

- Refuse bins should be located at sites that provide minimal annoyance to residential premises.
- Compaction should be carried out while the vehicle is moving.
- Bottles should not be broken up at collection site.
- Routes which service predominantly residential areas should be altered regularly to reduce early morning disturbances.
- Noisy verbal communication between operators should be avoided where possible.

SCHEDULE

One collection per week

6:30am to 8:00pm Monday to Saturday

9:00am to 8:00pm Sunday & Public Holidays

Two or more collections per week

7:00am to 8:00pm Monday to Saturday

9:00am to 8:00pm Sunday & Public Holidays

3.2 Litter Management and Prevention of Stormwater Pollution

The Operator shall be responsible for removing site litter. Effective management practices shall abate site litter, minimise litter dispersion onto adjoining land and public areas, and reduce stormwater pollution (thus avoiding litter-impact to the local amenity and environment).

For litter management, the Operator shall:

- Keep the site in a tidy manner. In particular, weekly onsite litter abatement patrols shall be carried-out, extending these to within 50 metres of the site boundary.
- Provide suitable waste receptacles at strategic external areas as described in Section 1.4 and in Table 2. The locations of all public waste receptacles are illustrated in the architectural drawings.
- Arrange for regular clearing of all external receptacles (refer to the collection frequency in Table 2). If required, the collection frequency shall be increased in order to keep receptacles from overflowing.

- Instruct tenants to keep their Bin Enclosures locked at all times to avoid illegal dumping. Tenants shall ensure that waste collection bins are not overfilled, keeping lids closed and bungs leak-free. Bin Enclosures are illustrated in the architectural drawings.
- Address litter problem-areas, obtaining guidance from: www.litterwatchvictoria.org.au.
- Monitor waste disposal areas and take action to prevent waste-dumping and/or unauthorised use of waste areas.
- Require the collection contractor to clean-up any spillage that might occur when clearing bins.
- Conduct regular inspections and cleaning of onsite drainage litter traps.

3.3 Ventilation, Washing, and Vermin-Prevention Arrangements

Waste areas shall feature:

- Natural ventilation in accordance with Australian Standard AS1668.
- Impervious flooring (also, smooth, slip-resistant, and appropriately drained).
- A graded bin wash area, hosecock, hose, and a suitable floor-waste connected in accordance with relevant authority requirements (alternatively, the Operator shall engage a suitable contractor to wash bins in a mobile bin-wash vehicle). The bin and wash areas may overlap, as stored bins can be moved so that a bin can be washed.

The Operator shall regularly clean waste areas/equipment. Also, access doors and bin-lids shall be kept closed.

3.4 Design and Aesthetics of Waste Storage Areas and Equipment

Waste shall be placed within collection bins and stored in designated onsite areas (hidden from external view). Following waste collection activities, bins shall be returned to the storage areas as soon as practicable.

Waste facilities shall be constructed of durable materials and finishes, and maintained to ensure that the aesthetics of the development are not compromised. These facilities and associated passages shall be suitably illuminated (this provides comfort, safety, and security to users, staff, and contractors). Access doors shall feature keyless opening from within.

The design and construction of waste facilities and equipment shall conform to the Building Code of Australia, Australian Standards, and local laws.

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4 MANAGEMENT AND SUSTAINABILITY

4.1 Waste Sorting, Transfer, and Collection Responsibilities

Garbage shall be placed within tied plastic bags prior to transferring into collection bins. Cardboard shall be flattened and recycling containers un-capped, drained, and rinsed prior to disposal into the appropriate bin. Bagged recycling is not permitted.

Refer to Section 1.4 for all other waste streams and details of the waste system. Also, Section 2 outlines waste transfer requirements and collection arrangements.

4.2 Facility Management Provisions Including Maintenance & Improvements

The Operator shall be responsible for managing the waste system and for developing and implementing safe operating procedures (refer to the glossary in page 2).

It shall be the responsibility of the Operator to maintain all waste areas and components, to the satisfaction of users, staff, and the relevant authority (users shall maintain their internal waste receptacles).

The Operator shall ensure that maintenance and upgrades are carried-out on the facility and components of the waste system. When required, the Operator shall engage an appropriate contractor to conduct services, replacements, or upgrades.

4.3 Arrangements for Protecting Waste Equipment from Theft and Vandalism

It shall be the responsibility of the Operator to protect the equipment from theft and vandalism. This shall include the following initiatives:

- Keep locked all Bin Enclosures.
- Label the bins according to property address.
- Waste shall be collected within the onsite Loading Bay (waste shall not be placed for collection outside the site boundary).

4.4 Communication Strategy - Arrangements for System Labelling and Ensuring Users and Staff are Aware of How to Use the System Correctly

- The Operator shall provide appropriate signage for the bins. Signage is available at the following internet address: www.sustainability.vic.gov.au.
- The Operator shall publish/distribute “house rules” and educational material to:
 - Inform users/staff about the waste management system and the use/location of the associated equipment (provide the summary in page 2 of this report).
 - Improve facility management results (lessen equipment damage, reduce littering, and achieve cleanliness).
 - Advise users/staff how to sort waste with care to minimise contamination of various waste streams.
- For user safety when disposing waste, the Operator shall develop and provide safety instructions.

4.5 Sustainability and Waste Avoidance/Reuse/Reduction Initiatives

The *Environment Protection Amendment Act 2018* (and the principal EPA Act of 2017) includes fundamentals of environment protection and guidance for waste management decision making. Also, the *Sustainability Victoria Act 2005* established Sustainability Victoria as the statutory authority for delivering programs on integrated waste management and resource efficiency.

From a design perspective, the development shall support the acts by providing an adequate waste system with ability to sort waste.

The Operator shall promote the observance of the acts (where relevant and practicable) and encourage users and staff to participate in minimising the impact of waste on the environment. For improved sustainability, the Operator shall consider the following:

- Observe the *Environment Protection Amendment Act 2018* principle of waste management hierarchy, which states that waste should be managed in accordance with the following order of preference, so far as reasonably practicable: a) avoidance, b) reuse, c) recycling, d) recovery of energy, e) containment, and f) waste disposal.
- Peruse the Sustainability Victoria website: www.sustainability.vic.gov.au.
- Participate in Council and in-house programs for waste minimisation.
- Establish waste reduction and recycling targets; including periodic waste audits, keeping records, and monitoring of the quantity of recyclables found in landfill-bound bins (sharing results with users/staff).

4.6 Waste Management Plan Revisions

For any future appropriate Council request, changes in legal requirements, changes in the development's needs and/or waste patterns (waste composition, volume, or distribution), or to address unforeseen operational issues, the Operator shall be responsible for coordinating the necessary Waste Management Plan revisions, including (if required):

- A waste audit and new waste strategy.
- Revision of the waste system (bin size/quantity/streams/collection frequency).
- Re-education of users/staff.
- Revision of the services provided by the waste collector(s).
- Any necessary statutory approval(s).

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5 SUPPLEMENTARY INFORMATION

- The Operator shall observe local laws and ensure that bins aren't overfilled or overloaded.
- Waste incineration devices are not permitted, and offsite waste treatment and disposal shall be carried-out in accordance with regulatory requirements.
- For bin traffic areas, either level surfaces (smooth and without steps) or gentle ramps are recommended, including a roll-over kerb or ramp. Should ramp gradients, bin weight, and/or distance affect the ease/safety of bin transfers, the Operator shall consider the use of a suitable tug.
- The Operator and waste collector shall observe all relevant OH&S legislation, regulations, and guidelines. The relevant entity shall define their tasks and:
 - Comply with Worksafe Victoria's Occupational Health and Safety Guidelines for the Collection, Transport and Unloading of Non-hazardous Waste and Recyclable Materials (June 2003).
 - Assess the Manual Handling Risk and prepare a Manual Handling Control Plan for waste and bin transfers (as per regulatory requirements and Victorian COP for Manual Handling).
 - Obtain and provide to staff/contractors equipment manuals, training, health and safety procedures, risk assessments, and adequate personal protective equipment (PPE) to control/minimise risks/hazards associated with all waste management activities. As a starting point, these documents and procedures shall address the following:

Task (to be confirmed)	Hazard (TBC)	Control Measures (TBC)
Sorting/disposing waste and cleaning the waste system	Bodily puncture. Biological & electrical hazards	Personal protective equipment (PPE). Develop a waste-sorting procedure
Waste/bin manual handling	Sprain, strain, crush	PPE, staff training. Maintain bin wheel-hubs. Limit waste/bin weight. Provide mechanical assistance to transfer bins
Bin transfers and emptying into truck	Vehicular strike, run-over	PPE. Develop a Hazard Control Plan for transfers and collections. Maintain visibility. Use a mechanical bin-tipper
Truck access (reversing & manoeuvring)	Vehicular incident, strike, run-over	PPE. Use a trained spotter. Develop a truck-manoeuving and traffic-control procedure

Note: The above shall be confirmed by a qualified OH&S professional who shall also prepare site-specific assessments, procedures, and controls (refer to Section 6).

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6 CONTACT INFORMATION

Cardinia Shire Council (local council), ph 1300 787 624

Cleanaway (private waste collector), ph 131339

KS Environmental (private waste collector), ph 03 9551 7833

Eco-Safe Technologies (odour control equipment supplier), ph 03 9706 4149

FJP Safety Advisors (OH&S consultant), ph 03 9255 3660

Warequip (tug supplier – for bin transfers), ph 1800 337 711

Sabco Commercial (supplier of cleaner's trolleys), ph 1800 066 522

Sulo MGB Australia (bin supplier), ph 1300 364 388

One Stop Garbage Shop (bin supplier), ph 03 9338 1411

Note: The above includes a complimentary listing of contractors and equipment suppliers. The stakeholders shall not be obligated to procure goods/services from these companies. Leigh Design does not warrant (or make representations for) the goods/services provided by these suppliers.

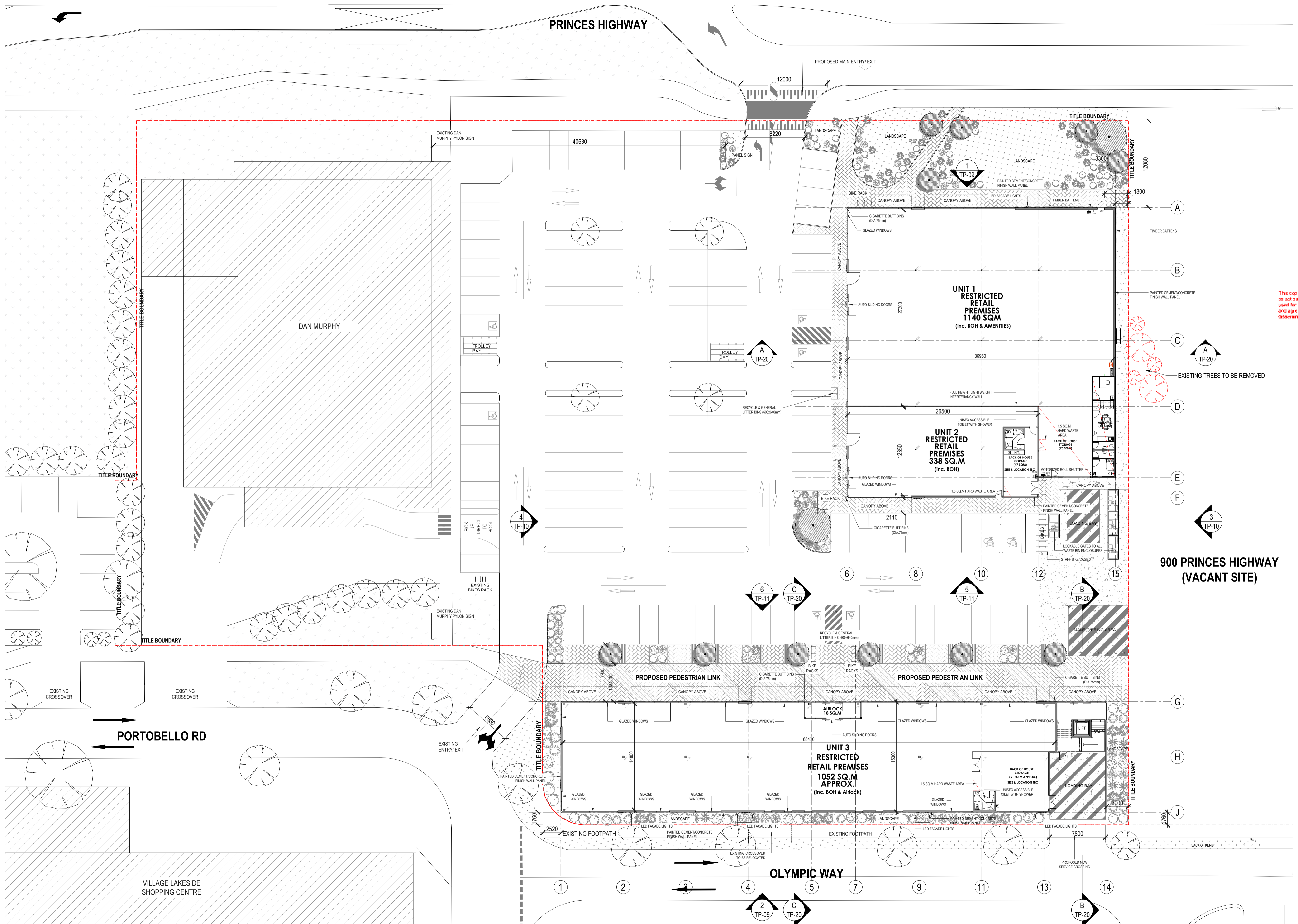
7 LIMITATIONS

The purpose of this report is to document a Waste Management Plan, as part of a Planning Permit Application.

This report is based on the following conditions:

- Ongoing use of the development (excludes demolition/construction phases). In particular, for occupation and fit-out phases, the Operator shall determine specific waste procedures.
- Drawings and information supplied by the project architect.
- The figures presented in this report are estimates only. The actual amount of waste will depend on the development's patronage, occupancy rate, waste generation intensity, the user's disposition toward waste and recycling, and the Operator's approach to waste management. The Operator shall make adjustments, as required, based on actual waste volumes (if the actual waste volume is greater than estimated, then the number of bins and/or the number of collections per week shall be increased, STCA).
- This report shall not be used to determine/forecast operational costs, or to prepare feasibility studies, or to document operational/safety procedures.

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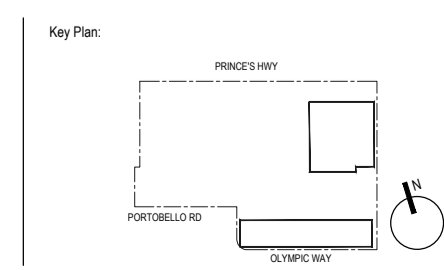
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 ALL REDUNDANT VEHICLE CROSSINGS SHALL BE REMOVED AND REPLACED WITH KERB & CHANNEL.
 ENERGY EFFICIENT LIGHTS WITHIN THE CAR PARK SHALL BE IN ACCORDANCE WITH AS/NZS1158 TO STANDARD P118.
 GROSS LETTABLE AREA OF SHOWROOM TO BE MEASURED FROM THE OUTSIDE FACE OF EXTERNAL WALL AND CENTER LINE OF INTER-TENANCY WALLS ACCORDING TO PROPERTY COUNCIL OF AUSTRALIA.

SITE AREA & CARPARK		TOTALS
TOTAL SITE AREA:		12,169.5 m ²
TOTAL GROSS BUILDING AREA:		3,698 m ²
UNIT 1 GLA: (inc. BOH & Amenities)		1,140m ²
UNIT 2 GLA: (inc. BOH)		338 m ²
UNIT 3 GLA: (inc. BOH & Airlock)		1,052 m ²
UNIT 4 GLA: (inc. BOH)		1,118 m ²
STAIR/LIFT LOBBY AREA		50 m ²
SITE COVERAGE: (FOR ADDITIONAL GVA)		21%
EXISTING CAR SPACES:		80 CS
NEW CAR SPACES:		54 CS
TOTAL CAR SPACES:		134 CS
CARPARK RATIO: (FOR ADDITIONAL GVA)		1 CS / 2.7 m ²

1 GROUND FLOOR PLAN
 1:250@A1

Rev	Notes	Drawn	App'd	Date
00	SKETCH PACKAGE			XX.XX.2023

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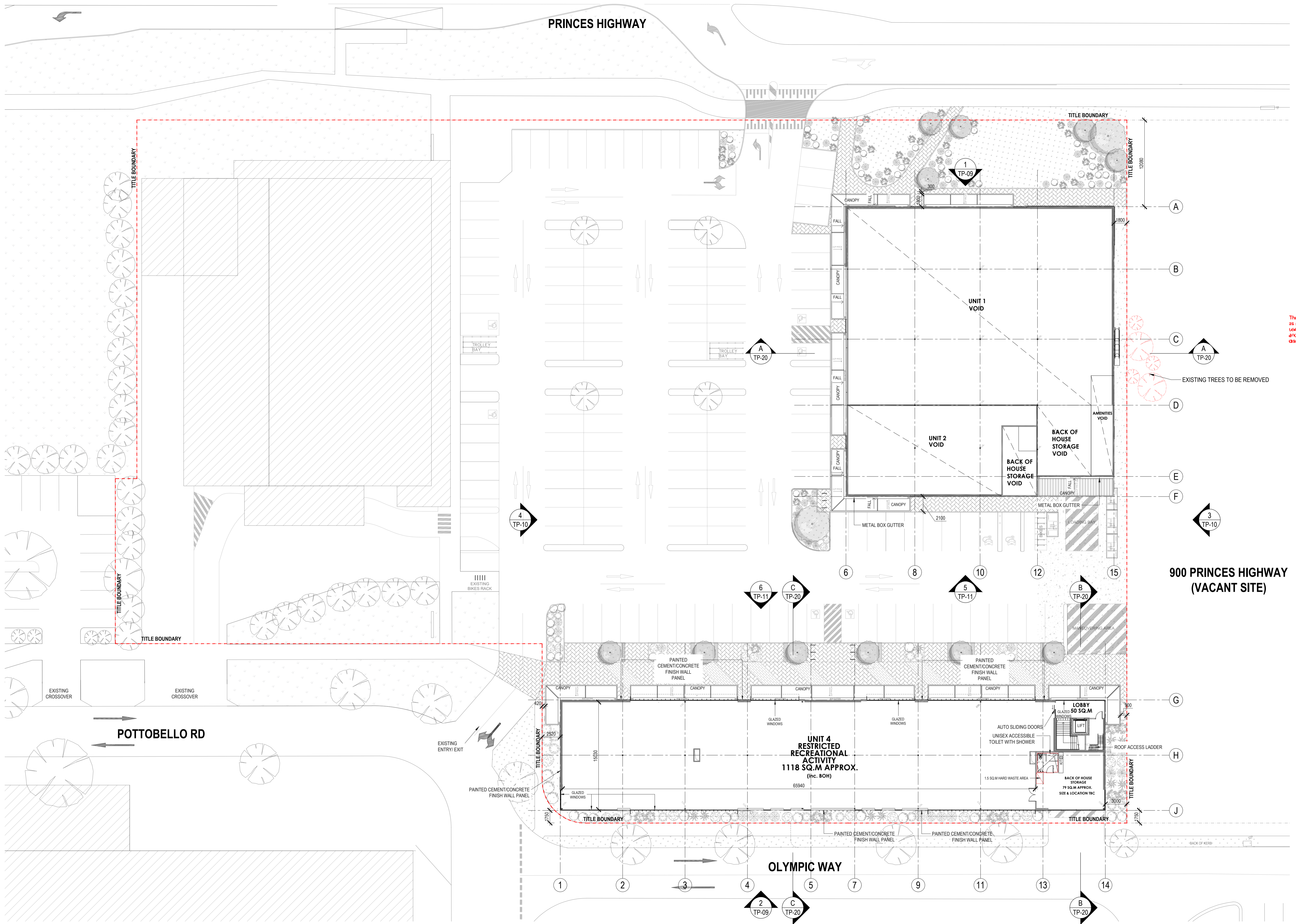


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Client: Developer
 Proposed Development
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Drawing Title: GROUND FLOOR PLAN
 Purpose of Issue: FOR INFORMATION PURPOSE ONLY
 Drawing Number: TP-11

Drawn by:	Checked by:	Approved by:
SF	JG	JG
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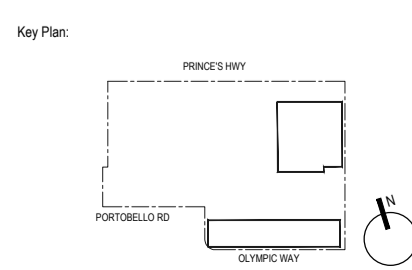
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1 FIRST FLOOR PLAN
1:250@A1

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Client/ Developer:
PROPOSED DEVELOPMENT
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PAKENHAM, VIC

Drawing Title:
FIRST FLOOR PLAN

Purpose of Issue: **FOR TOWN PLANNING**

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Transport Impact Assessment



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1 May 2024

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Prepared by	NT		

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1 INTRODUCTION

onemilegrid has been requested by Hatch Roberts Day to undertake a Transport Impact Assessment of the proposed retail expansion at 8 Portobello Road, Pakenham.

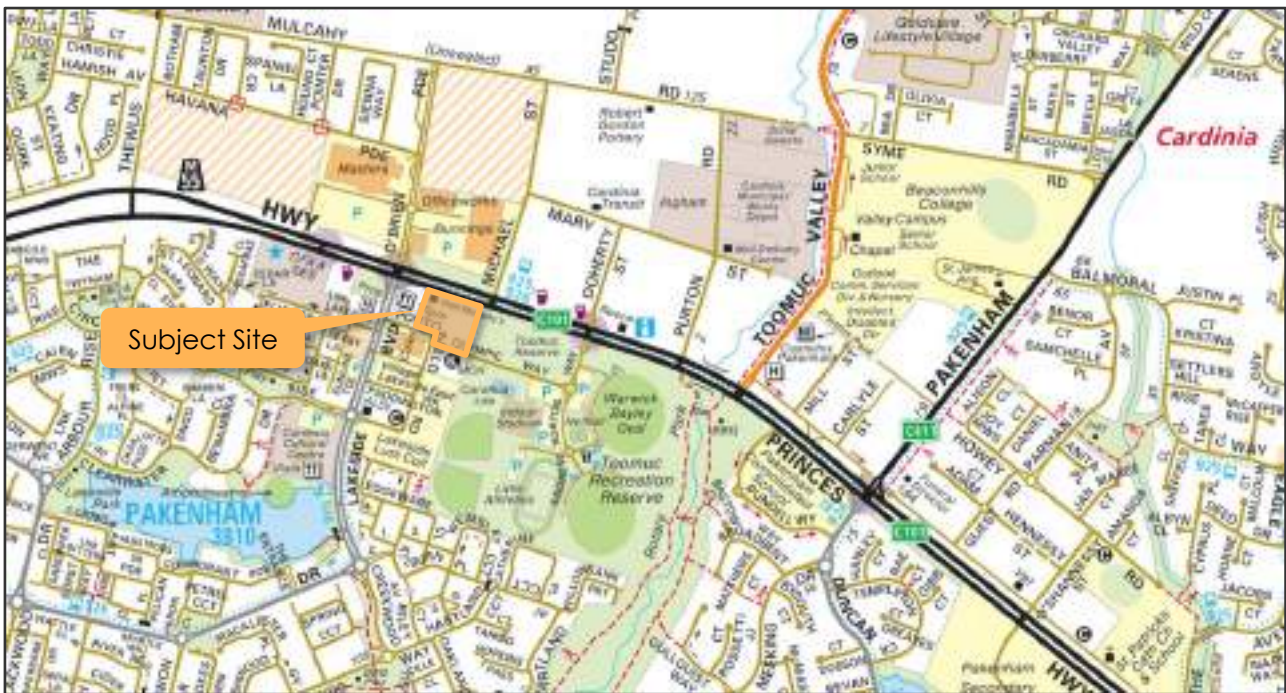
As part of this assessment the subject site has been inspected with due consideration of the development proposal, traffic and parking data has been sourced and relevant background reports have been reviewed.

2 EXISTING CONDITIONS

2.1 Site Location

The [subject site](#) is located at 8 Portobello Road, Pakenham, as shown in Figure 1.

Figure 1 Site Location



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The site is irregular in shape, with frontage to Olympic Way and Portobello Road to the south of 80 m and 60 m respectively, and to Princes Highway in the north of 138 m. The total site area is approximately 12,170 m².

The site is currently occupied by a Dan Murphy's, which located on the western portion of the site. Car parking for the site is located centrally, and the east side of the site is currently vacant. Access to the site is provided from two two-way crossovers from Olympic Way and Portobello Road. A third crossover is located on Portobello Road which accommodates loading for the site.

The car park currently supplies 80 spaces accessed from an internal road network, inclusive of two accessible spaces. Additionally, a direct-to-boot lane is located on-site with entry located from within from the car park, and exiting onto Portobello Road via the loading access.

Two pedestrian crossings are located centrally in the east-west direction, running from the Dan Murphy's building entrance to the west.

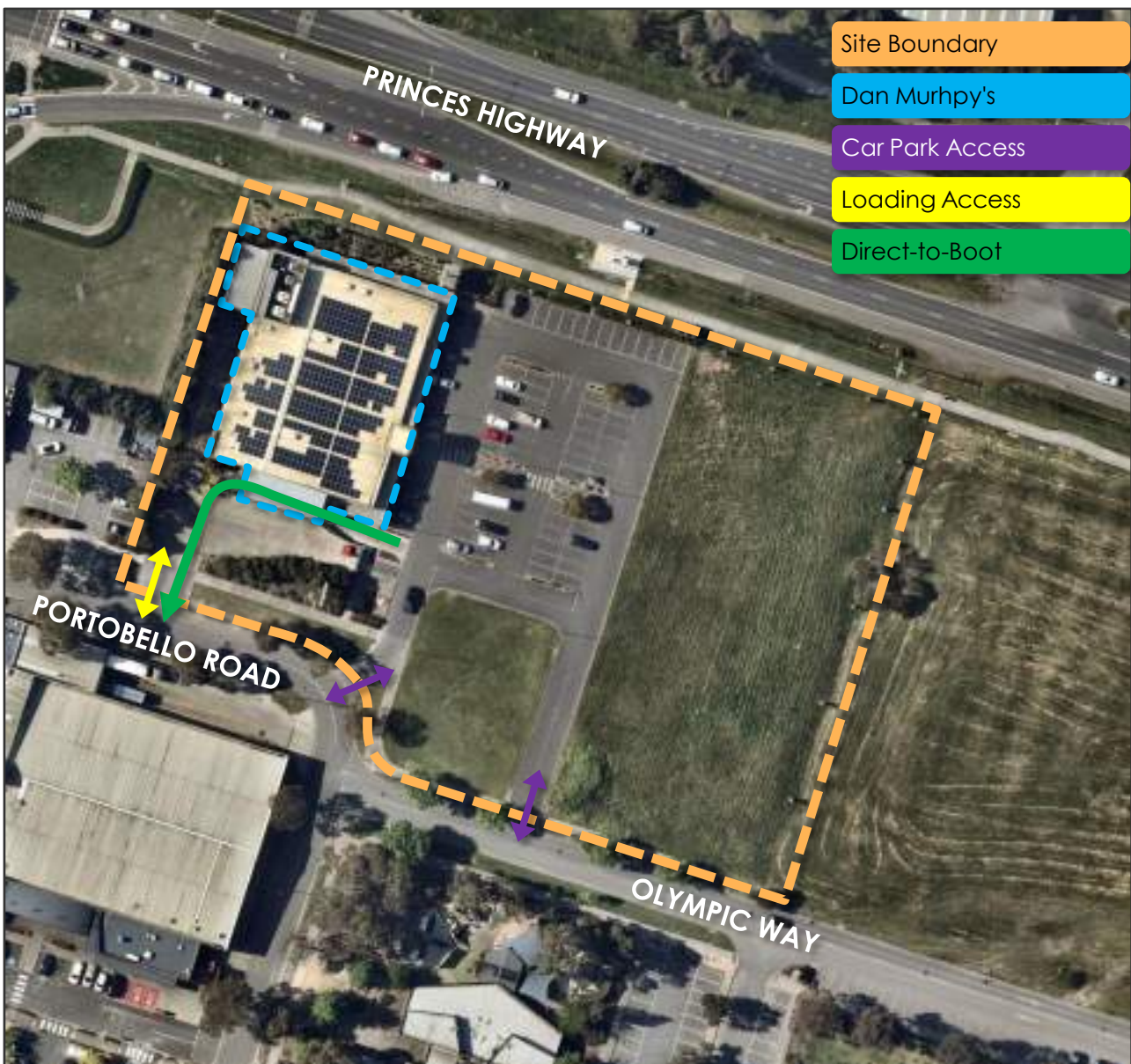
Five visitor bicycle parking spaces are located along the internal footpath.

Land use in the immediate vicinity of the site is generally commercial in nature, and includes an existing shopping precinct to the south, containing two supermarkets and a pharmacy among others. Lakeside College is also located to the south of the site.

Additionally, a vacant parcel of land is located directly to the east of the site which is earmarked for future commercial development.

An aerial view of the subject site is provided in Figure 2.

Figure 2 Site Context (29 October 2023)



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2.2 Planning Zones and Overlays

It is shown in Figure 3 that the site is located within a Comprehensive Development Zone (CDZ).

Figure 3 Planning Scheme Zones



Additionally, the site abuts Princes Highway, which is within a Transport Zone (TZ2); Principal Road Network.

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2.3 Road Network

A summary of the key roads in the vicinity of the site is provided in Table 1, with the cross-section of each road shown in Figure 4 to Figure 8.

Table 1 Road Network Summary

Road	Type	Alignment	Traffic Lanes	Bike Lanes	Parking	Speed Limit
Princes Highway	Arterial Road	East-west	2 lanes in each direction with central median	Shared Paths each side	None	80 km/h
Olympic Way	Local Road	East-west	1 lane in each direction	None	90° on the south side - unrestricted	50 km/h
Portobello Road (E-W)	Local Road	East-west	1 lane in each direction	None	None	50 km/h
Lakeside Boulevard	Collector Road	North-south	1 lane in each direction with central grass median	1 lane in each direction	Kerbside - unrestricted	50 km/h

Figure 4 Princes Highway, looking west towards the subject site



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Figure 5 Olympic Way, looking east



Figure 6 Lakeside Boulevard, looking south



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Figure 7 Portobello Road (E-W), looking east towards the subject site



Figure 8 Portobello Road (N-S), looking south from the subject site



In relation to Princes Highway, the Cardinia Road PSP identifies that Princes Highway will ultimately include a 6-lane cross-section, with three through lanes in each direction. The timing of future upgrade works to the Princes Highway is unknown at this stage.

2.4 Existing Traffic Volumes

Traffic volume surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** at the two existing car park access points, during the following periods:

- Friday 5th May 2023, between 3:00pm and 7:00pm; and
- Saturday 6th May 2023, between 12:00pm and 7:00pm.

It is of note that the direct-to-boot lane did not exist when the surveys were undertaken.

The surveys identified the peak period for vehicle movements in and out of the site occurred in the later afternoon, outside of the typical commuter peak hour period.

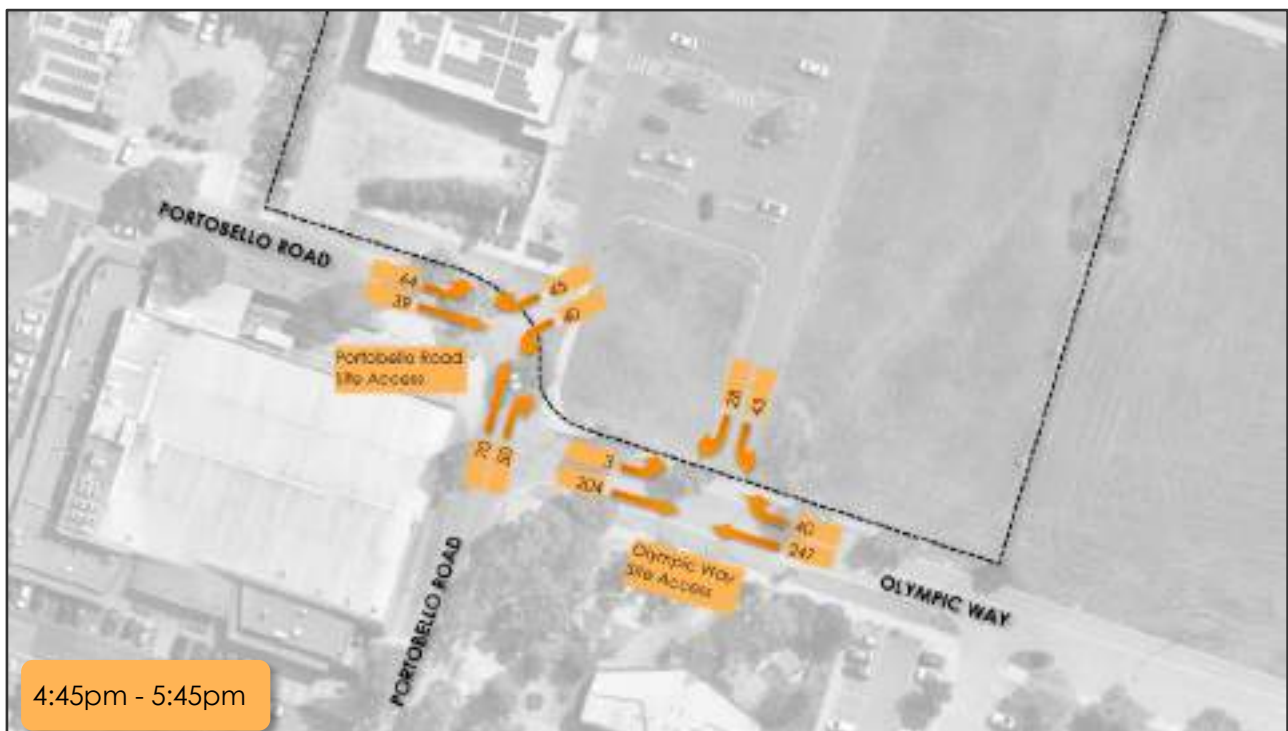
The vehicle movements in and out of the site during the site peak and commuter peak hour periods is shown below in Table 2.

Table 2 Existing Traffic Generation

Period	Day/Time	Inbound	Outbound	Total
Site Peak	Friday (4:15pm – 5:15pm)	175	127	302
	Saturday (4:30pm – 5:30pm)	159	153	312
Commuter Peak	Friday (4:45pm – 5:45pm)	143	155	298
	Saturday (12:00pm – 1:00pm)	109	87	196

The commuter peak hour traffic volumes at the site access points are shown below in Figure 9 and Figure 10.

Figure 9 Existing Peak Traffic Volumes – Friday 5th May 2023



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Figure 10 Existing Peak Traffic Volumes – Saturday 6th May 2023



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2.5 Sustainable Transport

2.5.1 Public Transport

The full public transport provision in the site vicinity is shown in Figure 11 and detailed in Table 3.

Figure 11 Public Transport Provision

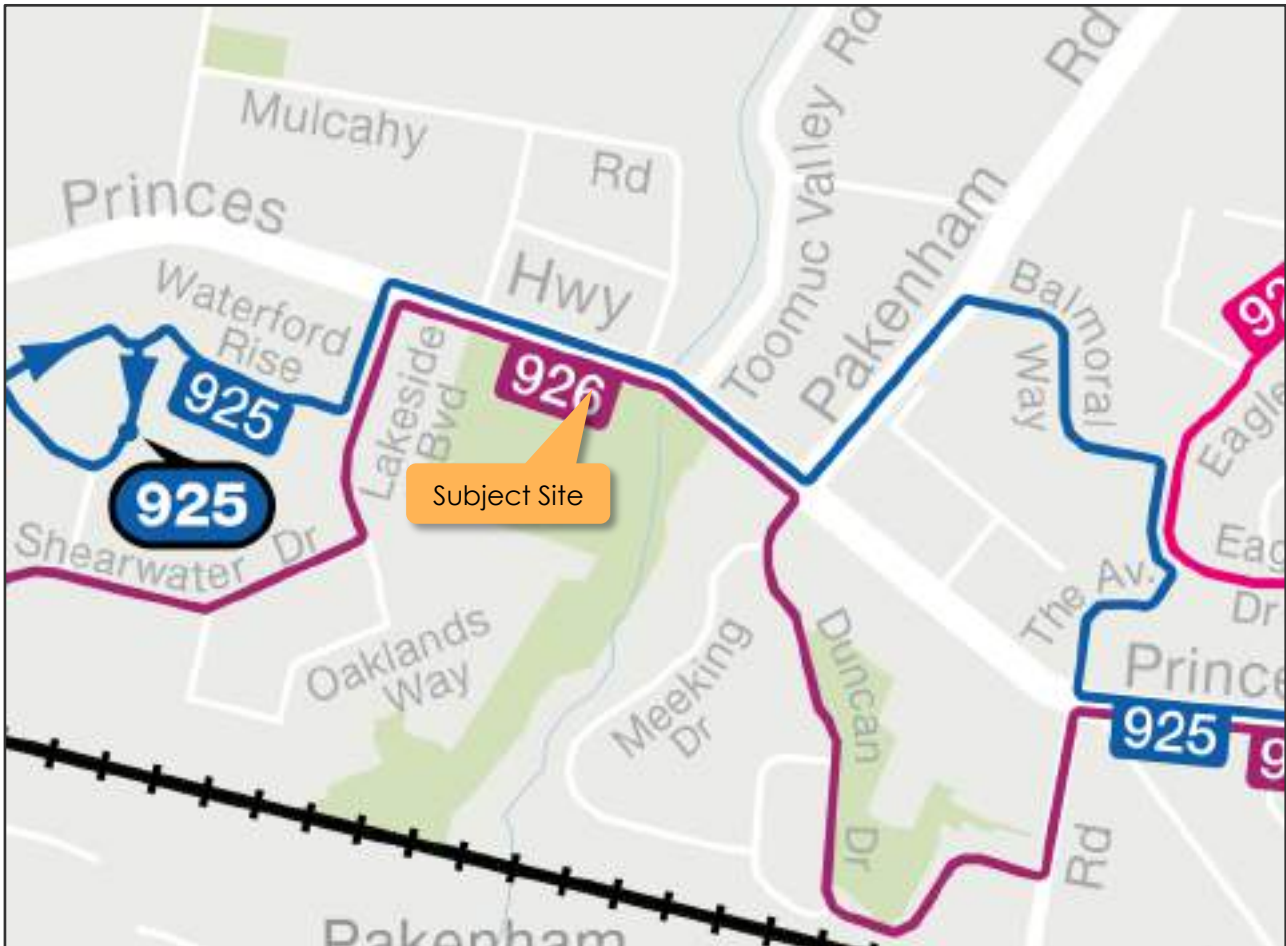


Table 3 Public Transport Provision

Mode	Route No	Route Description	Nearest Stop/Station
Bus	925	Pakenham Station - Lakeside via The Avenue	Corner of O'Brien Road/Princes Highway
	926	Pakenham Station - Fountain Gate Shopping Centre via Lakeside, Beaconsfield	Corner of O'Brien Road/Princes Highway

It is shown that public transport in the area is limited to bus services. The nearest bus stop is located on Princes Highway at the site frontage, and the closest railway station is situated at Cardinia Road, approximately 3km to the south-west.

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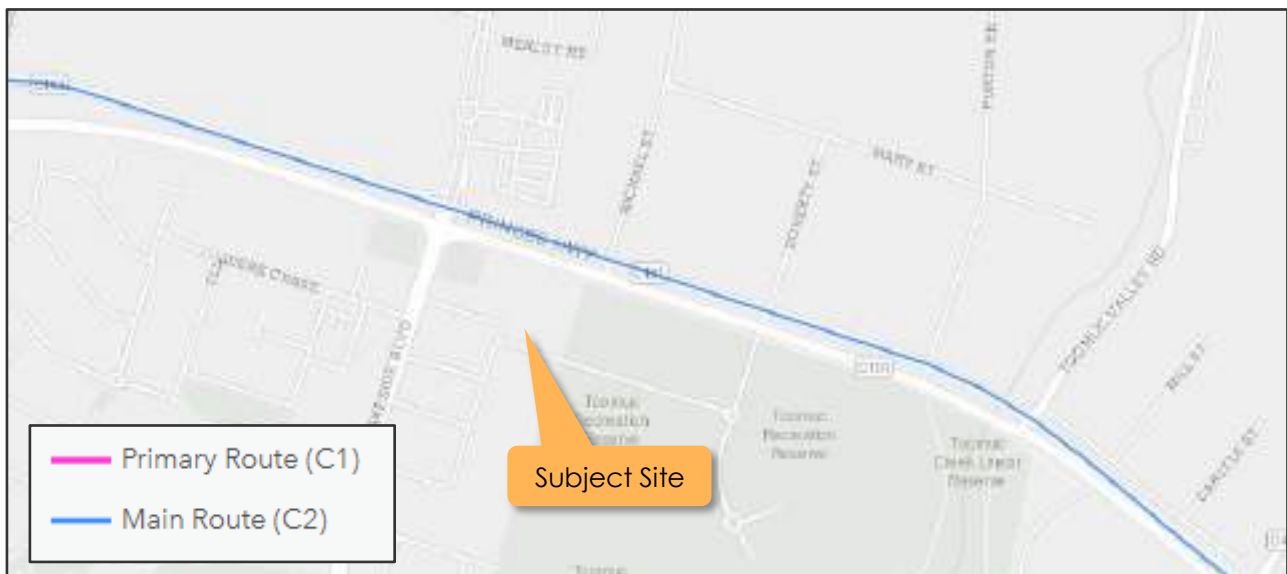
2.5.2 Bicycle Facilities

"Strategic Cycling Corridors are important routes for cycling for transport and link up important destinations including the Central City, National Employment and Innovations Clusters, Metropolitan Activity Centres and other destinations of metropolitan and regional significance".

Strategic Cycling Corridors (SCC) are considered to be the arterials for bicycles, and have been designed to provide connected, low stress and safe routes, intended primarily for the use of cyclists for transport (rather than recreation).

The SCCs in the vicinity of the site is shown in Figure 12, which indicates that Princes Highway is a Bicycle Priority Route.

Figure 12 Strategic Cycling Corridors



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3 CARDINIA PRECINCT STRUCTURE PLAN (PSP)

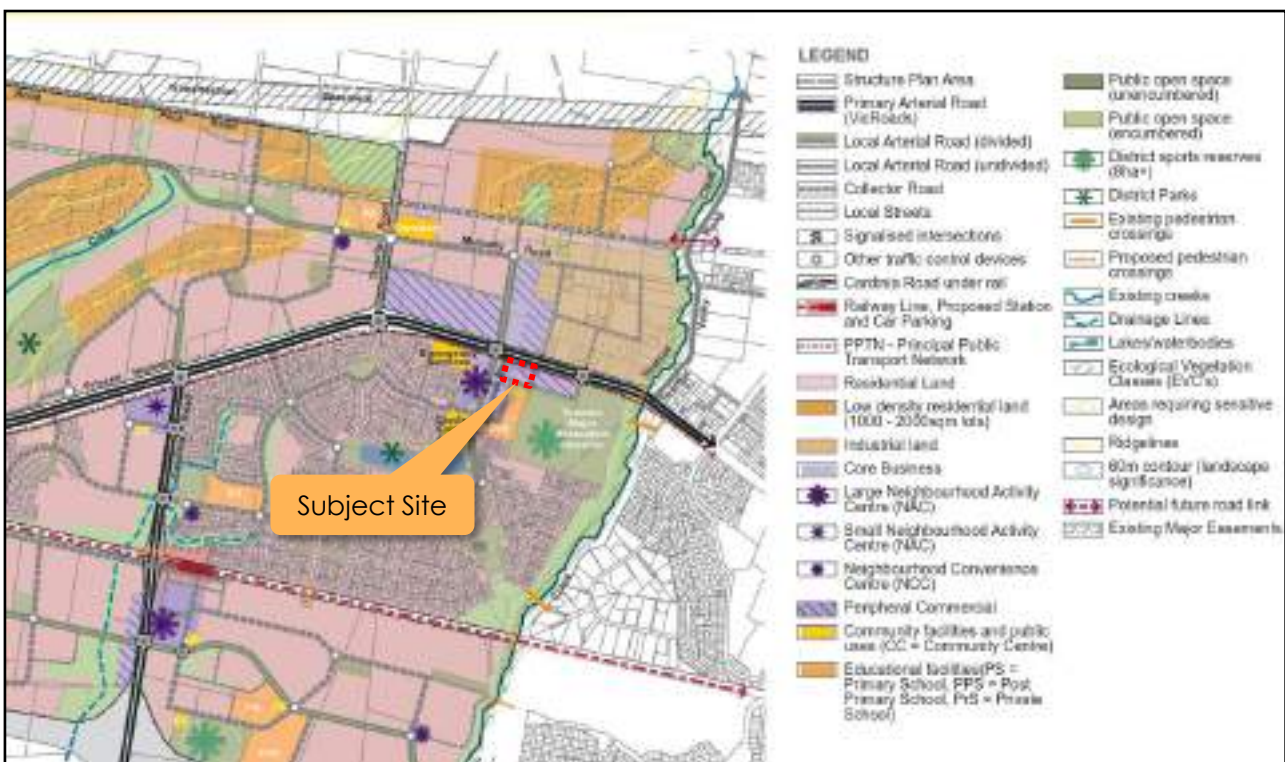
3.1 General

The subject site is located within the Cardinia Road Precinct Structure Plan (PSP). The PSP was prepared by the Metropolitan Planning Authority (MPA – now known as the Victorian Planning Authority), in consultation with the Shire of Cardinia and with the assistance of Government agencies, service authorities and major stake holders.

The PSP is a long-term plan for how the land is to be developed, and how and when services are planned to support development.

The subject site is located within the eastern section of the nominated PSP area, as shown in Figure 13. This site is nominated in the PSP as Peripheral Commercial land.

Figure 13 Cardinia Road PSP Map



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3.2 Road Network, Public Transport, Walking and Cycling

Extracts of the PSP are shown below, indicating the road network, public transport, walking and cycling network proposed in the vicinity of the site.

Figure 14 PSP Road Network

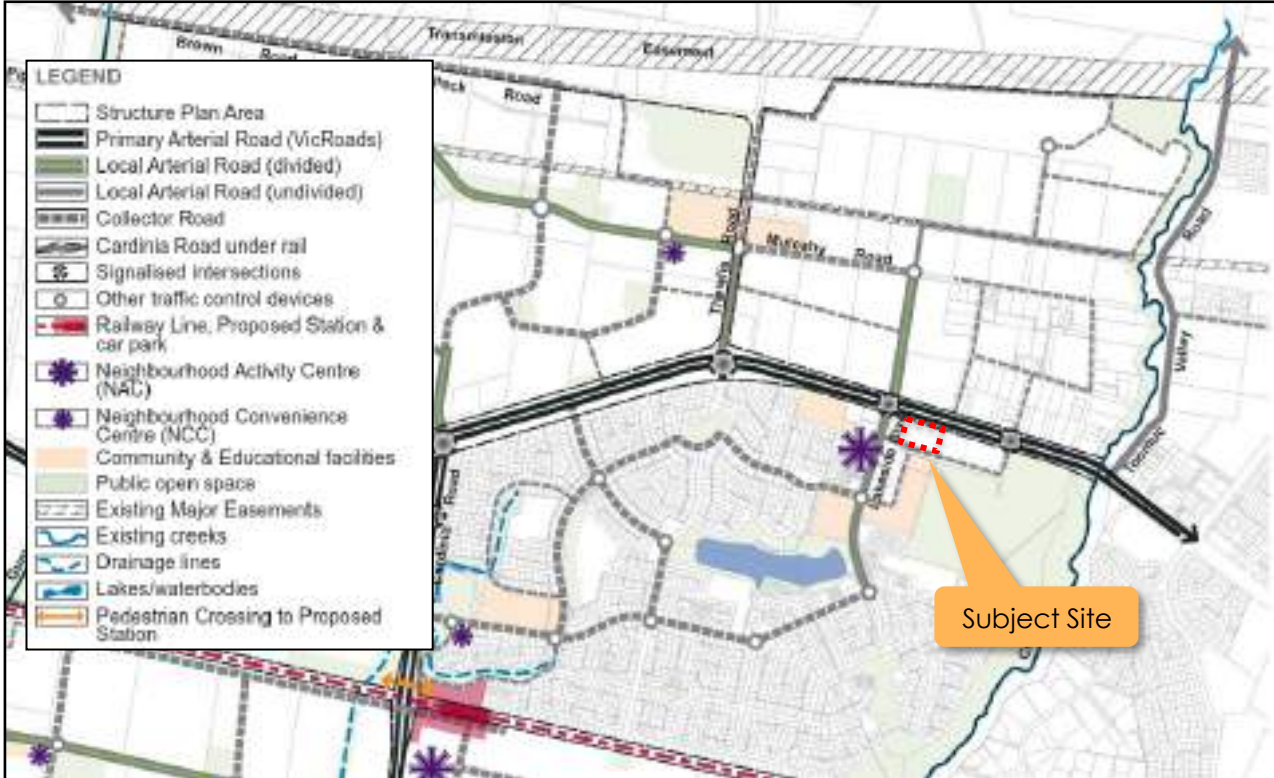


Figure 15 PSP Public Transport

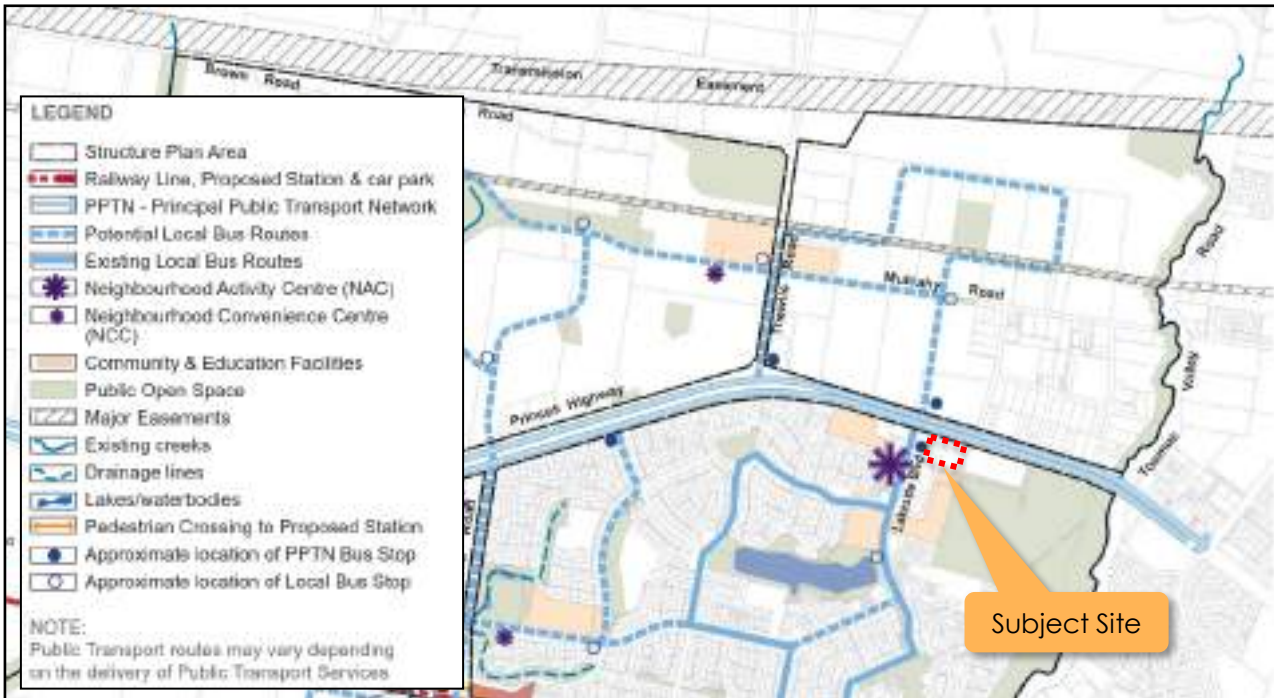
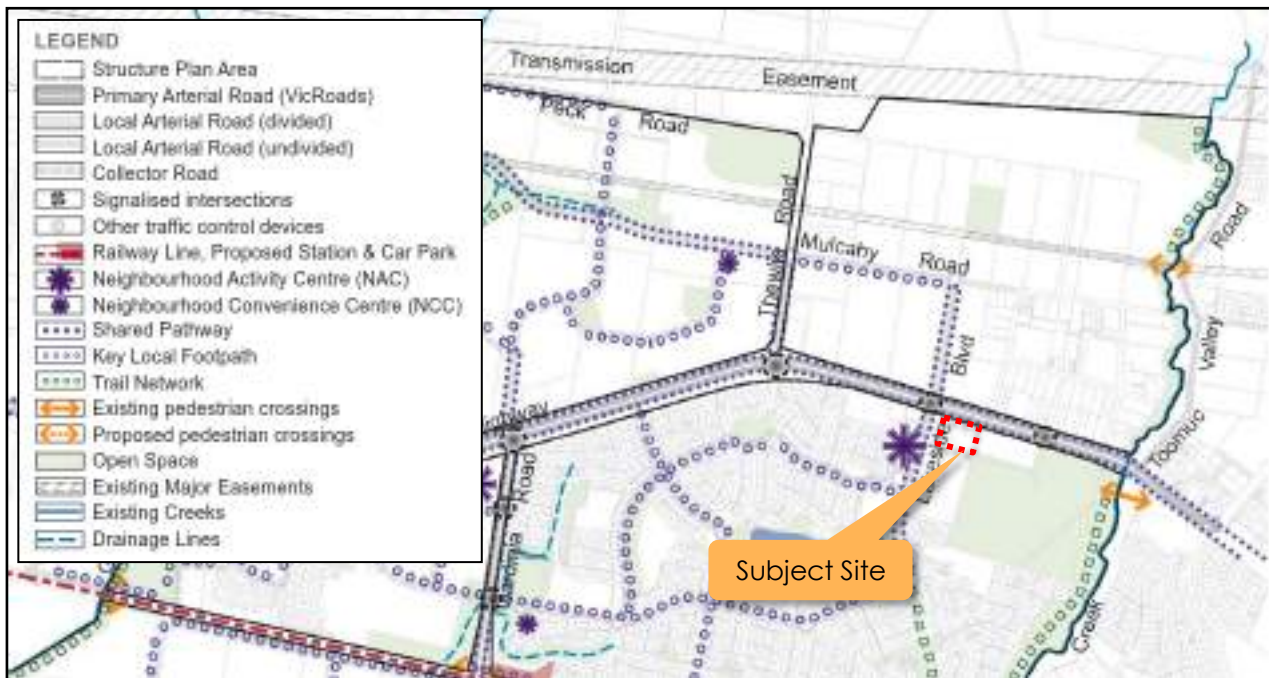


Figure 16 PSP Walking and Trails Network



The PSP Road Network Plan identifies Local Streets circulating the southern boundaries of the site, with connection to Princes Highway via a signalised intersection at Lakeside Boulevard, as per existing conditions.

Similarly, Princes Highway provides for existing bus services, with shared paths on both sides of the road, as per that identified within the PSP.

The PSP also identifies that Princes Highway will ultimately include a 6-lane cross-section, with three through lanes in each direction. The timing of future upgrade works to the Princes Highway is unknown at this stage.

3.3 Cardinia Road Development Contributions Plan (DCP)

The subject site is located within the Cardinia Road Development Contributions Plan which has been prepared by the VPA in partnership with the Shire of Cardinia. The DCP has been prepared to outline the projects, framework and financial contribution required to deliver the infrastructure projects necessary for future residents. It includes the land and cost to fund road network upgrades, intersection construction and community facilities.

The Cardinia Road DCP includes no traffic related matters in the immediate vicinity of the subject site, other than for the construction of shared paths along Princes Highway, which are now existing.

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4 900 PRINCES HIGHWAY

A planning application was submitted in November 2018 for the development of a mixed-use premises on the site at 900 Princes Highway (the site directly to the east of the subject site). The application comprised a supermarket, cinema, and department store among others, with vehicle access proposed from Princes Highway and Olympic Way. As part of the proposal, a service road and intersection upgrades on Princes Highway were proposed. DTP provided in-principle approval to these arrangements.

A concept layout plan for the service road, based on the development proposal at the time of the application (though subsequently superseded), is provided in Appendix C, with an extract shown below in Figure 17 and Figure 18. This service road was designed to match into the existing configuration of Princes Highway as well as the future 6-lane cross-section.

Figure 17 900 Princes Highway – Site Locality

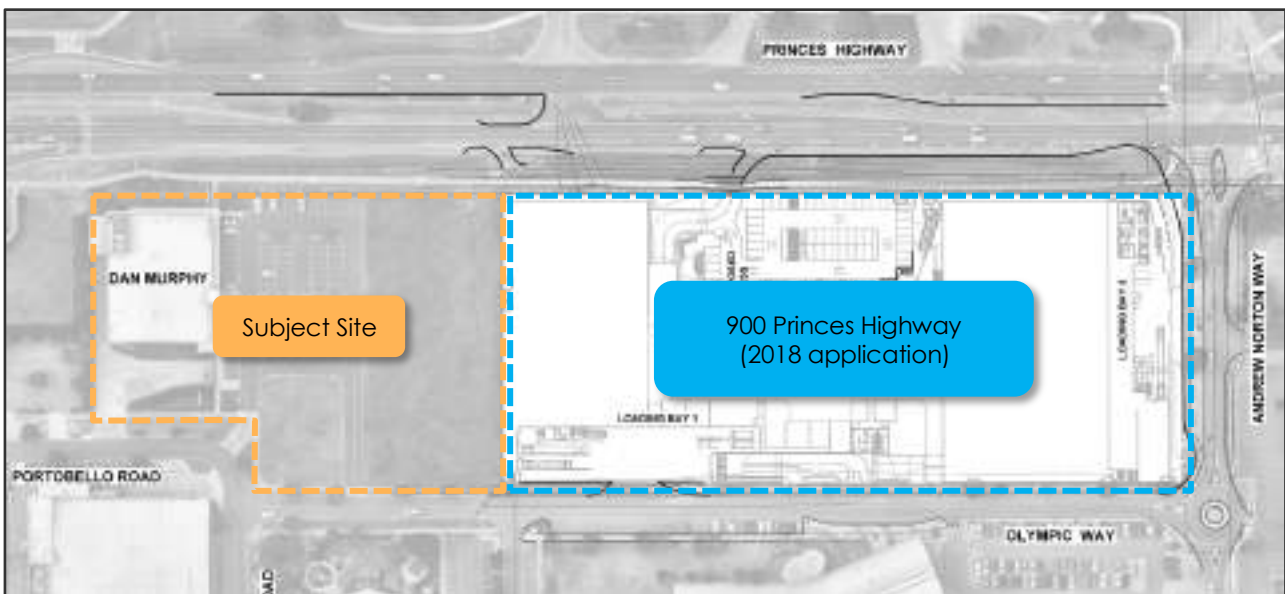


Figure 18 900 Princes Highway – Princes Highway Service Road



The site at 900 Princes Highway is currently vacant.

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5 DEVELOPMENT PROPOSAL

5.1 General

It is proposed to develop the vacant portion of the land for the purposes of four showrooms (restricted retail land use) across two new buildings. As part of the proposal, the Dan Murphy's will be retained, and the existing car park will be modified and expanded to provide additional parking.

A summary of the proposed development is provided in Table 4 below.

Table 4 Development Summary

Component	Land Use	Floor Area
Dan Murphy's (Existing)	Liquor Store	1,438 m ²
Unit 1	Restricted Retail	1,140 m ²
Unit 2	Restricted Retail	338 m ²
Unit 3	Restricted Retail	1,052 m ²
Unit 4	Restricted Recreation Facility	1,118 m ²

Information provided by the operator suggests the restricted recreation facility will operate with up to 4 staff and 50 patrons.

5.2 Car Parking and Vehicular Access

It is proposed to modify and expand the existing Dan Murphy's at-grade car park to provide a total of 134 spaces (a 54 space increase from existing). The additional 54 spaces proposed will comprise 48 standard spaces, 4 accessible spaces, and 2 electric vehicle charging spaces.

Vehicle access to the site is proposed via a new access point from Princes Highway, which will be provided with a service road to facilitate access to the subject site. The service road has been designed with consideration to the potential development of the adjacent site at 900 Princes Highway.

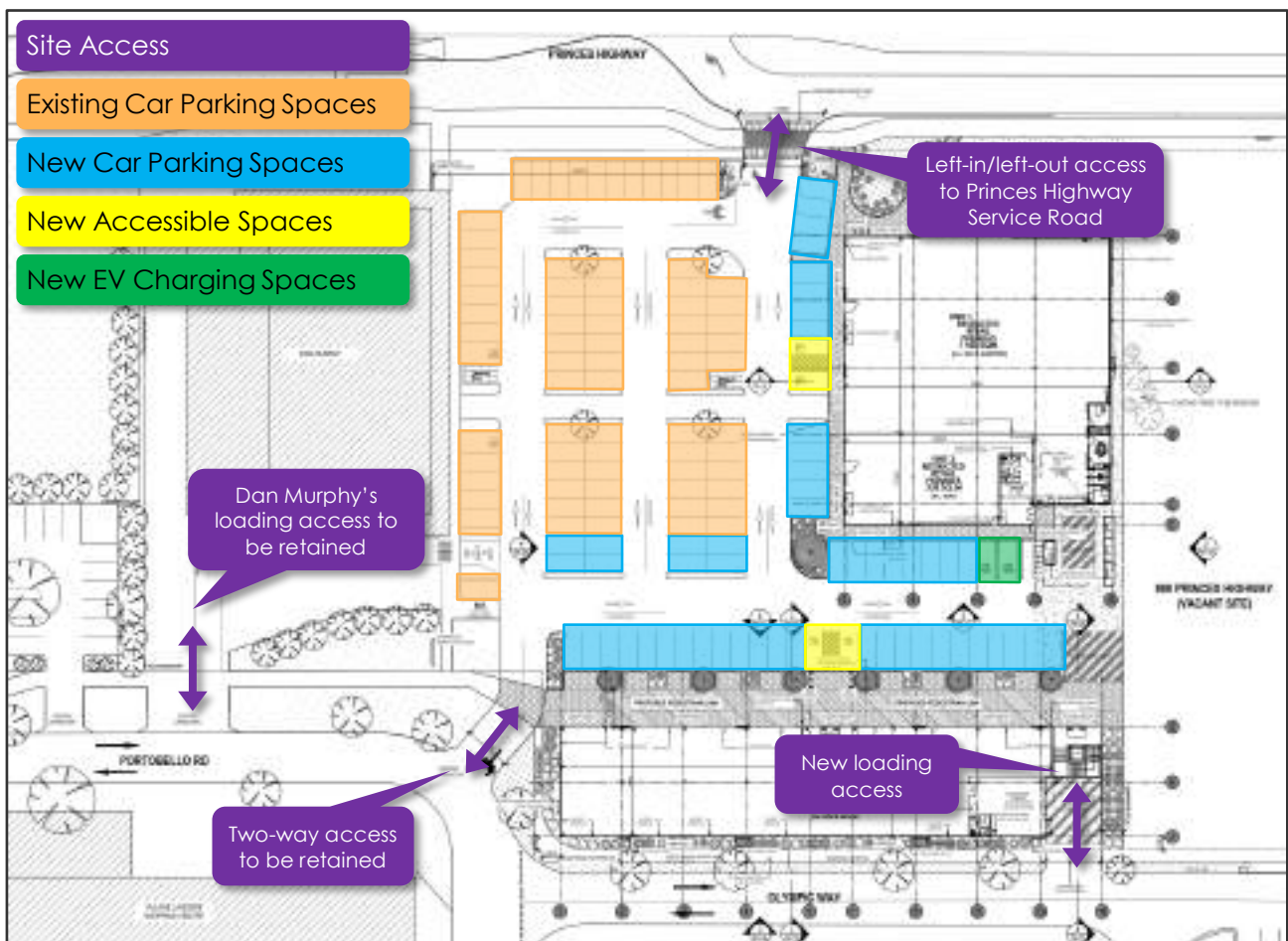
It is noted that the Princes Highway service road access point crosses over the shared pedestrian/bicycle path, therefore, the access point has been designed so vehicles must give way to pedestrians and bicyclists.

The two existing accesses from Portobello Road will be retained, and the existing access from Olympic Way will be replaced with a new loading access point to the east of the site frontage.

A view of the proposed site access and car parking is showing in Figure 19 below.

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Figure 19 Proposed Site Access and Car Parking



5.3 Bicycle Parking and End-of-Trip Facilities

A total of 31 bicycle spaces are proposed to be provided across the site, comprising 7 secure spaces for staff and 24 publicly available spaces for visitors. The five visitor bicycle spaces currently provided for Dan Murphy's will be retained.

Additionally, staff change and shower facilities are proposed within the back of house areas of each tenancy.

5.4 Pedestrian Facilities

As part of the development, it is proposed to provide an east-west pedestrian link through the site, providing connecting to the future commercial development to the east and the existing footpath network to the west.

Furthermore, the existing zebra crossing treatment running east/west from the Dan Murphy's pedestrian entrance is to be removed. The pedestrian pathway will remain however vehicles will be given priority.

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5.5 Loading and Waste Collection

Loading for the development will be facilitated by a loading bay for each building. The loading bay for the north building will be provided within the car park, in the southeast corner of the building. Loading vehicles will enter the site via the Princes Highway or Portobello Road access points and traverse the site to the loading area and use the manoeuvring area opposite to access the loading bay.

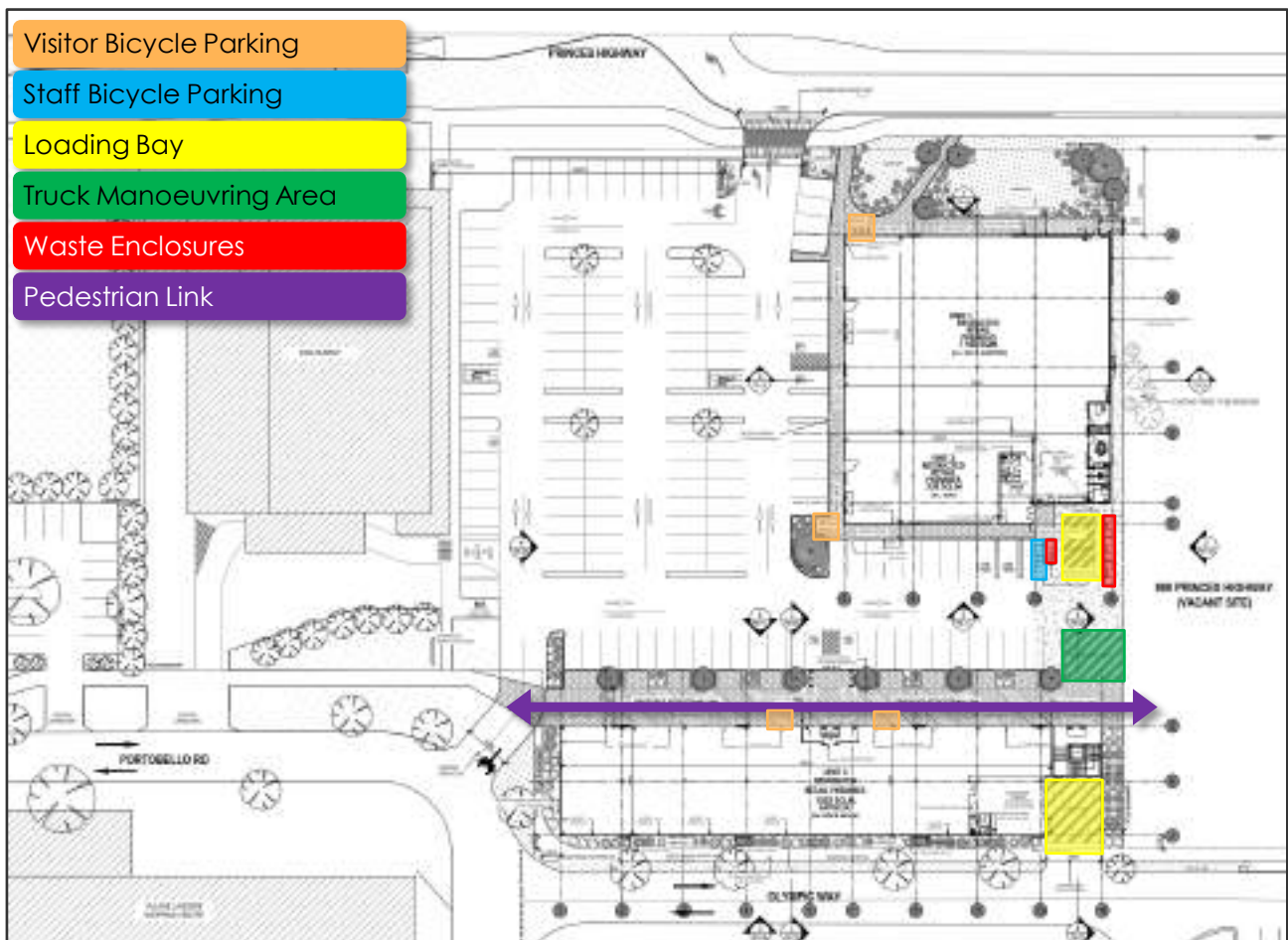
The loading bay for the southern building is proposed to be accessed directly from Olympic Way. Both loading bays will accommodate vehicles up to 8.8m in length.

No changes are proposed to the existing Dan Murphy's loading area.

Waste collection for all tenancies will occur via the north building loading bay. Waste enclosures are provided adjacent to the northern loading bay to accommodate the storage of waste for each unit.

The proposed loading bays, as well as the bicycle parking, end-of-trip facilities and pedestrian facilities are shown below in Figure 20.

Figure 20 Bicycle, Pedestrian and Loading Facilities



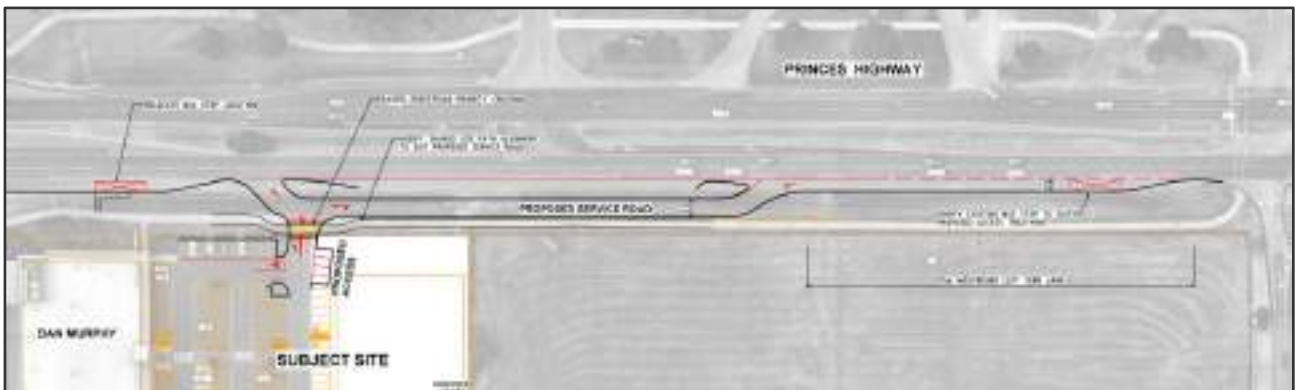
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5.6 External Road Works

To assist with traffic movements to and from the site via the Princes Highway access, a service road is proposed providing direct access to the site. The service road will also facilitate future access to the site to the east, which is earmarked for commercial development.

Concept plans of the service road are attached in Appendix A, with an extract shown in Figure 21 below.

Figure 21 Princes Highway Service Road Concept Plan



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6 DESIGN ASSESSMENT

6.1 Cardinia Planning Scheme – Clause 52.06

onemilegrid has undertaken an assessment of the car parking layout and access for the proposed development with due consideration of the Design Standards detailed within Clause 52.06-9 of the Planning Scheme. A review of those relevant Design Standards is provided in the following sections.

6.1.1 Design Standard 1: Accessways

A summary of the assessment for Design Standard 1 is provided in Table 5.

Table 5 Clause 52.06-9 Design Assessment – Design Standard 1

Requirement	Comments
Be at least 3 metres wide.	Satisfied
Have an internal radius of at least 4 metres at changes of direction or intersection or be at least 4.2 metres wide.	Satisfied
Allow vehicles parked in the last space of a dead-end accessway in public car parks to exit in a forward direction with one manoeuvre.	Satisfied
Provide at least 2.1 metres headroom beneath overhead obstructions, calculated for a vehicle with a wheel base of 2.8 metres.	N/A – No overhead obstructions
If the accessway serves four or more car spaces or connects to a road in a Transport Zone 2 or Transport Zone 3, the accessway must be designed so that cars can exit the site in a forward direction.	Satisfied
Provide a passing area at the entrance at least 6.1 metres wide and 7 metres long if the accessway serves ten or more car parking spaces and is either more than 50 metres long or connects to a road in a Transport Zone 2 or Transport Zone 3.	Satisfied – all accessways allow for two-way vehicle movements
Have a corner splay or area at least 50 per cent clear of visual obstructions extending at least 2 metres along the frontage road from the edge of an exit lane and 2.5 metres along the exit lane from the frontage, to provide a clear view of pedestrians on the footpath of the frontage road. The area clear of visual obstructions may include an adjacent entry or exit lane where more than one lane is provided, or adjacent landscaped areas, provided the landscaping in those areas is less than 900mm in height.	Satisfied – sight splays are provided on either side of the accessway clear of landscaping or obstructions greater than 900mm height.
If an accessway to four or more car parking spaces is from land in a Transport Zone 2 or Transport Zone 3, the access to the car spaces must be at least 6 metres from the road carriageway.	Satisfied

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6.1.2 Design Standard 2: Car Parking Spaces

All car spaces on-site are proposed with a minimum width of 2.6 metres, length of 4.9 metres and are accessed from aisles of no less than 6.4 metres, in excess of the requirements of Design Standard 2.

The accessible bays are provided with a length of 5.4 metres and a width of 2.4 metres, and an adjacent shared area of the same dimensions, in accordance with the Australian Standard for Parking facilities, Part 6: Off-street parking for people with disabilities (AS 2890.6:2022).

6.2 Waste Collection

Waste collection for all units will be undertaken within the loading dock for the northern building with an 8.8m medium rigid vehicle (MRV) or similar. The waste truck will prop within the loading bay and transfer bins from the bin storage area located adjacent. Following collection, the waste vehicle will exit the loading bay and the site in a forward direction.

The waste collection swept paths have been provided attached in Appendix B.

6.3 Bicycle Parking

It is proposed to provide combination of vertically mounted racks and on-ground bicycle hoops.

The vertical mounted racks will be provided as per the Securabike MBL16C individual secure cages. Specifically, the cages are dimensioned at 0.75m wide, 1.65m long, and 1.8m in height, in accordance with the manufacturer specifications.

The bicycle hoops have been designed in accordance with the Australian Standards; specifically, they are provided at one metre centres, with an envelope of 1.8 metres provided for bicycles and a 1.5 metre access aisle.

6.4 Pedestrian Facilities

It is proposed to remove the existing zebra crossing treatment running east/west from the Dan Murphy's pedestrian entrance. This crossing currently includes the painted "zebra" linemarking, however does not provide any associated signage, and as such is not in accordance with the Austroads guidelines for intersections and crossings. Noting the potentially poor sightlines for pedestrians when a vehicle is parked in an adjacent space, it is considered appropriate to remove the zebra crossing treatment. This pathway will continue to operate albeit with vehicle priority.

6.5 Clause 52.29 – Land Adjacent to the Principal Road Network

The development proposal is subject to the requirements of Clause 52.29 of the Cardinia Planning Scheme which applies to land adjacent to the Principal Road Network (Princes Highway) and aims to ensure appropriate access is provided to identified roads.

Relevant to the proposed development, the Clause states that a permit is required to create or alter access to a road in a Transport Zone 2, and that the proposal is to be referred to the relevant referral authority (in this case the Department of Transport and Planning (formerly VicRoads)).

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Before deciding on the appropriateness or otherwise of an application to alter access to the Principal Road Network, the responsible authority must consider the following:

- *The Municipal Planning Strategy and the Planning Policy Framework.*
- *The views of the relevant road authority.*
- *The effect of the proposal on the operation of the road and on public safety.*
- *Any policy made by the relevant road authority pursuant to Schedule 2, Clause 3 of the Road Management Act 2004 regarding access between a controlled access road and adjacent land.*

The proposal seeks to provide a dedicated left-in/left-out service road access to Princes Highway to mitigate traffic impact to through traffic on Princes Highway. The service road will provide for both loading and car park access to the site, in combination with the existing access points to Portobello Road.

The service road is proposed with a left-turn deceleration lane of approximately 115 metres, which will allow for sufficient separation between through vehicles and those decelerating into the service road, in addition to allowing for a departure side bus stop. This is consistent with the access arrangements proposed for the adjacent development at 900 Princes Highway, which was previously accepted by Department of Transport and Planning (DTP). More recent discussions with DTP indicate they are generally supportive of the revised service road arrangement, subject to a detailed review of the traffic analysis which will be provided as part of the planning application for the adjacent development at 900 Princes Highway.

Furthermore, the service road configuration will match into the existing configuration of Princes Highway as well as allowing for the future 6-lane cross-section. In light of the above, it is considered that the proposed development will satisfy the requirements of Clause 52.29.

7 LOADING

Clause 65 (Decision Guidelines) of the Cardinia Planning Scheme identifies that “*Before deciding on an application or approval of a plan, the responsible authority must consider, as appropriate: The adequacy of loading and unloading facilities and any associated amenity, traffic flow and road safety impacts.*”

The proposed development provides dedicated areas for loading and unloading within the site designed to accommodate the proposed loading vehicles. Information provided by the operator indicates loading vehicles no larger than an 8.8m medium rigid vehicle (MRV) will access the site. A swept path assessment has been undertaken demonstrating access to the site and the loading bays with an MRV. These swept paths are provided in Appendix B.

Loading vehicles for the northern loading bay will access the site from the Princes Highway service road or the Portobello Road access point, and traverse the internal accessways to reach the loading area. The loading vehicle will then utilise the manoeuvring area to reverse into the loading bay, and then exit the site in a forward direction.

Regarding access to the southern loading bay, noting the location of the bay directly off Olympic Way, loading vehicles will be required to reverse from Olympic Way into the loading bay, and then exit in a forward direction back onto Olympic Way.

This loading bay serves one restricted retail tenancy and one restricted recreation tenancy. The restricted recreation tenancy is not expected to generate any activity to the loading bay, other than for occasional waste collection. Any deliveries and waste collection for the restricted retail tenancy will generally take place outside the peak road network periods and as such traffic volumes on Olympic Way will be low and conflicts between vehicles and loading vehicles entering the site will be minimal. Furthermore, the swept path assessment demonstrates that the 8.8m truck can reverse into the southern loading bay with a single manoeuvre.

The provision for loading is therefore considered appropriate for the proposed use.

8 BICYCLE PARKING

The bicycle parking requirements for the subject site are identified in Clause 52.34 of the Cardinia Planning Scheme, which specifies the requirements for the different components of the proposed development, as shown below in Table 6.

To provide a complete assessment, all components of the site will be considered, which includes the existing Dan Murphy's and the proposed additional tenancies.

For assessment purposes, the restricted retail tenancies will be assessed under the 'shop' land use and the restricted recreation tenancy will be assessed under the 'minor sports and recreation' land use.

Table 6 Clause 52.34 – Bicycle Parking Requirements

Component	No/Area	Requirement	Total
Dan Murphy's (existing)	1,438 m ²	1 space per 600m ² for employees	2
		1 space per 500m ² for visitors	3
Restricted Retail	2,530 m ²	1 space per 600m ² for employees	4
		1 space per 500m ² for visitors	5
Restricted recreation Facility	4 employees 1,118 m ²	1 space per 4 employees for employees	1
		1 space per 200 m ² for visitors	6
Total		Employees Visitors	7 14

Furthermore, where 5 or more employee bicycle spaces are required, employee facilities are required in accordance with Clause 52.34 of the Cardinia Planning Scheme, as identified below.

Table 7 Clause 52.34 – Bicycle Facility Requirements

Facility	Employee Bicycle Spaces	Requirement	Total
Showers	7 spaces	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	1

Showers must have access to a communal change room, or combined shower and change room

It is proposed to provide a total of 36 bicycle parking spaces, 5 existing spaces adjacent the Dan Murphy's building, 7 new spaces for staff use, and 24 new spaces along the pedestrian footpaths for customers.

Considering the above, the proposed provision of employee and visitor bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate.

Additionally, the provision of bicycle facilities (in the form of one shower and change room within each tenancy) meets the requirements of the Planning Scheme, and is therefore considered appropriate.

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9 CAR PARKING

9.1 Statutory Car Parking Requirements

9.1.1 Car Parking Requirements – Clause 52.06

The car parking requirements for the subject site are identified in Clause 52.06 of the Cardinia Planning Scheme, which specifies the following requirements for the different components of the proposed development.

To provide a complete assessment, all components of the site will be considered, which includes the existing Dan Murphy's and the proposed additional tenancies.

With regard to the restricted recreation tenancy, the Planning Scheme does not specifically refer to parking requirements for this use, therefore, the parking provision must be to the satisfaction of the responsible authority.

Table 8 Clause 52.06 – Car Parking Requirements

Component	No/Area	Rate	Car Parking Measure	Total
Dan Murphy's (existing)	1,438 m ²	4	to each 100m ² of leasable floor area	57
Restricted Retail Tenancies	2,530 m ²	3	to each 100m ² of leasable floor area	75
Restricted Recreation Tenancy	-	-	Not listed under Clause 52.06	-
Total				132

Based on the above calculations, a total of 132 parking spaces are required for the site. Additional parking is required for the restricted recreation tenancy based on the parking demand assessment prepared in Section 9.2.2 below.

9.1.2 Proposed Car Parking Provision

It is proposed to provide a total of 134 parking spaces on-site, which is in excess of the requirements for the restricted retail tenancies and Dan Murphy's when compared to the Planning Scheme requirements, however additional parking is required for the restricted recreation tenancy.

In this regard, Clause 52.06-7 of the Cardinia Planning Scheme indicates that an application to reduce (including reduce to zero) the requirement for car spaces must be accompanied by a Car Parking Demand Assessment. The Assessment must assess the car parking demand likely to be generated by the proposed development, having consideration to:

- The likelihood of multi-purpose trips within the locality which are likely to be combined with a trip to the land in connection with the proposed use.
- The variation of car parking demand likely to be generated by the proposed use over time.
- The short-stay and long-stay car parking demand likely to be generated by the proposed use.
- The availability of public transport in the locality of the land.
- The convenience of pedestrian and cyclist access to the land.
- The provision of bicycle parking and end of trip facilities for cyclists in the locality of the land.
- The anticipated car ownership rates of likely or proposed visitors to or occupants (residents or employees) of the land.
- Any empirical assessment or case study.

An assessment of the likely parking demands is set out below, including the anticipated parking demands for the restricted recreation tenancy and all other uses on the site.

9.2 Car Parking Demand Assessment

9.2.1 Restricted Retail

Case studies undertaken by **onemilegrid** and other traffic engineering consultancies have regularly identified parking demand rates for restricted retail and bulky goods uses below the statutory provision rates from Clause 52.06.

In this respect, reference is made to a study (*Trip Generation and Parking Generation Surveys: Bulky Goods / Hardware Stores Analysis Report, 2009*) undertaken by Hyder Consulting on behalf of the NSW RTA to inform updates to the Guide to Traffic Generating Developments reference document commonly used throughout Australia to assess parking and traffic generation of new developments.

This study surveyed parking and traffic generation at six bulky goods and restricted retail developments across NSW to establish use-specific traffic and parking rates to assist practitioners and authorities in assessing the suitability of development proposals.

This study identified average peak parking generation rates of 1.33 spaces per 100m² on a weekday, and 1.40 spaces per 100m² on a weekend.

Furthermore, as part of **onemilegrid's** involvement in a number of restricted retail developments, parking occupancy surveys have been undertaken to inform the existing parking demands. A summary of the parking demands for each development is provided in Table 9 below. The NSW RTA rate mentioned above has also been included for completeness.

Table 9 Restricted Retail Parking Demands

<i>Location</i>	<i>Car Parking Demand (spaces per 100 m² floor area)</i>
Home Co Marsden Park, NSW	1.55
Home Co Gregory Hills NSW	1.99
Home Co Ballarat, VIC	1.18
Mornington Peninsula Homemakers Centre, VIC	1.25
NSW RTA	1.40
Average	1.47

As shown above, the restricted retail developments attract parking demands between 1.18 and 1.99 spaces per 100 m², with an average rate of 1.47 spaces per 100 m².

In order to provide a conservative assessment, the higher rate of 1.99 spaces per 100 m² will be adopted, which when applied to the 2,530 m² of restricted retail floor area equates to a demand for up to 50 spaces. This rate will be adopted for both the weekday and weekend demands.

9.2.2 Restricted Recreation Facility

Based on the information provided by the operator, the restricted recreation tenancy will operate with up to 4 staff and 50 patrons.

Therefore, it can be expected that at most, 54 people will be on-site at any given time.

It has been our experience that driver numbers to similar developments vary depending on the type of product offered, the site's location within a shopping centre, accessibility to sustainable transport modes, and nearby residential / work catchments among other items. These factors result in a driver ratio range of 0.5 – 0.8 spaces per patron. This is based on car parking surveys

undertaken by numerous consultants at various locations including inner and outer suburban locations.

The subject site is provided with some access to public transport and is located near shopping facilities, an industrial area and several residential estates from which the tenancy is likely to attract many of its patrons. As such, it is expected that the site will generate parking demands towards the middle of the range. For the purposes of this assessment, a conservatively high rate of 0.8 spaces per patron has been adopted.

Application of this rate to the proposed 50 patrons on-site, equates to a projected peak demand of 40 spaces associated with the members.

With regard to staff transport modes to work, it is expected that a similar rate of 0.8 spaces per staff member is expected to be generated, equating to 3 spaces associated with staff.

Based on the above, a total car parking demand for up to 43 spaces is projected for the restricted recreation tenancy.

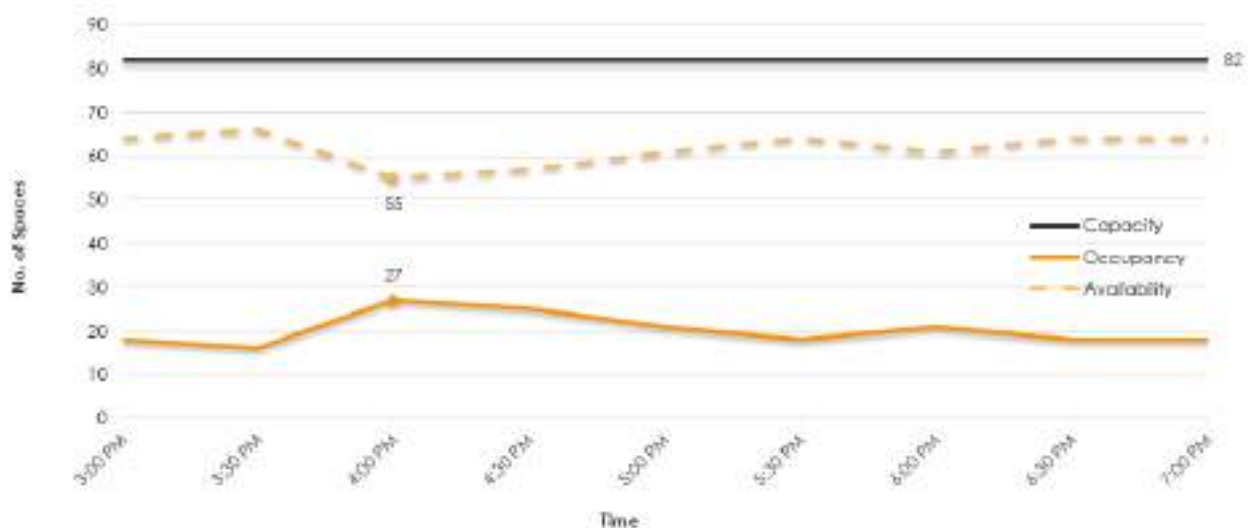
9.2.3 Dan Murphy's

In order to determine the car parking demand for the existing Dan Murphy's, on-site car parking occupancy surveys were undertaken by Trans Traffic Survey on behalf of **onemilegrid** during the following periods:

- Friday 5th May 2023, between 3:00pm and 7:00pm; and
- Saturday 6th May 2023, between 12:00pm and 7:00pm.

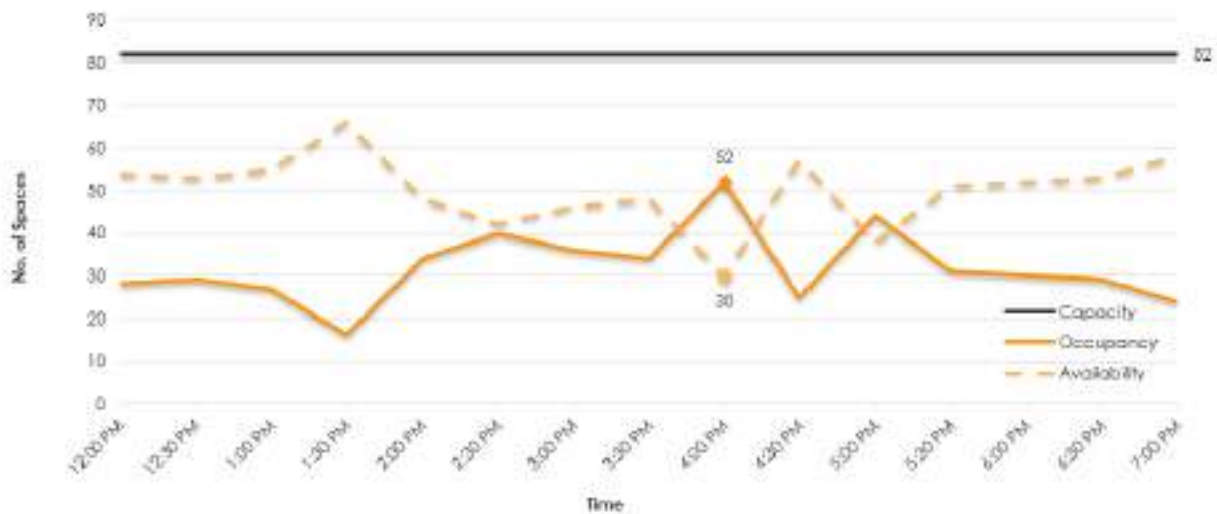
The surveys were undertaken for all 82 on-site parking spaces, with the results provided below in Figure 22 and Figure 23.

Figure 22 Car Parking Summary – Friday 5th May 2023



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Figure 23 Car Parking Summary – Saturday 6th May 2023



The survey results are summarised below:

- The peak occupancy during the Friday survey period occurred at 4:00pm, when 27 of the total 82 spaces were occupied (33%), leaving a minimum of 55 spaces available at all times;
- The peak occupancy during the Saturday survey period also occurred at 4:00pm, when 52 of the total 82 spaces were occupied (63%), leaving a minimum of 30 spaces available at all times.

These rates are generally consistent with case study data held by **onemilegrid** for various bottle shops in Melbourne.

9.2.4 Total Parking Demand

Based on the above assessment, a summary of the expected parking demands for the site as a whole, assuming that the peak demand for each use occurs simultaneously, is provided in Table 10 below.

Table 10 Anticipated Parking Demands

Component	Weekday Parking Demand	Weekend Parking Demand
Dan Murphy's (existing)	27	52
Restricted Retail	50	50
Restricted Recreation Facility	43	43
Total	120	145
Parking Provision (sitewide)	134	134

As shown above, the proposed development may generate a parking demand of up to 145 spaces, comprising 52 spaces for the existing Dan Murphy's, 50 spaces for the restricted retail tenancies and 43 spaces for the restricted recreation tenancy.

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9.2.5 Temporal Parking Demands

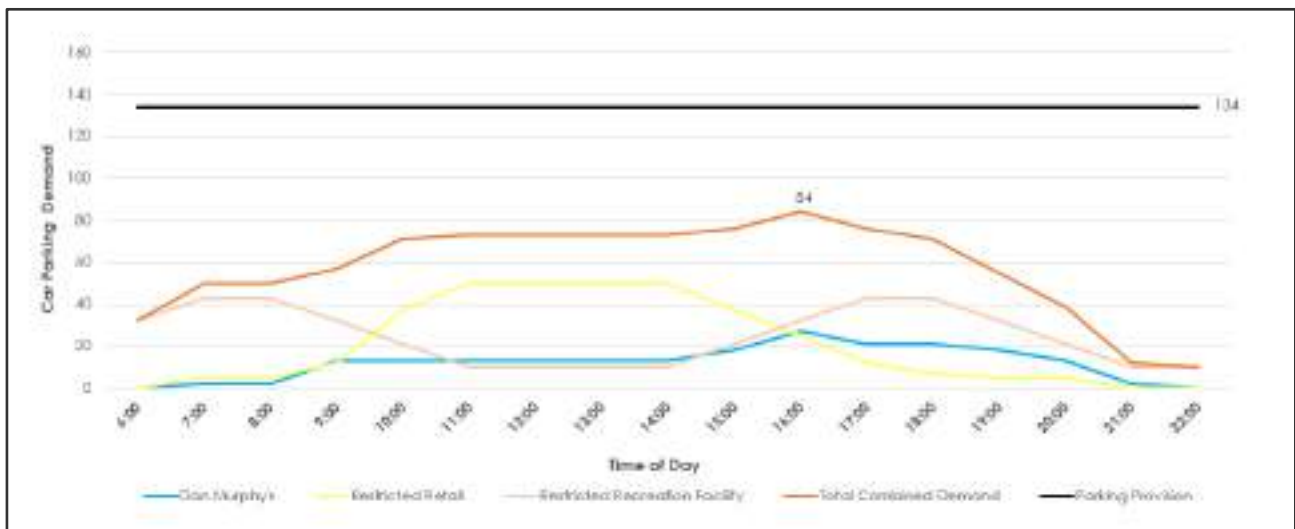
The above assessment assumes that the peak parking demands for each component occurs simultaneously, however in practice this is typically not the case. As such, the actual parking demands will be lower than the combined peak parking demand for each component of the proposed development.

Based on the information provided and reviewing patronage profiles of similar facilities, a parking profile over the course of the operating hours on a peak day for each use has been determined:

- Restricted Retail:
 - + Operating hours, 8am to 9pm, 7 days a week
 - + Peak parking demand between 11am and 2pm
- Restricted Recreation:
 - + Operating hours, 24/7
 - + Peak parking demand between 7am and 9am and between 5pm and 7pm on Weekdays, between 11am and 1pm on Weekends
- Dan Murphy's:
 - + Operating hours, 9am to 9pm Monday to Saturday, 10am to 7pm Sunday
 - + Peak parking demand at 4pm on Friday and Saturday (based on parking surveys)

A summary of the expected peak periods for each component of the development is provided in Figure 24 and Figure 25 below, demonstrating the provision of car parking can meet the demands of all components of the development throughout the day.

Figure 24 Temporal Parking Demand - Friday



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Figure 25 Temporal Parking Demand - Saturday



As shown in the figures above, the site is expected to experience a peak parking demand at 4pm on a Friday when a demand for 84 car parking spaces is expected, and at midday on a Saturday, when a peak demand for 121 car parking spaces is expected.

9.2.6 Anticipated Parking Demands

Based on the temporal parking demand profile outlined above, a maximum demand of 121 spaces is anticipated to be generated from the proposed development.

It is proposed to provide a total of 134 car parking spaces on-site, in excess of the expected parking demands. Therefore, the proposed provision of parking for the development is considered appropriate to cater for these demands.

9.3 Accessible Car Parking

The National Construction Code specifies the minimum requirements for provision of accessible car parking.

The proposed restricted retail uses, classified as a Class 6 building, requires provision of one accessible car space for every 50 car parking spaces or part thereof for the first 1,000 spaces, and then 1 space per 100 car parking spaces or part thereof in excess of 1,000 spaces.

The proposed restricted recreation use, classified as a Class 9B building, requires provision of one accessible car space for every 50 car parking spaces or part thereof for the first 1,000 spaces, and then 1 space per 100 car parking spaces or part thereof in excess of 1,000 spaces.

Noting the proposed provision of 54 additional parking spaces on-site compared to existing conditions, the National Construction Code (NCC) requires at least two accessible car space on-site.

The proposed provision of four spaces thus satisfies the NCC requirements.

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10 TRAFFIC

10.1 Traffic Generation

10.1.1 Restricted Retail

Reference is made to a study (*Trip Generation and Parking Generation Surveys: Bulky Goods / Hardware Stores Analysis Report, 2009*) undertaken by Hyder Consulting on behalf of the NSW RTA to inform updates to the Guide to Traffic Generating Developments reference document commonly used throughout Australia to assess parking and traffic generation of new developments.

This study surveyed parking and traffic generation at six bulky goods and restricted retail developments across NSW to establish use-specific traffic and parking rates to assist practitioners and authorities in assessing the suitability of development proposals.

The study identified average trip generation rates of 3.84 movements per 100m² during the site peak, and 2.48 movements per 100m² during the more critical PM road network peak period. No data was collected for AM peak periods, noting that this occurs generally outside of opening hours of these types of uses.

Applying the road network peak rate to the 2,530 m² of restricted retail floor area equates to a projected 63 vehicle movements in the road network peak period. These movements will be generally split equally between inbound and outbound movements.

10.1.2 Restricted Recreation Facility

In order to provide for a conservative assessment, it is assumed during the peak hours of operation, the maximum of 54 people (4 staff and 50 patrons) will be on-site. Based on the parking demand assessment, 40 patrons and 3 staff will drive to the site.

Further, it is assumed that the full patronage of the tenancy will arrive and depart within the 60 minute peak period. It is also conservatively assumed that all staff members will arrive during the morning peak and depart in the evening peak.

With consideration to the above, a total of 83 movements are expected during the peak hours, comprising 43 inbound and 40 outbound movements during the morning peak and 40 inbound and 43 outbound movements during the evening peak.

An even split of 40 inbound and 40 outbound movements will be adopted during the weekend peak hour period.

Furthermore, a considerable portion of the peak hour trips are expected to be linked trips, with visitors from the surrounding area driving to the development on their way to or from work.

Notwithstanding, it is projected that the development will generate up to 83 vehicle movements during the peak hours which is, equivalent to one vehicle movement each minute.

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10.1.3 Existing Traffic (Dan Murphy's)

As discussed in Section 2.4, the existing peak hour traffic volumes for Dan Murphy's is shown in Table 11 below. The commuter road network volumes will be adopted.

Table 11 Existing Traffic (Dan Murphy's)

Day/Time	Inbound	Outbound	Total
Friday (4:45pm – 5:45pm)	143	155	298
Saturday (12:00pm – 1:00pm)	109	87	196

10.1.4 Total Traffic Generation

Based on the above, the total anticipated traffic volumes for the site are shown in Table 12 below.

Table 12 Total Traffic Generation

Period	Component	Inbound	Outbound	Total
Weekday Peak (4:45pm – 5:45pm)	Dan Murphy's (existing)	143	155	298
	Restricted Retail	32	32	64
	Restricted Recreation Facility	40	43	83
	Total	215	230	445
Weekend Peak (12:00pm – 1:00pm)	Dan Murphy's (existing)	109	87	196
	Restricted Retail	32	32	64
	Restricted Recreation Facility	40	40	80
	Total	181	159	340

As discussed previously in relation to parking demands, the peak period for traffic generation for each component are not expected to coincide and therefore peak traffic generation for the site as whole will be lower than what is identified above.

Nonetheless, for the purposes of a conservative assessment, it will be assumed that all components peak within the commuter peak periods as shown in Table 12 above.

10.2 Traffic Distribution

The traffic distribution for the development can be determined based on the existing traffic surveys and typically observed rates.

It is of note that the existing surveys were undertaken before the direct-to-boot service opened on-site and therefore, the traffic distribution may have altered since it has opened. This is largely due to the fact that all vehicles that use the direct-to-boot must exit the site onto Portobello Road. Therefore, any of these vehicles heading onto Princes Highway will do so via Lakeside Boulevard instead of directly via the service road site access.

In light of the above, it is anticipated that traffic will be broadly distributed as follows:

- To/From North – 30%
- To/From South – 30%
- To/From East – 20%
- To/From West – 20%

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10.3 Post Development Traffic Volumes

The post development traffic volumes have been produced by overlaying the development generated volumes onto the existing traffic volumes as provided in Section 2.4. These volumes are shown below in Figure 26.

Figure 26 Post Development Traffic Volumes - Weekday



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Figure 27 Post Development Traffic Volumes - Weekend



10.4 Traffic Impact

Reviewing the volumes above, up to 445 vehicles movements per hour are expected, occurring during the weekday PM peak hour period. During this period, a maximum of 123 vehicle movements per hour are expected for any one movement in or out of the site, occurring at the Portobello Road access during the weekday PM peak hour period. This is equivalent to three vehicle trips every minute, and is considered appropriate for traffic onto a site access point.

It should be noted that only a portion of the total traffic generation is due to the proposed development. The existing Dan Murphy's generates up to 298 peak hour movements, which comprises 65% of the total future traffic generation.

When focusing the assessment to that of the proposed development only, up to 147 movements may be generated (occurring during the weekday peak hour), which equates to just over 2 vehicle movements per minute. These movement will be split between inbound and outbound movement, and even further between the two main access points.

As such, the level of traffic generated is expected to be suitably accommodated by Portobello Road, Olympic Way, Princes Highway and the surrounding road network.

It is reiterated that the above volumes assume the peak period for traffic generation for each component occurs within the same 1-hour period, and also coincides with the road network peak hour period. Therefore, the actual volume of vehicle movements in and out of the site will be lower than what is identified above.

Additionally, a proportion of trips associated with the development, particularly the restricted recreation component, are expected to be generated from passing traffic, and therefore are diverted into the site from the surrounding road network.

As such, the traffic volumes generated by the proposed development are expected to be suitably absorbed into the surrounding road network.

Further to the above, it is noted that there is a disparity in peak periods between parking demands and traffic generation. As discussed in Section 9.2.5, the peak parking demands for the site are expected occur at 12pm on a weekend. Conversely, the peak traffic generation will occur between 4:45pm and 5:45pm on a weekday.

This disparity in peak periods is likely due to the fact that on a weekday afternoon, the Dan Murphy's attracts customers with a short duration of stay, as is typical for bottle shops, and also as part of a diverted trip (i.e. on the way home from work). Therefore, car spaces are not occupied for long periods of time and do not contribute to a high parking demand, however they do contribute to a higher traffic generation.

10.5 Ultimate Road Upgrades

The Cardinia Precinct Structure Plan identifies that Princes Highway will ultimately include a 6-lane cross-section, with three through lanes in each direction.

The proposed service road has been designed with consideration to this ultimate arrangement. Specifically, the Princess Highway access treatment can be suitably modified to operate with the additional traffic lanes.

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11 CONCLUSIONS

It is proposed to develop the vacant portion of the land for the purposes of four tenancies across two new buildings. As part of the proposal, the Dan Murphy's will be retained, and the existing car park will be modified and expanded to provide a total of 134 spaces.

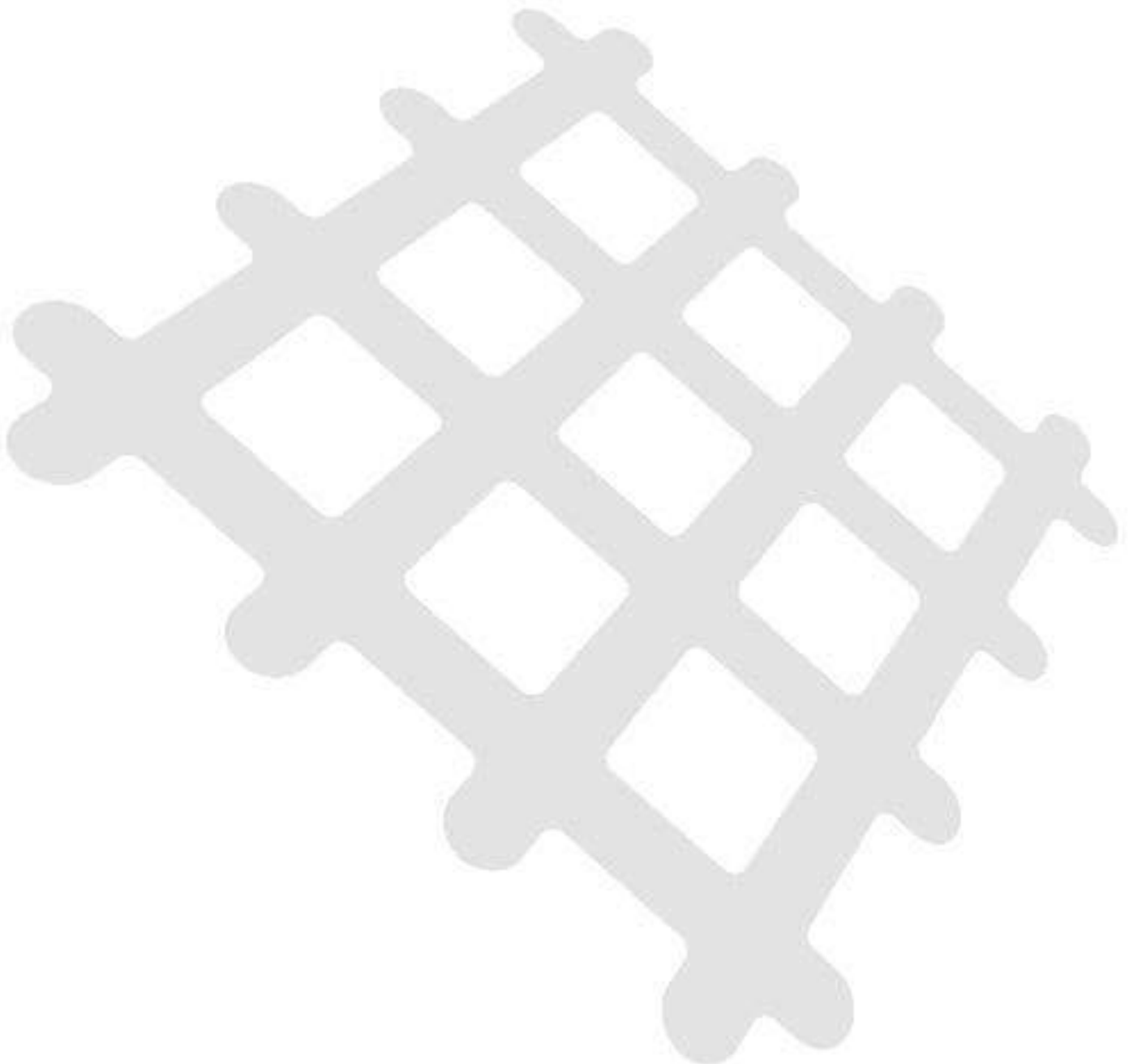
Considering the analysis presented above, it is concluded that:

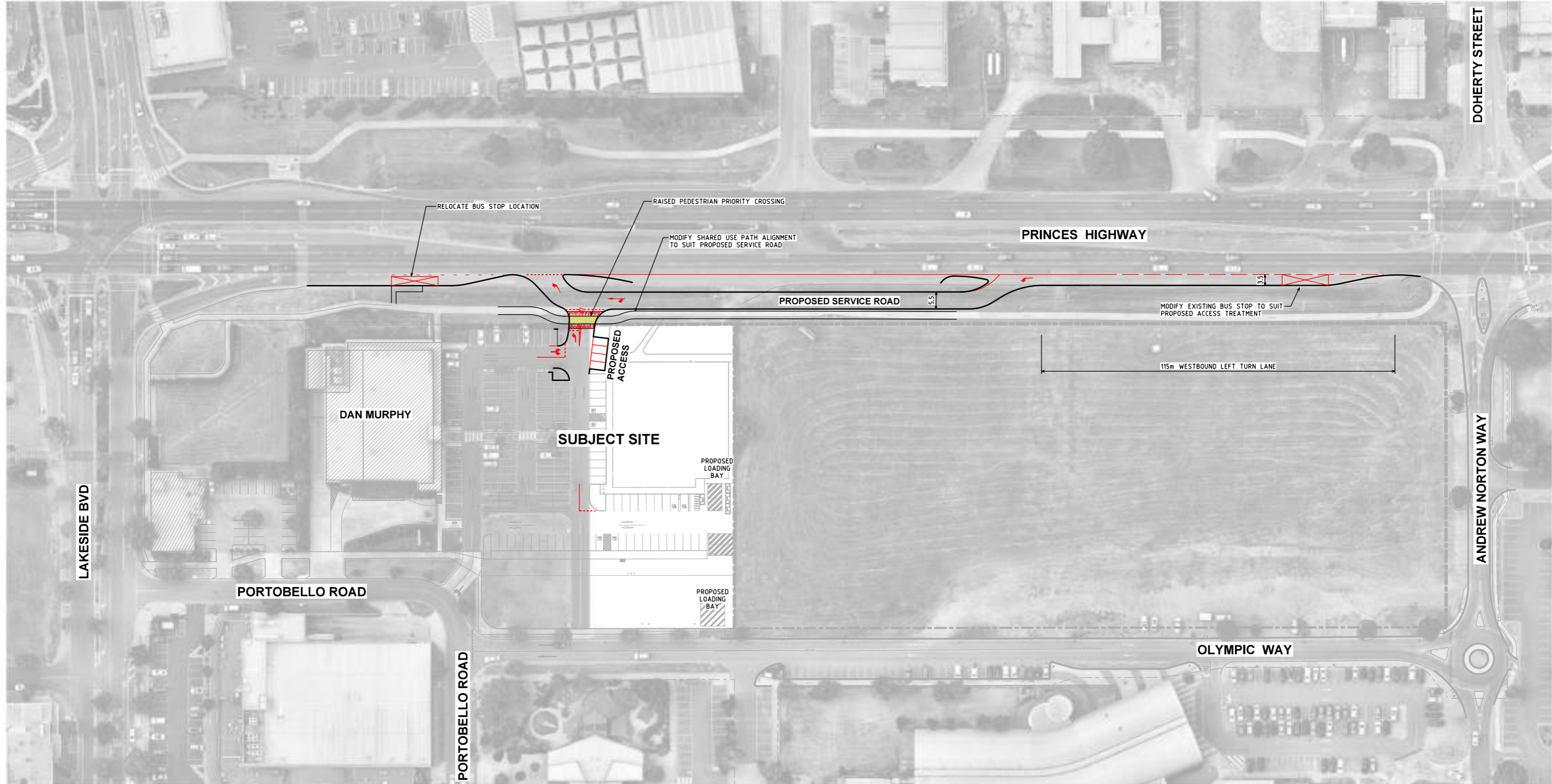
- The car parking layouts and accesses have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate;
- The proposed service road on Princes Highway is considered appropriate for the proposed development, and has been designed generally in line with the in-principally approved service road design proposed as part of the 900 Princes Highway application;
- The provision for loading is considered appropriate for the proposed use;
- The proposed provision of bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate;
- The proposed provision of car parking is expected to be appropriate to accommodate the peak car parking demands;
- The proposed provision of disabled parking satisfies the BCA requirements;
- The anticipated traffic volumes generated by the development are expected to be suitably accommodated by Portobello Road, Olympic Way, Princes Highway and the surrounding road network; and
- The proposed Princes Highway service road site access is considered appropriate for the proposed development and can be suitably modified to operate with the additional traffic lanes as part of the ultimate arrangement of Princes Highway under the Cardinia Precinct Structure Plan.

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Appendix A Concept Layout Plan

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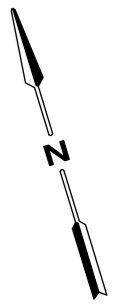
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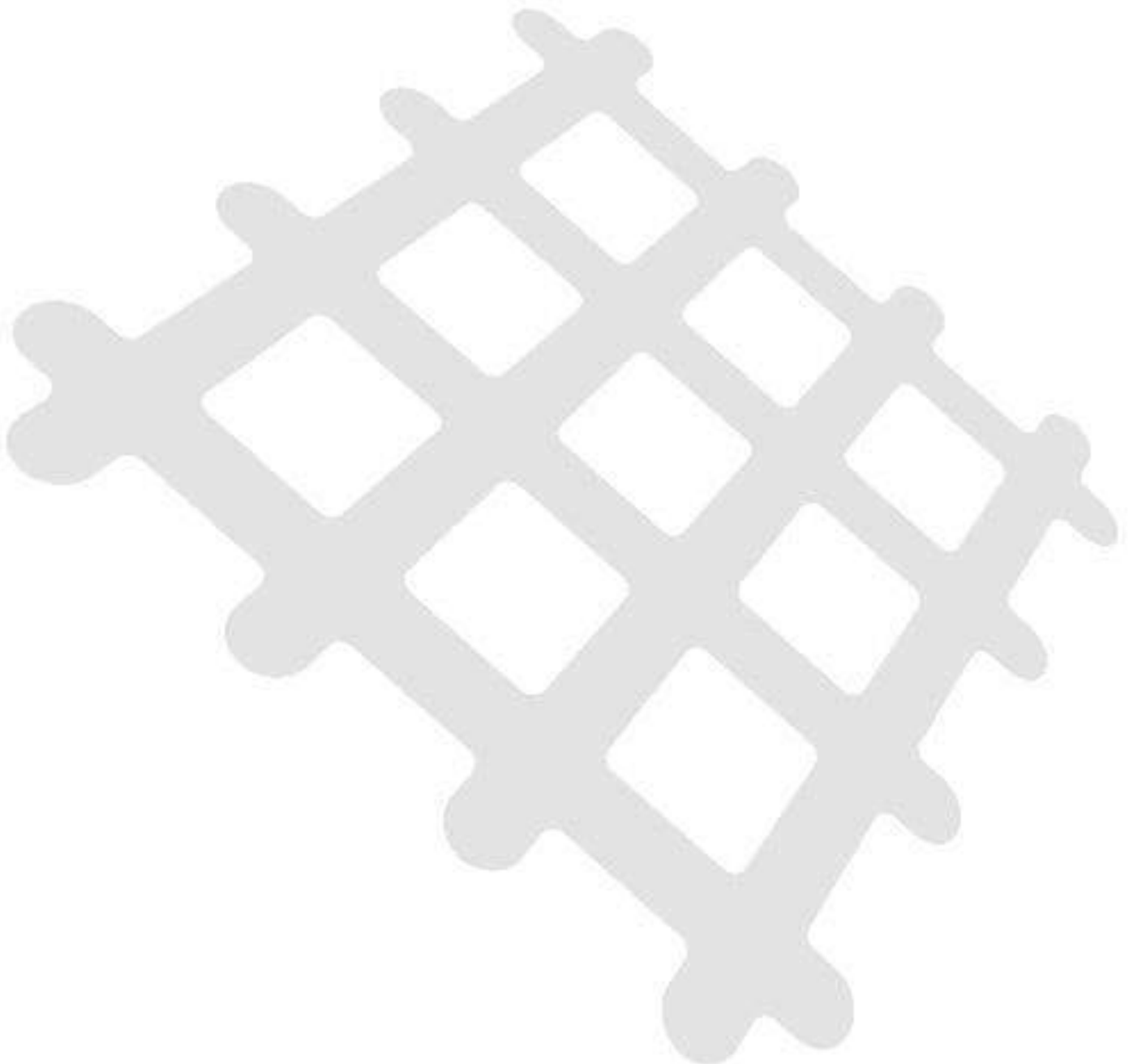
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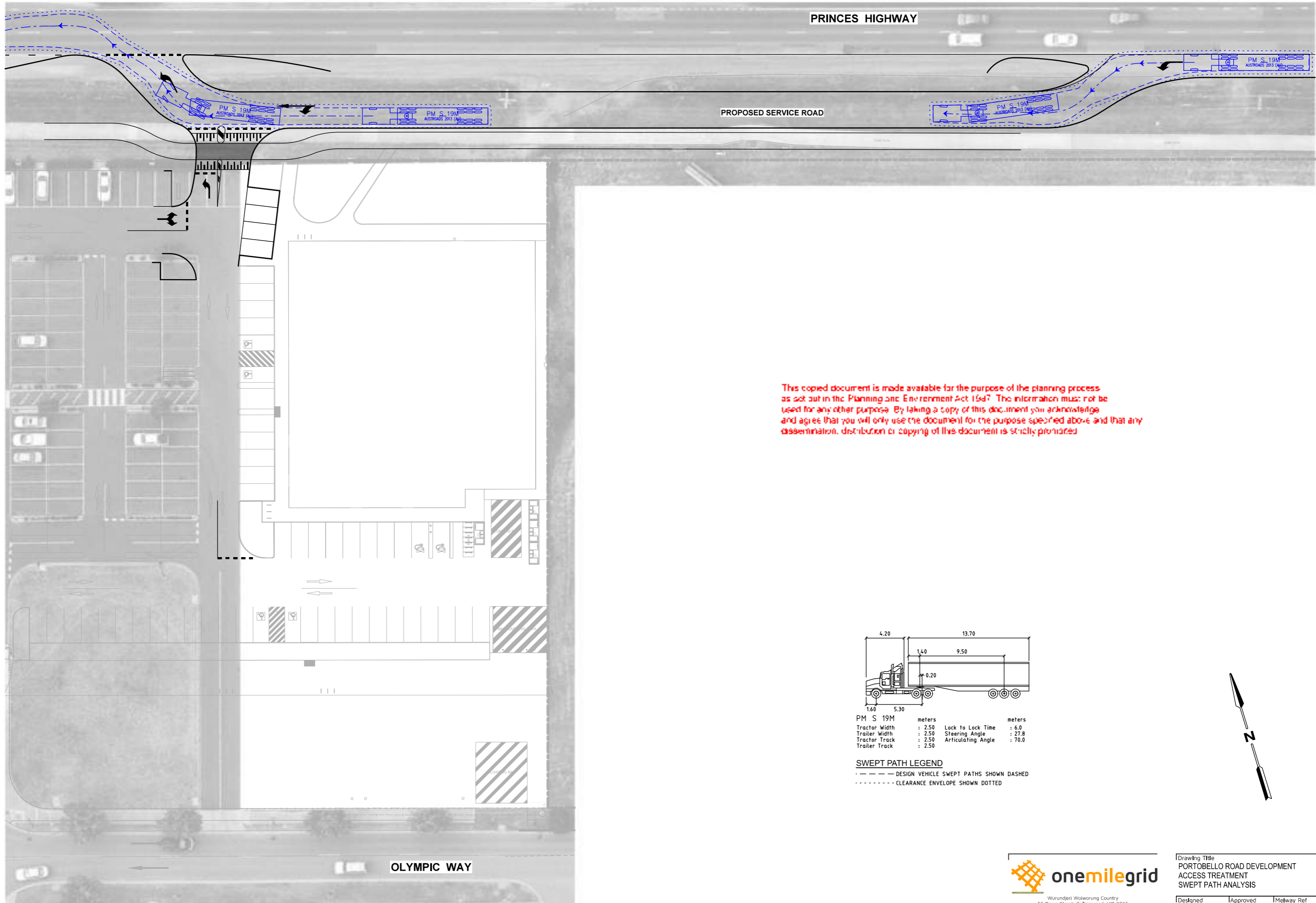
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Project Number 230312	Drawing Number CLP100	Revision G

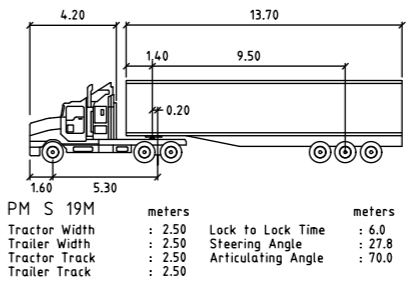
Appendix B Swept Path Diagrams

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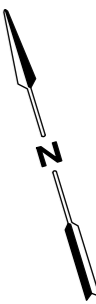




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SWEPT PATH LEGEND
 - - - - - DESIGN VEHICLE SWEEP PATHS SHOWN DASHED
 ······ CLEARANCE ENVELOPE SHOWN DOTTED



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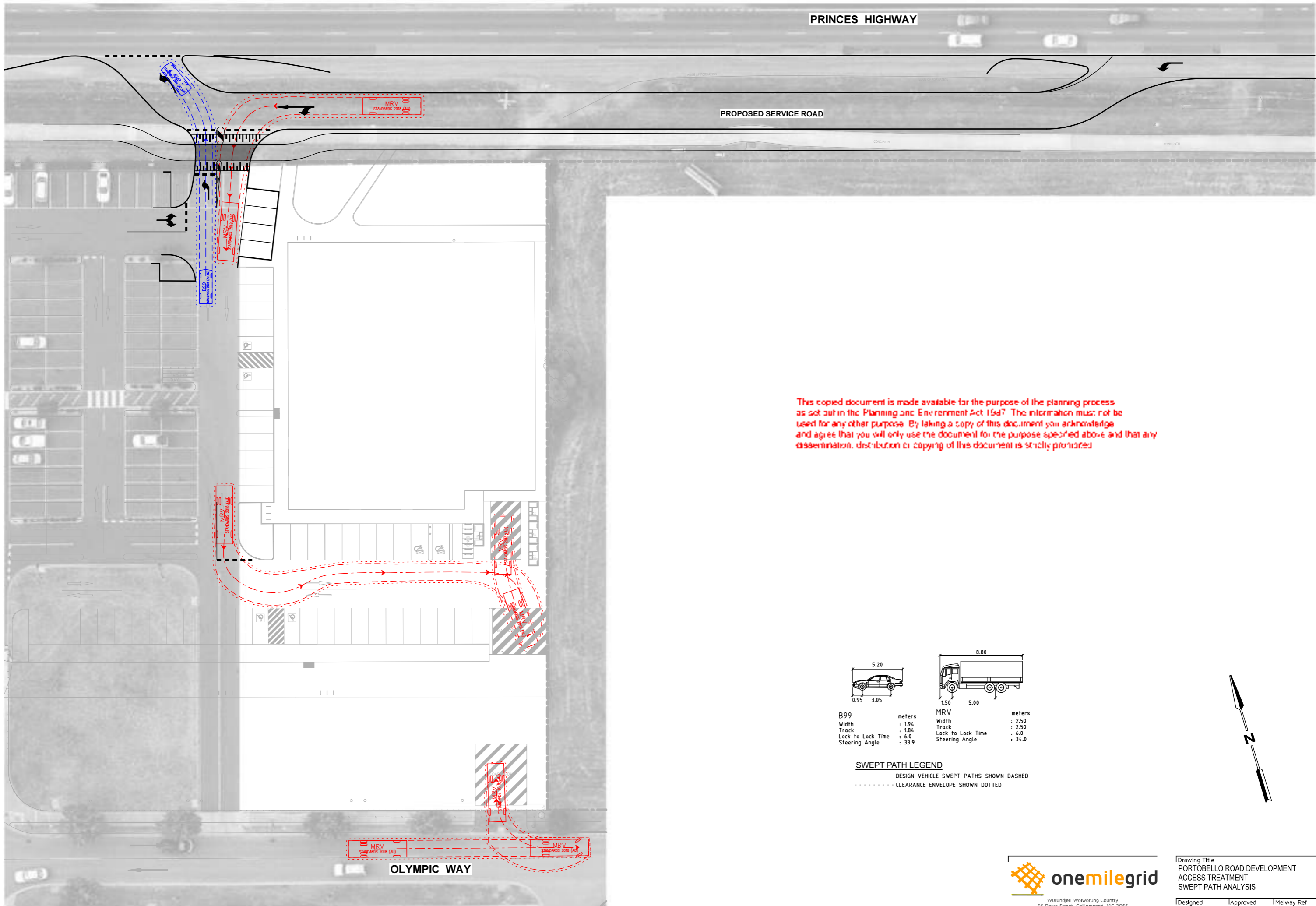
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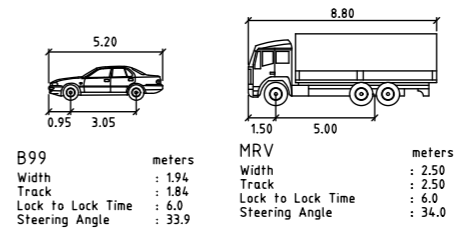
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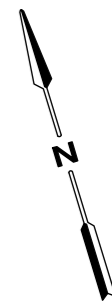
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Designed TCW	Approved RBH	Midway Ref 215 J4
Project Number 230312	Drawing Number SPA100	Revision F



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SWEPT PATH LEGEND
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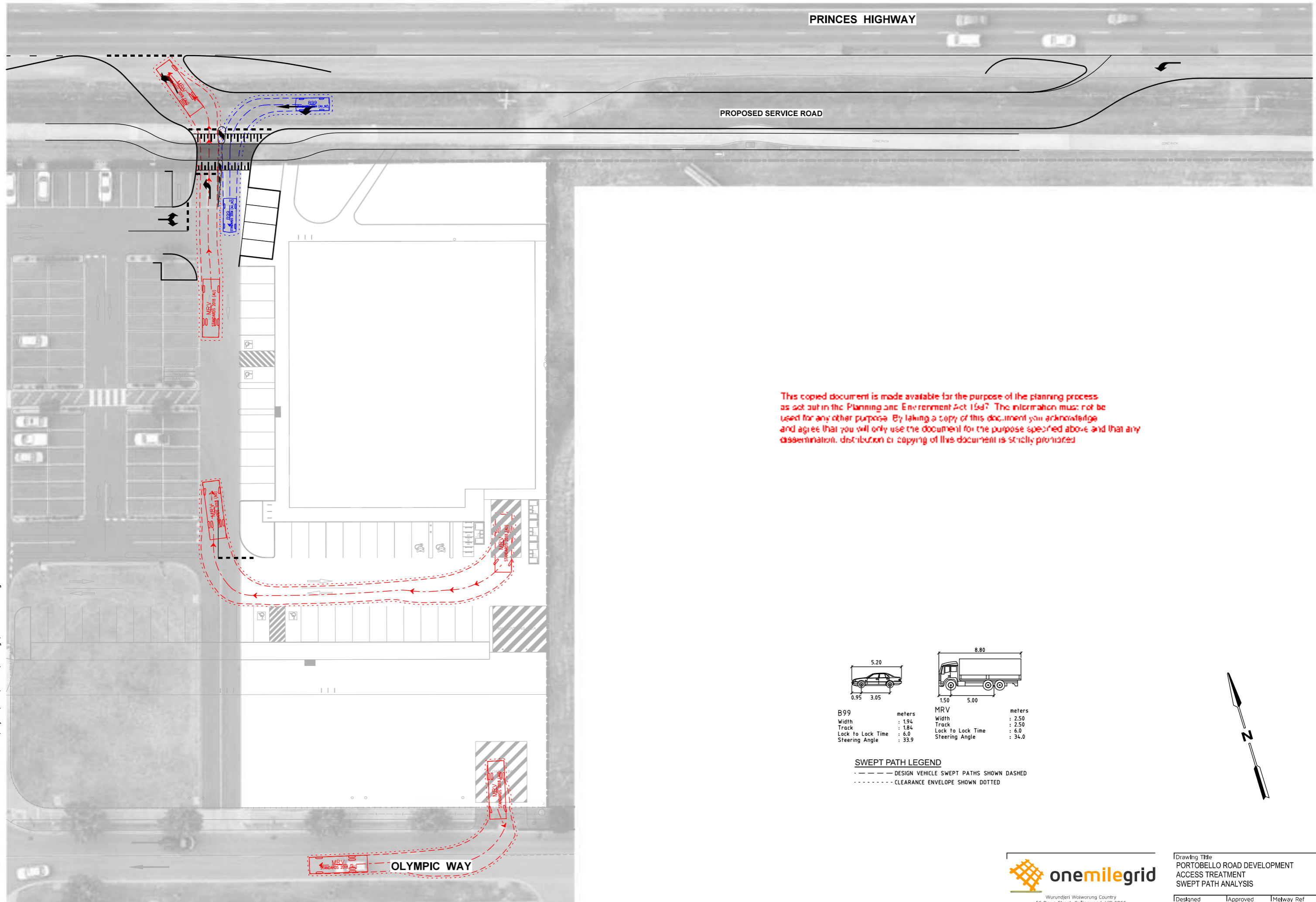
Wurundjeri Woiwurrung Country
 56 Down Street, Collingwood, VIC 3066
 Email: info@onemilegrid.com.au Web: www.onemilegrid.com.au
 Phone: (03) 9939 8250

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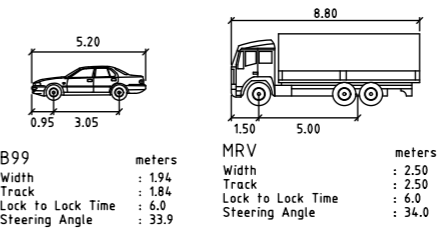
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Designed TCW	Approved RBH	Metway Ref 215 J4
Project Number 230312	Drawing Number SPA101	Revision F

PRINCES HIGHWAY

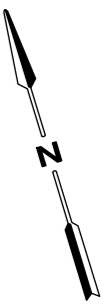
PROPOSED SERVICE ROAD



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SWEPT PATH LEGEND
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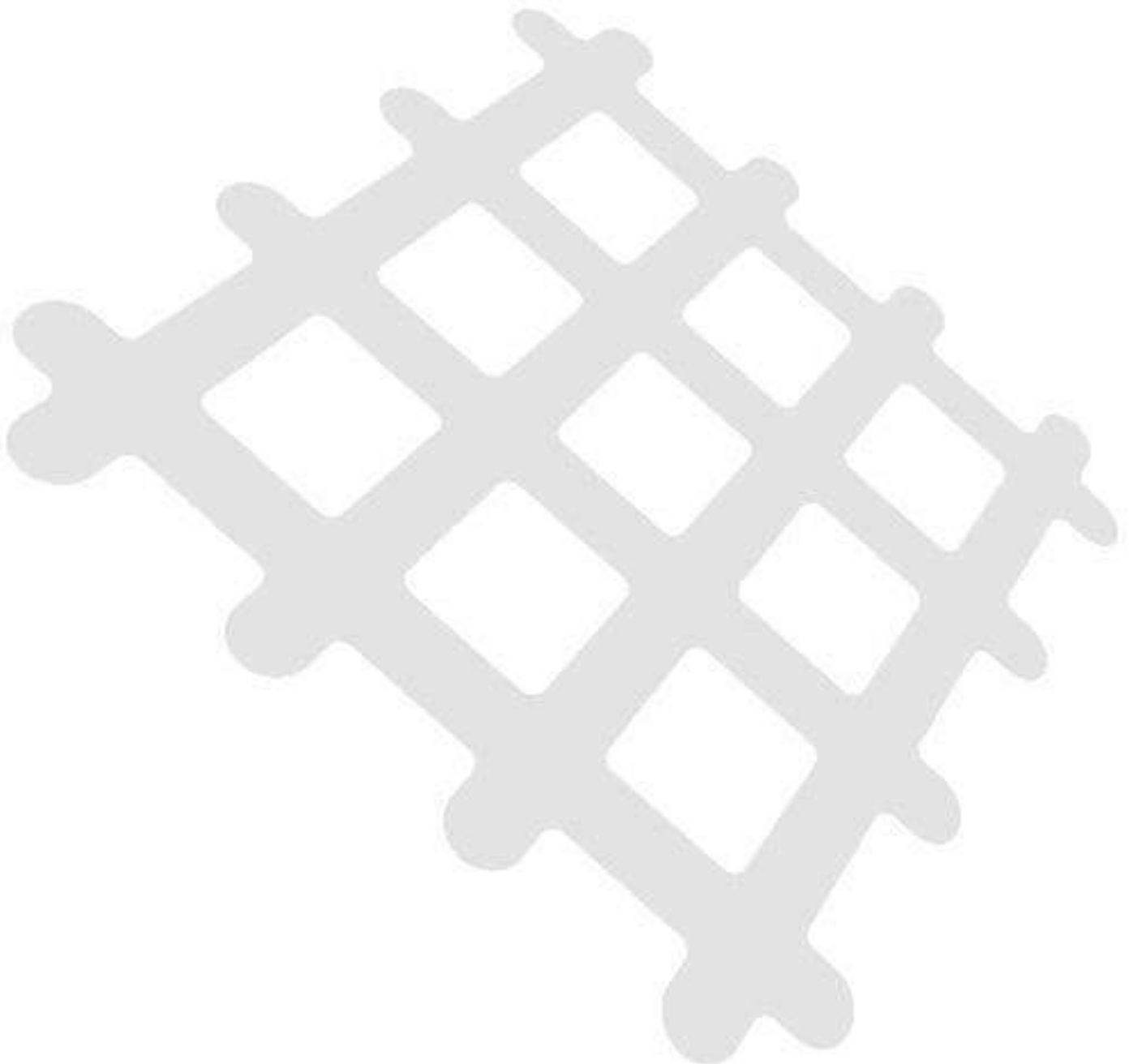
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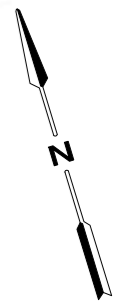
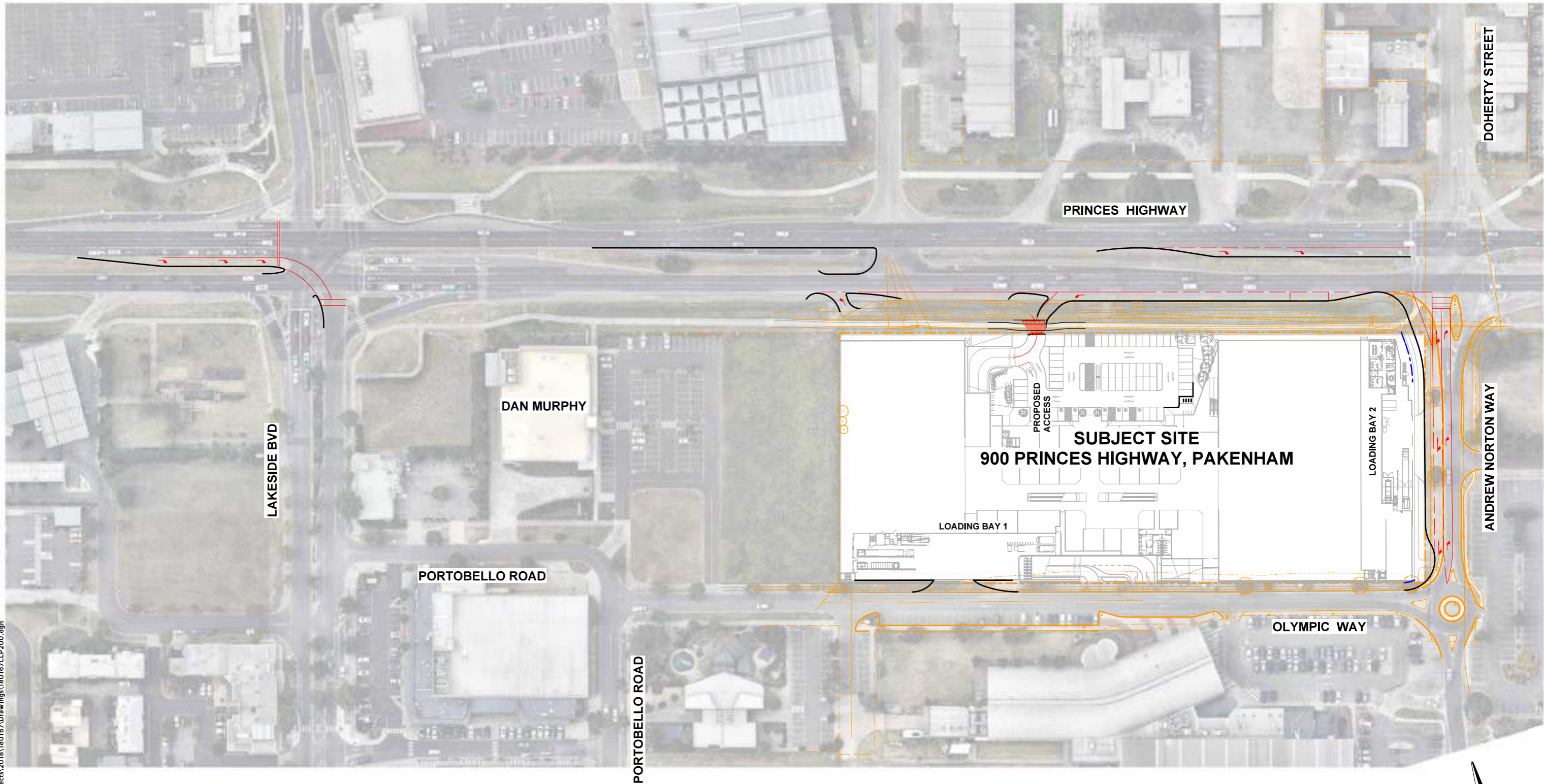
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Drawing Title PORTOBELLO ROAD DEVELOPMENT ACCESS TREATMENT SWEEP PATH ANALYSIS		
Designed TCW	Approved RBH	Metway Ref 215 J4
Project Number 230312	Drawing Number SPA102	Revision F

Appendix C 900 Princes Highway Concept Layout Plan

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Drawing Title 900 PRINCES HIGHWAY, PAKENHAM ACCESS TREATMENT CONCEPT LAYOUT PLAN		
Designed TCW	Approved RBH	Metway Ref 215 J4
Project Number 180167	Drawing Number CLP200	Revision 1

May 2024

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Planning Report

8 Portobello Road Pakenham

THE TRUSTEE FOR
PORTOBELLO ROAD INVESTMENTS
(PAKENHAM) UNIT TRUST

HATCH DISCLAIMER

This report is dated MAY 2024 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Hatch opinion in this report. Hatch prepared this report on the request, and for the benefit only, of The Trustee for Portobello Road Investments (Pakenham) Unit Trust (Instructing Party) for the purpose of a planning application and not for any other purpose or use. To the extent permitted by applicable law, Hatch expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

In preparing this report, Hatch may have made judgements which may be affected by unforeseen future events, the likelihood and effects of which are not capable of precise assessment.

All recommendations and statements contained in or associated with this report are made in good faith and on the basis of information supplied to Hatch at the date of this report, and upon which Hatch relied. Achievement of any statements or recommendations set out in this report will depend, among other things, on the actions of others over which Hatch has no control.

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Title: Planning Report
Prepared For: The Trustee for Portobello Road Investments (Pakenham) Unit Trust
Prepared By: Hatch
Date: MAY 2024
Prepared By: AMJ
Approved For Issue By: CD

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Appendix A Council Letter consenting to Proposed Land Uses

Appendix B Adjoining Landowner Email consenting to Tree Removal

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1 Introduction

Hatch act on behalf of The Trustee for Portobello Road Investments (Pakenham) Unit Trust, the permit applicant, in lodging a planning permit application (the Application) for the use and development of land for the purpose of one restricted recreation facility (gym), the development of three restricted retail premises, the erection of internally illuminated business identification signage, including a freestanding panel sign, a reduction of car parking, and the creation of an access to a road in a Transport Zone 2 at 8 Portobello Road, Pakenham.

The report addresses the planning merits of the proposal, and should be read in conjunction with the following documentation:

- A completed Application for a Planning Permit Form;
- Certificate of Title;
- Metropolitan Planning Levy Certificate;
- Architectural Plans, prepared by Particular Architects;
- Transport Impact Assessment, prepared by OneMileGrid;
- Waste Management Plan, prepared by Leigh Design;
- Landscape Plan, prepared by Particular Architects; and
- Cultural Heritage Statutory Obligations Statement, prepared by Tardis Archaeology.

The Application has been lodged following receipt of Council's letter of 15 March 2024 consenting to the proposed land uses from the perspective of the restriction on the use of land at 8 Portobello Road, Pakenham contained in the restrictive covenant created by transfer AG274070X. Refer to **Appendix A**.

There is an existing Dan Murphy's operation occupying the western portion of the subject site. This proposal does not seek to modify its built form, loading and waste collection functions, and advertising signage, with sufficient car spaces continuing to be afforded to the Dan Murphy's operation as part of the proposal. In general terms, the proposal seeks to integrate with and complement this existing operation. Should a planning permit be issued for the proposal, the existing east – west aligned zebra crossing line marking within the carpark will be removed.

Prior to lodging the planning application, pre-application meetings have taken place with Council and the Department of Transport and Planning.

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2 Site Context

2.1 Subject Site

The site known as 8 Portobello Road, Pakenham is identified as Lot 1080 on Plan of Subdivision PS447443.

The subject site has a northern interface to Princes Highway of approximately 137m, eastern interface to a vacant parcel of land at 900 Princes Highway of approximately 98m, a southern interface to Portobello Road and Olympic Way of approximately 141m and a western interface to 3 and 7 Lakeside Boulevard of approximately 73m. The subject site is an irregular shape with a total area is approximately 12,170sqm.

The below images are of the subject site, including the existing Dan Murphy's operation.



Figure 1: View of Subject Site, including existing Dan Murphy's, from Princes Highway (Source: Google Street View)



Figure 2: View of Subject Site, including existing Dan Murphy's, from Olympic Way (Source: Google Street View)

The western and central portions of the subject site are currently occupied by an existing Dan Murphy's liquor store and associated car parking, with the eastern portion of the subject site vacant. The Dan Murphy's operation has two separate freestanding advertising signs. These are located in proximity to the operation's interfaces with Princes Highway and Portobello Road.

Customers can access the existing Dan Murphy's liquor store via two crossovers along Portobello Road and Olympic Way, with a separate crossover for the loading bay also accessible from Portobello Rd. While an integrated footpath network exists to the north of the subject site, the footpath extending along the southern boundary of the subject site terminates opposite the south-eastern portion of the subject site and does not extend to 900 Princes Highway.

The subject site is also located within the Lakeside Boulevard Neighbourhood Activity Centre (LBNAC), which is discussed in more detail in subsequent sections of this report.



Figure 3: Aerial Map of the subject site, inclusive of the existing Dan Murphy's operation (Source: Architectural Plans, prepared by Particular Architects)

As per **Appendix B**, the owner of the land to the east at 900 Princes Highway (also known as 5 Olympic Way) consents to the removal of trees within their site that are located in the vicinity of the subject site's eastern boundary (visible in Figure 3 above), should Council support the proposal.

The south-eastern portion of the subject site is identified as area of cultural heritage sensitivity. As a result of site investigations in this part of the site, Tardis Archaeology has prepared a Cultural Heritage Statutory Obligations Statement in support of the proposal, which has found that:

- Significant ground disturbance has occurred across the subject site; and
- A mandatory cultural heritage management plan is not required.

Refer to the Cultural Heritage Statutory Obligations Statement for further details.

2.2 Surrounds

The subject site is guided by the Cardinia Road Precinct Structure Plan, approved and gazetted in 2008. The site is located within the LBNAC, which is in the eastern portion of the wider PSP. As the subject site is within the LBNAC and interfaces with Princes Highway, the surrounding area is characterised by a range of retail, industrial, educational and recreational uses.

The following is a summary of the key land uses in the surrounding area:

- The core retail area of the LBNAC is located to the west of the site and occupies both sides of Lakeside Boulevard. The residential catchment which benefits from the LBNAC is generally located to the south and west of the core retail activity.
- A substantive homemaker centre, containing an Officeworks, Bunnings Warehouse, Village Treasures, and Dollar Curtains and Blinds, is located to the north of the subject site, on the northern side of Princes Highway.
- Land immediately to the east is 900 Princes Highway. The site is approximately 22,470sqm in size and was previously subject to a retail development which was refused by Council, with the Victorian Civil & Administrative Tribunal (VCAT) subsequently upholding the Council's decision.
- Cardinia Council's Pakenham Leisure Centre and Pakenham Indoor Sports Complex is located south-east of the subject site, on the southern side of Olympic Way. The centre comprises of sheds and at-grade car parking. Further south is part of the Toomuc Reserve area including two baseball fields and an athletics oval.
- The Lakeside Childrens Childcare Centre is located to the south of the subject site, on the southern side of Olympic Way.

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3 Proposal

The proposal involves the use and development of land for the purpose of one restricted recreation facility (gym), the development of three restricted retail premises, the erection of internally illuminated business identification signage, including a freestanding panel sign, a reduction of car parking, and the creation of an access to a road in a Transport Zone 2 at 8 Portobello Road, Pakenham.

The design response ensures the existing Dan Murphy's liquor store, including its carpark, is not detrimentally impacted.

The following is a summary of the proposal's key features:

- The gross leasable floor area of the three restricted retail premises is approximately 2,500sqm.
- The gross leasable floor area of the restricted recreation facility is approximately 1,200sqm.
- There are two separate buildings. A single storey building containing 2 tenancies is located in the northern part of the subject site, with a double storey building located in the southern part of the subject site.
- The 2 storey building has a prevailing maximum building height of 10.1m, which increases to approximately 12.8m limited to the architectural element anchoring the north-eastern portion of the southern building.
- An additional 54 car spaces will complement the existing provision of 80 car spaces for the Dan Murphy's liquor store to create a communal car park of 134 car spaces in total. The additional 54 spaces proposed will comprise 48 standard spaces, 4 accessible spaces, and 2 electric vehicle charging spaces.
- A new vehicle access point is proposed along the site's northern boundary to provide convenient ingress and egress via Princes Highway via a service road, which is to be located within the Princes Highway reserve.
- Ten internally illuminated business identification signage zones are proposed across the two buildings, excluding the four internally illuminated under awning signs, all of which are less than 0.5m² in size. These ten signage zones are located as follows:
 - Northern Building
 - Two signage zones are west facing (orientated towards the existing Dan Murphy's liquor store). These have a total signage area of approximately 27m² in size.
 - One signage zone is north facing (oriented towards Princes Highway). This is approximately 17m² in size.
 - One signage zone is south facing (oriented towards the proposed carpark). This is approximately 11m² in size.
 - Southern Building
 - Two signage zones are north facing (oriented towards the proposed carpark). These have a total signage area of approximately 25m² in size.
 - Two signage zones are east facing (oriented towards Olympic Way). These have a total signage area of approximately 15m² in size.
 - Two signage zones are west facing (oriented towards Portobello Road). These have a total signage area of approximately 15m² in size.

- A double sided, 7m high, freestanding, internally illuminated business identification panel sign is located in proximity to the subject site's northern boundary. In addition to accommodating the name of the retail centre, the double sided sign will also accommodate individual signage zones dedicated to each of the four tenancies.
- The proposed gym is to operate 24 hours, 7 days a week.
- The proposed restricted retail tenancies are to operate between 8am – 9pm, 7 days a week.
- A pedestrian link, which is 7.9m in width (including landscaping, with a clear path width of 5.3m), is proposed to be located on the northern side of the southern building and is to integrate with the existing footpath located on the northern side of Portobello Rd adjacent to the Dan Murphy's loading bay, along with the existing footpath that extends from Princes Highway, past the Dan Murphy's operation, through to Portobello Rd. This pedestrian link is not proposed to be vested in Council.
- Each of the two proposed buildings will accommodate loading bays. The loading bay within the northern building is accessed from the internalized carpark, with the southern building's loading bay accessed from Olympic Way.
- The waste bin enclosures for the proposed tenancies are located on either side of the loading bay associated with the northern building.
- A range of canopy trees, shrubs and groundcovers are proposed to be planted throughout the subject site.

For further details relating to the proposal, please refer to the Architectural and Landscape Plans prepared by Particular Architects.

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4 Planning Controls

4.1 Zoning

The subject site is zoned Comprehensive Development Zone – Schedule 1 (Pakenham West Comprehensive Development Plan, 1 September 2005). Refer to Figure 4.

The purpose of the Pakenham West Comprehensive Development Plan is:

- “To designate land suitable for urban development.
- To provide for the development of the land generally in accordance with the Pakenham West Comprehensive Development Plan, 1 September 2005.
- To ensure that any development and use of the land is in accordance with a local structure plan prepared to the satisfaction of the responsible authority.
- To provide a range of dwelling types and lot sizes to meet a diversity of housing needs.
- To provide a range of commercial and community facilities to meet the needs of existing and future residents of the area.
- To ensure that non-residential uses do not cause a loss of amenity to nearby residents.
- To facilitate urban design which creates a strong character and identity for the area, provides for a functional built environment, and promotes community and personal safety.
- To manage the quality and quantity of urban stormwater entering local waterways.”

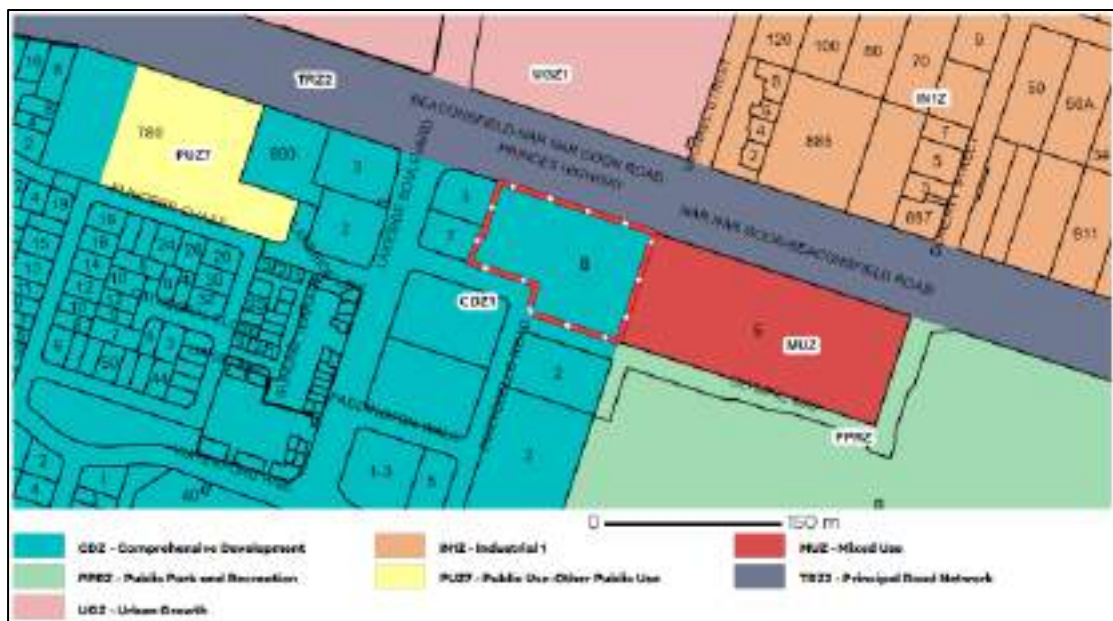


Figure 4: Zone Map (Source: VicPlan)

Pursuant to Clause 1 of Schedule 1 to the Comprehensive Development Zone, a ‘Shop’ (which includes the land use ‘Restricted Retail Premises’) is a Section 1 – Permit not required use if:

“The site must be identified for the use or be within the Neighbourhood Centre shown in the Pakenham West Comprehensive Development Plan, 1 September 2005 and the use must be identified in a local structure plan prepared to the satisfaction of the responsible authority.”

As per the Pakenham West Comprehensive Development Plan, 1 September 2005 (PWCDP), the subject site is located within the designated Neighbourhood Centre (refer to Figure 5). According to the details within the PWCDP, a mix of retail and commercial, non-retail and commercial, community facilities, indoor and outdoor recreation, education facilities and office are encouraged within the

Neighbourhood Centre. As such, the PWCDP encourages the use of the subject site for the purpose of a restricted retail premises. Therefore, pursuant with the provisions of Schedule 1 to the Comprehensive Development Zone, no permit is required to use the land for this particular land uses.

Pursuant to Clause 1 of Schedule 1 to the Comprehensive Development Zone, 'Leisure and recreation' (other than Indoor recreation facility, Informal outdoor recreation, Motor racing track, and Open sports ground) is a Section 2 – permit required use. As such, a permit is required to use the land for the purpose of the proposed restricted recreation facility (gym).

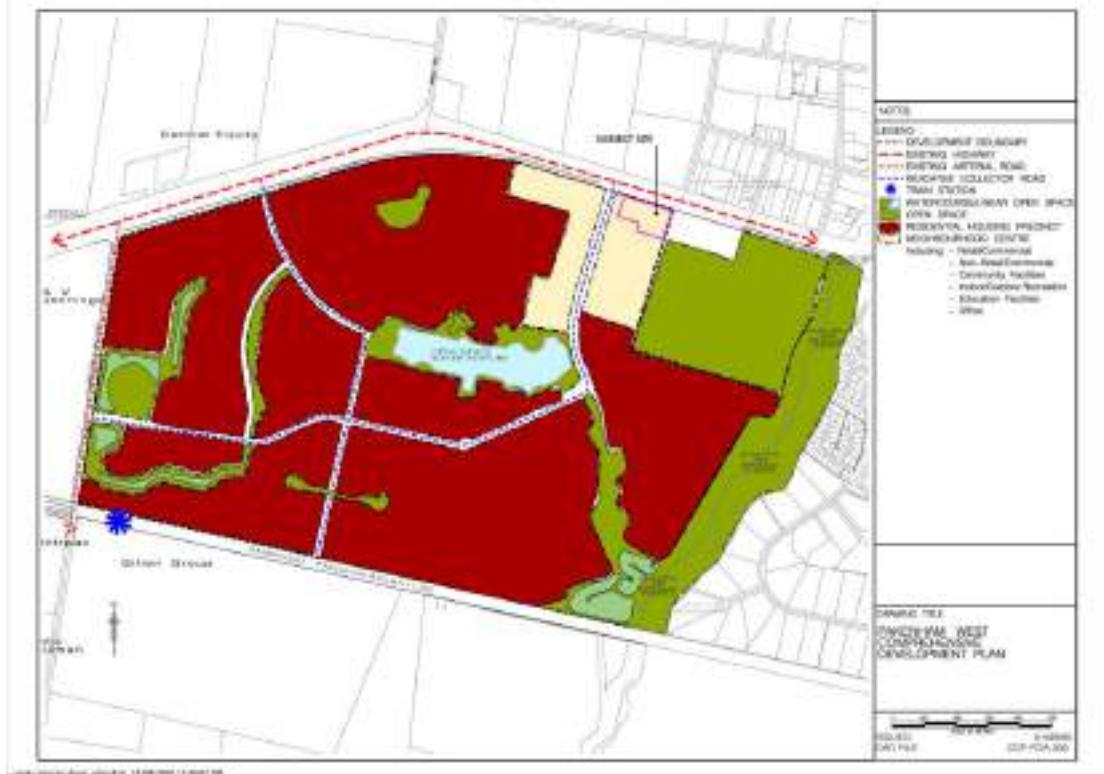


Figure 5: Pakenham West Comprehensive Development Plan, 1 September 2005 (Source: Cardinia Shire Council)

Pursuant to Clause 2 of Schedule 1 to the Comprehensive Development Zone:

“No subdivision, building or works may take place before the land to be developed is included in a local structure plan prepared to the satisfaction of the responsible authority. The local structure plan must be generally consistent with the Pakenham West Comprehensive Development Plan, 1 September 2005.

With the agreement of the responsible authority, the local structure plan may be prepared in stages and may comprise one or more separate plans or other documents...”

Council approved the Lakeside Local Structure Plan in January 2014. As per Figure 6, the boundaries of the Local Structure Plan correlate with the boundaries of the PWCDP, with the site located within the designated Commercial, Retail and Office area.

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Figure 6: Lakeside Local Structure Plan (Source: Cardinia Shire Council)

Pursuant to Clause 5 of Schedule 1 to the Comprehensive Development Zone, no exemption applies to the proposed land uses. As such, pursuant to Clause 37.02-4 of the Comprehensive Development Zone, a permit is required to construct a building or construct or carry out works.

Pursuant to Clause 6 of Schedule 1 to the Comprehensive Development Zone, land within the Neighbourhood Centre shown in the PWCDP, 1 September 2005, is in Category 1.

4.2 Overlays

The Development Contributions Plan Overlay – Schedule 1 (Pakenham Township Development Contributions Plan) applies to the subject site (DCPO1). The purpose of the overlay is:

- *“To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.”*

Clause 45.06-1 states a permit must not be granted to subdivide land, construct a building or construct or carry out works until a development contributions plan has been incorporated into this scheme.

A permit granted must:

- *“Be consistent with the provisions of the relevant development contributions plan.*
- *Include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the relevant schedule to this overlay.”*

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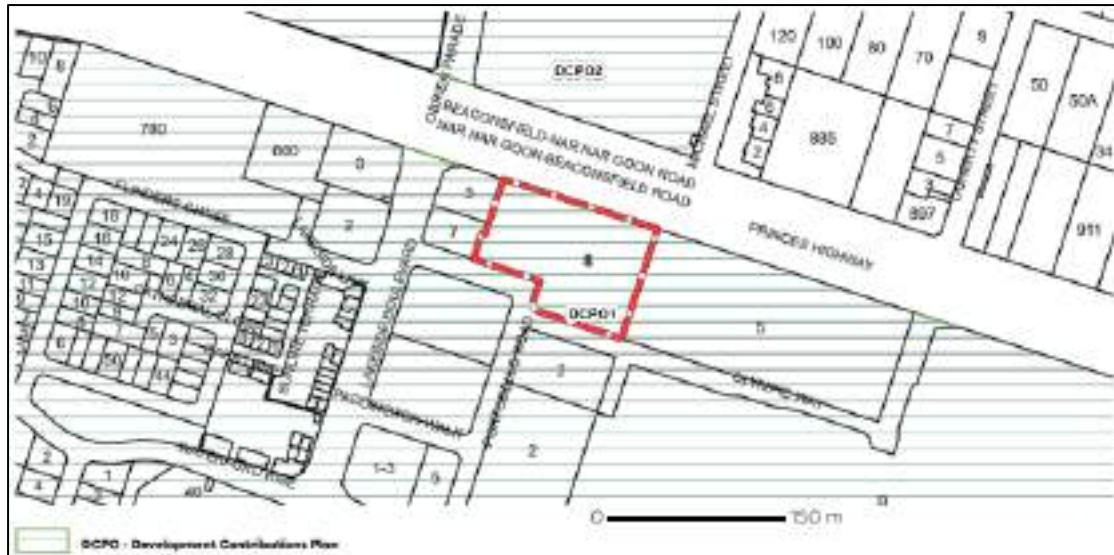


Figure 7: Overlay Map (Source: VicPlan)

4.3 Provisions that require, enable or exempt a permit

The following provisions apply to the proposal:

- Clause 52.05 – Signs

Schedule 1 to the Comprehensive Development Zone (Pakenham West Comprehensive Development Plan, 1 September 2005) states at Clause 6.0 that land within the LBNAC shown in the Pakenham West Comprehensive Development Plan, 1 September 2005 is in Category 1 (Commercial areas).

Clause 52.05-11 outlines the requirements of Category 1 – Commercial areas. An internally illuminated business sign within Category 1 is a Section 1 – Permit not required sign subject to the following conditions:

- The total display area to each premises must not exceed 1.5 sqm.
- No part of the sign may be above a verandah or, if no verandah, more than 3.7 m above pavement level.
- The sign must be more than 30m from a residential zone or pedestrian or traffic lights.

The internally illuminated signs proposed as part of this application do not meet all of the above requirements and as such are classified as a Section 2 – Permit required signage.

The proposed freestanding panel sign is also a Section 2 – Permit required sign.

In this regard, a 'panel sign', as defined at Clause 73.02 (Sign Terms) of the Planning Scheme, is considered the most appropriate definition because:

- It is 7m in height; and
- The overall extent of signage exceeds 10m² due to its double sided nature and the large area associated with both the retail centre's name (Portobello Place) and the associated logo and brown coloured fascia.

It is also noted that Council classified a similar sign as a 'panel sign' when issuing Planning Permit No. T180683 – 1.

- Clause 52.06 – Car Parking

Car parking requirements are outlined under Table 1 at Clause 52.06-5 of the Cardinia Planning Scheme. The proposal generates the following car parking requirements:

Component	No/Area	Rate	Car Parking Measure	Total
Dan Murphy's (existing)	1,438 m ²	4	to each 100m ² of leasable floor area	57
Restricted Retail Tenancies	2,530 m ²	3	to each 100m ² of leasable floor area	75
Restricted Recreation Tenancy	-	-	Not listed under Clause 52.06	-
Total				132

Based on the above calculations, a total of 132 parking spaces are required for the site.

Additional parking is required for the restricted recreation tenancy (gym), which is informed by a parking demand assessment. In this regard, the Transport Impact Assessment forming part of the proposal has assumed the restricted recreation facility (gym) will have a maximum of 50 patrons and 4 staff on-site at any one time, which generates a peak parking demand of 43 car spaces.

Based upon the demand of 43 spaces for the gym, the proposal, inclusive of the existing Dan Murphy's operation, would generate an overall demand of 175 spaces. As the proposed carpark will make provision of 134 car spaces, a permit is required to reduce the car parking requirement pursuant to Clause 52.06-3.

- Clause 52.34 – Bicycle Facilities

Bicycle space requirements are outlined under Table 1 at Clause 52.34-5 of the Cardinia Planning Scheme. The proposal generates the following bicycle space requirements:

Component	No/Area	Requirement	Total
Dan Murphy's (existing)	1,438 m ²	1 space per 600m ² for employees	2
		1 space per 500m ² for visitors	3
Restricted Retail	2,530 m ²	1 space per 600m ² for employees	4
		1 space per 500m ² for visitors	5
Restricted recreation Facility	4 employees 1,118 m ²	1 space per 4 employees for employees	1
		1 space per 200 m ² for visitors	6
Total		Employees	7
		Visitors	14

Where 5 or more employee bicycle spaces are required, employee facilities are required in accordance with Clause 52.34 of the Cardinia Planning Scheme:

Facility	Employee Bicycle Spaces	Requirement	Total
Showers	7 spaces	1 shower for the first 5 employee bicycle spaces; plus 1 to each 10 employee bicycle spaces thereafter	1

Showers must have access to a communal change room, or combined shower and change room

Refer to the Transport Impact Assessment for further information.

- Clause 52.29 – Land Adjacent to the Principal Road Network

Pursuant to Clause 52.29-2, a permit is required to create or alter access to a road in a Transport Zone 2 (which is the classification given to Princes Highway).

4.4 General requirements and performance standards

- Clause 53.18 – Stormwater Management in Urban Development

The purpose of this clause is to:

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

Given the subject site is located within an urban setting and is already occupied by a Dan Murphy’s operation, it is considered the proposal provides the opportunity to incorporate suitable stormwater management measures to Council’s satisfaction. On the basis Council is generally supportive of the proposal, including the sizes and locations of the two buildings, along with the carpark layout, the permit applicant will be able to proceed with confidence in preparing a Site Drainage Management Plan. Therefore, the requirement for a Site Drainage Management Plan could be a condition within a planning permit, should Council issue one for the proposal.

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5 Planning Policy Framework

The Cardinia Road PSP has been developed in accordance with all relevant state and local planning policy, and as such is considered the primary guiding document to inform subsequent planning and development of the land.

5.1 Planning Policy Framework

The Planning Policy Framework contains the following clauses relevant to this application:

- Clause 11.02 Managing Growth
- Clause 11.03-1R Activity Centre – Metropolitan Melbourne
- Clause 11.03-2S Growth areas
- Clause 11.03 Planning for Places
- Clause 15.01-2S Building design
- Clause 17.01-1S Diversified Economy
- Clause 17.02-1S Business

In summary, the above Clauses:

- Seek to ensure sufficient land is available to meet forecast demand.
- Encourage the concentration of commercial developments into activity centres.
- Encourage new developments that make a positive contribution to the urban environment to make the environment more liveable and attractive.
- Seek to ensure new development achieves attractive, liveable, walkable, cyclable, diverse and sustainable neighbourhoods.
- Seek to ensure new development meets the communities' needs for retail and commercial services, along with employment opportunities, and generates net community benefit.

5.2 Local Planning Policy Framework

The Local Planning Policy Framework (LPPF) is divided into two key sections – the Municipal Strategic Statement (MS-S) and the Local Planning Policies (LPP). The sections of the LPPF relevant to the consideration of this application are:

- Clause 21.01 Cardinia Shire Key Issues and Strategic Vision
- Clause 21.03 Settlement and Housing
- Clause 21.04 Economic Development
- Clause 21.05 Infrastructure
- Clause 21.06 Particular Uses and Development
- Clause 22.04 Highway Development
- Clause 22.09 Signs
- Clause 22.10 Shopping Centre Signs

In summary, the above Clauses ensure:

- New development in planned and existing urban areas create a highly liveable environment, providing increased access and choice to a diverse range of employment and regional facilities, and access to local everyday services and facilities;
- Growth occurs in a logical and timely manner and creates a high-quality built environment that is vibrant, visually interesting and sustainable;
- Communities are provided with greater access to commercial uses.

- Ensure new development adjacent to key roads, such as Princes Highway, preserve the safe and efficient movement of vehicles along it.
- Encourage advertising signage that complements the urban environment and contribute positively to the day and night image of activity centres, such as the LBNAC.

5.3 Cardinia Road Precinct Structure Plan

The Cardinia Road Precinct Structure Plan applies to approximately 1,051 hectares of land within the Urban Growth Boundary (UGB), including the existing LBNAC, and is defined by:

- The major electricity transmission line easement to the north;
- Toomuc Creek to the east;
- The Pakenham Bypass to the south; and
- Gum Scrub Creek to the west.



Figure 8: Reproduction of Plan 5, Precinct Structure Plan (Source: Victorian Planning Authority)

As seen in Figure 8 above, the proposed developments is located in land designated for 'Peripheral Commercial' uses.

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6 Planning Considerations

The proposal represents a well-conceived mixed-use development, enhancing the mix of land uses within the LBNAC. In this regard, the existing LBNAC is an established street-based centre, anchored by a mid-sized Coles and Aldi supermarkets and complemented by a range of specialty retail stores, including numerous cafés, restaurants and take-away food outlets, a bakery, a liquor store, a pharmacy, a giftware store, an optometrist, a beauty salon, a yoga studio and a range of medical facilities. A significant provision of restricted retail premises floor space characterises the northern portion of the LBAC, located on the northern side of Princes Highway.

The subject site, zoned Comprehensive Development Zone, forms part of the LBNAC and has the opportunity to contribute positively to the functionality of the LBNAC. The use and development of the subject site for the purposes of a restricted recreation facility and multiple restricted retail premises optimises a large landholding within the LBNAC which is presently underutilised.

Having regard to the proposal, the following key matters are considered relevant in the assessment of the application:

- Planning policy support for the proposal;
- Appropriateness of the built form and integration with surroundings;
- Proposed Trading Hours;
- Car parking, access and waste collection arrangements; and
- Advertising signage.

These key matters are discussed in more detail below.

6.1 Planning policy support for the proposal

The proposed development demonstrates a high level of consistency with the Planning and Local Planning Policy Frameworks contained within the Cardinia Planning Scheme for the following reasons:

- The previous strategic work the Council has completed, including the Pakenham West Comprehensive Development Plan (September 2005) and Lakeside Local Structure Plan (January 2014), place the subject site within the LBNAC and nominate it for commercial / retail / office purposes. Further, the Cardinia Road Precinct Structure Plan (PSP) designates a 'peripheral commercial' outcome on the subject site. These classifications, across multiple strategic planning documents strongly support the site's suitability for the proposed land uses.
- The LBNAC is an existing retail destination within Pakenham, offering a range of services to the local community. Due to the subject site's location within the LBNAC and the important role the LBNAC plays in meeting the day to day needs of the local community, the proposal makes better utilisation of the site, which is currently only partially developed through the occupation of the western part of the site by the Dan Murphy's operation.
- The proposed built form, consisting of multiple buildings of varying heights, complements the prevailing built form character of the LBNAC, particularly in proximity to Princes Highway.
- The proposed business identification advertising signage is commensurate with the size and function of the development, with the freestanding panel sign located in proximity to the site's northern boundary lower in height than the proposed single storey building.
- Vehicle access into the subject site will be improved as part of the proposal through a dedicated service road within the Princes Highway reserve that can facilitate vehicle movements between Princes Highway and the subject site. The service road will provide for both loading and car park access to the site and complement the existing access points to Portobello Road and Olympic Way.

- The provision of a restricted recreation facility, which is proposed to operate 24 hours, 7 days a week, will make a positive contribution to the day and night time activation that is encouraged within the LBNAC.
- The proposed layout integrates with the existing movement network in this part of the LBNAC through introducing a new pedestrian footpath which provides direct access from the existing Princes Highway footpath to the northern building. Furthermore, the new pedestrian link proposed to be located on the northern side of the southern building is to integrate with the existing footpath located on the northern side of Portobello Rd adjacent to the Dan Murphy's loading bay, along with the existing footpath that extends from Princes Highway, past the Dan Murphy's operation, through to Portobello Rd. This pedestrian link can be extended into 900 Princes Highway to the east in the future as part of any redevelopment of that site.

6.2 Appropriateness of the built form and integration with surroundings

The design response is considered to be appropriate for the following reasons:

- The proposal introduces built form elements that are proportionate to the broader pattern of development that characterises the LBNAC.
- The single and double storey nature of the proposed built form is in-keeping with the prevailing heights that characterise the LBNAC, with the architectural element anchoring the north-eastern portion of the southern building (12.8m in height) reflecting the maximum building height associated with the proposal.
- The siting of the two proposed buildings, in addition to the location of the existing Dan Murphy's operation, creates a centralized, highly accessible carpark, which is in-keeping with other large car parking areas within the LBNAC.
- The western façade of the northern building accommodates the separate entries into the two tenancies that occupy the building. This outcome seeks to mirror the arrangement associated with the Dan Murphy's operation where its entry is along its eastern façade and as such presents to the separate entries within the proposed northern building.
- The design response provides a direct visual and physical connection through to Lakeside Boulevard as a result of the proposed 5.3m wide pedestrian link (excluding the associated landscaping on the northern side of the link). This link integrates with the northern half of the Portobello Rd road reserve, which intersects with Lakeside Boulevard.
- The 7.9m wide pedestrian link incorporates six planter boxes and associated canopy trees. Each planter box integrates seating for improved amenity.
- The alignment of the existing footpath along Olympic Way, which itself does not extend along the entire length of the subject site's southern boundary, prevents views towards Lakeside Boulevard due to the kink in the road alignment between Portobello Road and Olympic Way and the associated loading bay associated with the existing Coles supermarket. Therefore, the introduction of the pedestrian link seeks to establish an identifiable east – west movement network in this part of the LBNAC when having regard to the redevelopment potential of the abutting property to the east at 900 Princes Highway.
- In response to the immediate and future role of the pedestrian link following any redevelopment of 900 Princes Highway, glazing characterises the northern façade of the southern building at both levels. For improved interaction between the public and private realms, the glazing wraps around to the East and West Elevations of this building.
- The southern façade of the southern building incorporates generous amounts of glazing at both levels, with a range of different dimensioned glazed elements proposed, thereby enhancing the façade's visual interest when viewed from Olympic Way.
- The southern building is set back 1.75m from the southern boundary to allow shrubs and groundcover to be planted. As a result of the proposed pedestrian link on the northern side of the southern building, Council has the potential to replace the existing pedestrian path in this part of Olympic Way with additional landscaping. In this regard, as no footpath exists on the northern side of Olympic Way parallel to 900 Princes Highway, Council has the opportunity through approving the proposed pedestrian link within the subject site of establishing an

embellished landscaped verge on the northern side of Olympic Way to enhance the amenity of the movement network between Lakeside Boulevard and Cardinia Council's Pakenham Leisure Centre and Pakenham Indoor Sports Complex.

- Canopy structures extend above the pedestrianised areas abutting the proposed buildings to provide appropriate weather protection. The underside of the canopy structures are a minimum 3.5m high and are associated with the northern building.
- The canopy structure extending along the northern building's northern façade seeks to respond to the portico associated with the northern façade of the Dan Murphy's operation to reflect an integrated design response when the overall design response is viewed from Princes Highway.
- The proposed loading / waste collection areas are separated from the primary pedestrian areas within the design response to minimise their visibility.
- The proposal will facilitate the planting of an additional 13 canopy trees within the subject site, which will complement the existing canopy trees located within the existing carpark servicing the Dan Murphy's operation. In addition to the additional canopy trees, 6 of which are located in proximity to the subject site's interface with Princes Highway, the proposal also results in the planting of shrubs and groundcover in designated locations adjacent to the two new buildings.

6.3 Proposed Trading Hours

The proposed restricted retail tenancies and gym are to operate during the following hours:

- Restricted retail tenancies: 8am – 9pm, 7 days a week; and
- Gym: 24 hours, 7 days a week.

The above trading hours are considered acceptable for the following reasons:

- The proposed land uses are located within the LBNAC and on land where a range of retail and commercial uses are encouraged. Furthermore, there are no residential uses on abutting or nearby properties, the closest of which are located approximately 250m south-west of the site (as measured from the centre of the subject site) and abut the southern side of Lakeside Link..
- The subject site presents to Princes Highway, which is a key arterial road extending through the Cardinia Shire Council. It is therefore highly accessible and as such has the ability to serve a large catchment area.
- There are existing retail businesses operating on the northern side of Princes Highway within the LBNAC that trade for up to 14 hours per day, which is longer than the 13 hour time period proposed for the three restricted retail tenancies.
- The proposed 24 hours, 7 days a week time period for the gym is in-keeping with other gym operations that are located in activity centres and / or on main roads away from residential land uses and providing optimal flexibility for their members as is now the trend within this industry.
- The gym, which is proposed to be located on the upper level of the southern building, incorporates glazed elements around all four of its facades. Therefore, the proposed trading hours can facilitate good passive surveillance of the immediate area during the evening times, which is important in facilitating a safer urban environment.

6.4 Car parking, access and waste collection arrangements

A Transport Impact Assessment of the proposal has been undertaken by OneMileGrid. The following summarises the key findings from OneMileGrid's Transport Impact Assessment:

- The carpark layout and accessways have been designed generally in accordance with the requirements of the Planning Scheme and are considered appropriate.
- The proposed service road on Princes Highway is considered appropriate for the proposed development, and has been designed generally in line with the in-principally approved service

road design proposed as part of the previous proposal pertaining to 900 Princes Highway, which was subsequently refused at VCAT (but not because of the design of the service road design).

- The provision for loading is considered appropriate for the proposed use.
- A total of 31 bicycle spaces are proposed to be provided across the site, comprising 7 secure spaces for staff and 24 publicly available spaces for visitors. The 5 visitor bicycle spaces currently provided for Dan Murphy's operation will be retained. As such, the proposed provision of bicycle parking exceeds the requirements of the Planning Scheme, and is therefore considered appropriate.
- Staff change and shower facilities are proposed within the back of house areas of each tenancy.
- Assuming a maximum of 50 patrons and 4 staff on-site at any one time, a total car parking demand of up to 43 spaces is projected for the restricted recreation tenancy (gym).
- The proposed provision of car parking of 134 car spaces, inclusive of the 80 existing car spaces on-site, is expected to be appropriate to accommodate the peak car parking demand for 121 spaces which is to occur at 12pm on a Saturday, inclusive of the existing Dan Murphy's operation.
- The proposed provision of disabled parking satisfies the BCA requirements.
- The anticipated traffic volumes generated by the development are expected to be suitably accommodated by Portobello Road, Olympic Way, Princes Highway and the surrounding road network.
- There is a disparity in peak periods between parking demands and traffic generation. The peak parking demands for the site are expected occur at 12pm on a weekend. Conversely, the peak traffic generation will occur between 4:45pm and 5:45pm on a weekday. This disparity in peak periods is anticipated due to the fact that on a weekday afternoon, the Dan Murphy's operation attracts customers with a short duration of stay, as is typical for bottle shops, and also as part of a diverted trip (i.e. on the way home from work). Therefore, car spaces are not occupied for long periods of time and do not contribute to a high parking demand, however they do contribute to a higher traffic generation.
- The proposed Princes Highway service road site access is considered appropriate for the proposed development and can be suitably modified to operate with the additional traffic lanes as part of the ultimate arrangement of Princes Highway under the Cardinia Precinct Structure Plan.

Refer to the Transport Impact Assessment for further details.

A Waste Management Plan pertaining to the proposal has been prepared by Leigh Design. The following summarises the key findings from Leigh Design's Waste Management Plan:

- The Ground Floor Plan (TP-11) illustrates sufficient space for onsite bin storage.
- Tenants are to keep their Bin Enclosures locked at all times to avoid illegal dumping. Tenants shall ensure that waste collection bins are not overfilled, keeping lids closed and leak-free.
- Collection days shall be staged appropriately and the Operator shall stipulate procedures for effective management of the available space.
- Based on the proposal's anticipated waste volume, a private contractor shall be required to collect waste. The Operator shall choose a waste collection provider, negotiate a service agreement, and pay for these services.
- Collection staff shall transfer bins between the Bin Enclosures and the truck.
- The waste collection shall be carried-out by rear-lift vehicles (nom. 8.8m long, 4m operational height, and 24 ton gross vehicle mass).
- The Operator shall be responsible for removing site litter. For litter management, the Operator shall:
 - Keep the site in a tidy manner. In particular, weekly onsite litter abatement patrols shall be carried-out, extending these to within 50 metres of the site boundary.

- Provide suitable waste receptacles at strategic external areas, which are illustrated in the Ground Floor Plan (TP-11).
- Arrange for regular clearing of all external receptacles. If required, the collection frequency shall be increased in order to keep receptacles from overflowing.

Refer to the Waste Management Plan for further details.

6.5 Advertising Signage

A total of ten internally illuminated business identification signage zones are proposed across the two buildings, excluding the four internally illuminated under awning signs, all of which are less than 0.5m² in size. In addition a double sided, 7m high, freestanding, internally illuminated business identification panel sign is also proposed.

It is considered the proposed signage is appropriate for the following reasons:

- The LBNAC is characterised by business identification signage incorporated within the design of buildings and / or in the form of standalone panel, pole or sky signs. The proposed signage is in-keeping with the existing character and forms of signage that already exist in this activity centre.
- As recognised within the Comprehensive Development Zone classification of the land and as is evident in the mix of existing land uses within the surrounding area, the subject site is located within a commercial setting where no sensitive residential land uses exist, and as such minimal limitations are to be applied to advertising signage.
- The locations of the proposed signage have been carefully selected to:
 - Assist in articulating the design response.
 - Ensure the signage does not visually clutter the built form.
 - Identify the business operations of the site modestly and only where appropriate.
- The proposed signage is in keeping with the aspirations of Clause 22.09 (Signs) and Clause 22.10 (Shopping Centre Signs) of the Planning Scheme for the following reasons:
 - While the proposal consists of a mix of shops and other commercial land uses, it is a restricted retail premises reflective of the ‘Peripheral Commercial’ designation in the Cardinia Road Precinct Structure Plan. As such, the guidelines of Clause 22.09-3 (Industrial and restricted retail signs) are considered relevant.
 - As per the ‘Signage Percentage’ notations on the elevation plans (refer to TP15 -TP18), the maximum percentage of any façade occupied by signage is 10% (east and west facades of southern building).
 - Only 6% of the northern façade of the northern building, which is set back from Princes Highway by approximately 12.1m and is to be the most visible part of the proposal when viewed from Princes Highway, is to be occupied by signage.
 - No advertising signage is proposed on the southern façade of the southern building, which presents to Olympic Way.
 - There is no advertising signage proposed to be applied on the outside of the glazed elements of the four tenancies.
 - The freestanding panel sign is lower in height than the proposed single story building located in the northern part of the subject site and is located within a nominated landscaped area adjacent to Princes Highway.
 - The freestanding panel sign is located approximately 41m east of the existing advertising sign associated with the Dan Murphy’s operation. This separation distance, along with the vertical theme associated with the proposed freestanding panel sign, complements the signage characteristics that exist along both sides of this section of Princes Highway as a result of the diverse range of land uses and businesses that operate within the LBNAC.

7 Conclusion

In summary, the proposal is appropriate in the context of the site and surrounds and the applicable planning policy and controls framework for the following reasons:

- The proposed land uses and built form have a high level of consistency with the applicable planning controls and planning policies.
- The subject site, representing a key site within the LBNAC with a frontage to Princes Highway, is presently underutilised through the Dan Murphy's operation only occupying the western half of the site. As such, the proposal will better optimise the subject site and complement the existing land use mix on offer within the LBNAC.
- The design response pertaining to the proposed first floor gym at the southern end of the subject site, along with its intended 24 hours, 7 day a week function, offers good opportunities for passive surveillance in this part of the LBNAC.
- The design response seeks to enhance the movement network in this part of the LBNAC, which presently doesn't include a footpath along the entirety of the subject site's southern boundary, through the incorporation of a pedestrian link that can be extended further east as part of any future redevelopment of 900 Princes Highway.
- The design response represents a well conceived built form outcome, achieving a visually interesting built form when viewed from various vantage points.
- The built form design and siting is considered commensurate with the site layout and design of existing buildings within the LBNAC.
- The proposal provides sufficient on-site car parking to meet the anticipated car parking demand.

For the reasons above and those outlined throughout this report, we encourage Council to support the application through the granting of a planning permit.

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Appendix A Council Letter consenting to Proposed Land Uses

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Appendix B Adjoining Landowner Email consenting to Tree Removal

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PARTICULAR

TOWN PLANNING PACKAGE
8 PORTOBELLO RD, PAKENHAM VIC 3810
07.05.2024

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DESIGN RESPONSE / PLANNING SCHEME DOCUMENTS

PLANNING PROPERTY REPORT



Environment,
Land, Water
and Planning

From www.planning.vic.gov.au at 15 February 2021 10:36 AM

PROPERTY DETAILS

Address: **8 PORTOBELLO ROAD PAKENHAM 3810**
 Lot and Plan Number: **Lot 1080 PS447443**
 Standard Parcel Identifier (SPI): **1080\PS447443**
 Local Government Area (Council): **CARDINIA** www.cardinia.vic.gov.au
 Council Property Number: **500005580**
 Planning Scheme: **Cardinia** [Planning Scheme - Cardinia](#)
 Directory Reference: **Melway 215 J4**

UTILITIES

Rural Water Corporation: **Southern Rural Water**
 Melbourne Water Retailer: **South East Water**
 Melbourne Water: **Inside drainage boundary**
 Power Distributor: **AUSNET**
[View location in VicPlan](#)

STATE ELECTORATES

Legislative Council: **EASTERN VICTORIA**
 Legislative Assembly: **BASS**

Planning Zones

[COMPREHENSIVE DEVELOPMENT ZONE \(CDZ\)](#)
[COMPREHENSIVE DEVELOPMENT ZONE - SCHEDULE 1 \(CDZ1\)](#)



CDZ - Comprehensive Development
 PPRZ - Public Park and Recreation
 USZ - Urban Growth
 INIZ - Industrial 1
 PUZ - Public Use - Other Public Use
 MUZ - Mixed Use
 RDZ1 - Road - Category 1

Note: labels for zones may appear outside the actual zone - please compare the labels with the legend.

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 PLANNING PROPERTY REPORT: 8 PORTOBELLO ROAD PAKENHAM 3810 Page 1 of 5

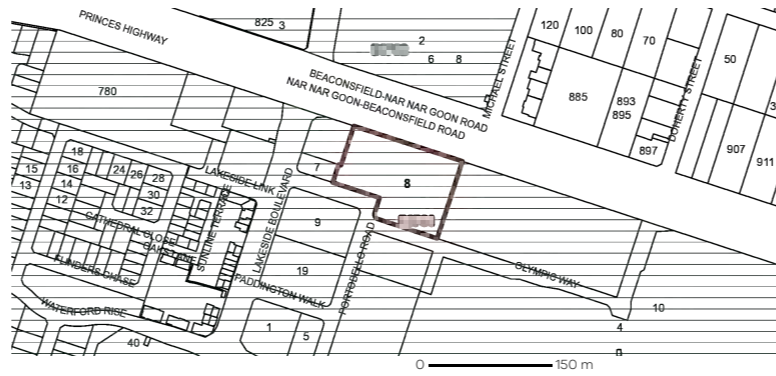
PLANNING PROPERTY REPORT



Environment,
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Planning Overlays

[DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY \(DCPO\)](#)
[DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY - SCHEDULE 1 \(DCPO1\)](#)



DCPO - Development Contributions Plan
 Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

OTHER OVERLAYS
 Other overlays in the vicinity not directly affecting this land
[DEVELOPMENT PLAN OVERLAY \(DPO\)](#)



DPO - Development Plan
 Note: due to overlaps, some overlays may not be visible, and some colours may not match those in the legend

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PLANNING PROPERTY REPORT



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Areas of Aboriginal Cultural Heritage Sensitivity

All or part of this property is an 'area of cultural heritage sensitivity'.
 'Areas of cultural heritage sensitivity' are defined under the Aboriginal Heritage Regulations 2018, and include registered Aboriginal cultural heritage places and land form types that are generally regarded as more likely to contain Aboriginal cultural heritage.

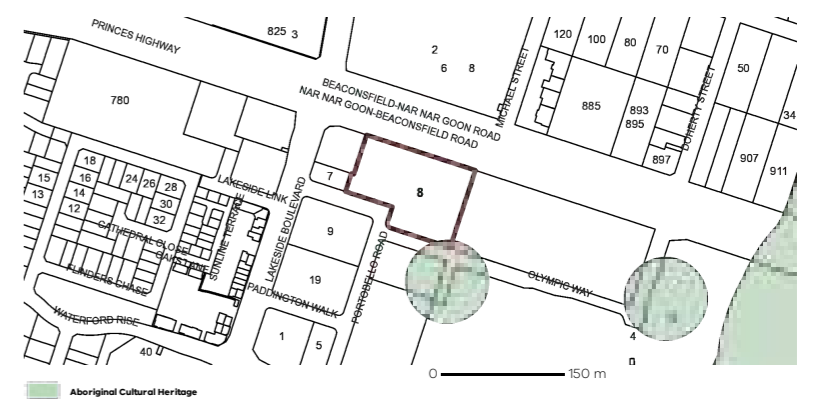
Under the Aboriginal Heritage Regulations 2018, 'areas of cultural heritage sensitivity' are one part of a two part trigger which require a 'cultural heritage management plan' be prepared where a listed high impact activity is proposed.

If a significant land use change is proposed (for example, a subdivision into 3 or more lots), a cultural heritage management plan may be triggered. One or two dwellings, works ancillary to a dwelling, services to a dwelling, alteration of buildings and minor works are examples of works exempt from this requirement.

Under the Aboriginal Heritage Act 2006, where a cultural heritage management plan is required, planning permits, licences and work authorities cannot be issued unless the cultural heritage management plan has been approved for the activity.

For further information about whether a Cultural Heritage Management Plan is required go to <http://www.gov.vic.gov.au/ahq/Question.aspx>

More information, including links to both the Aboriginal Heritage Act 2006 and the Aboriginal Heritage Regulations 2018, can also be found here - <https://www.aborig.in/victoria.vic.gov.au/aboriginal-heritage-legislation>



Aboriginal Cultural Heritage

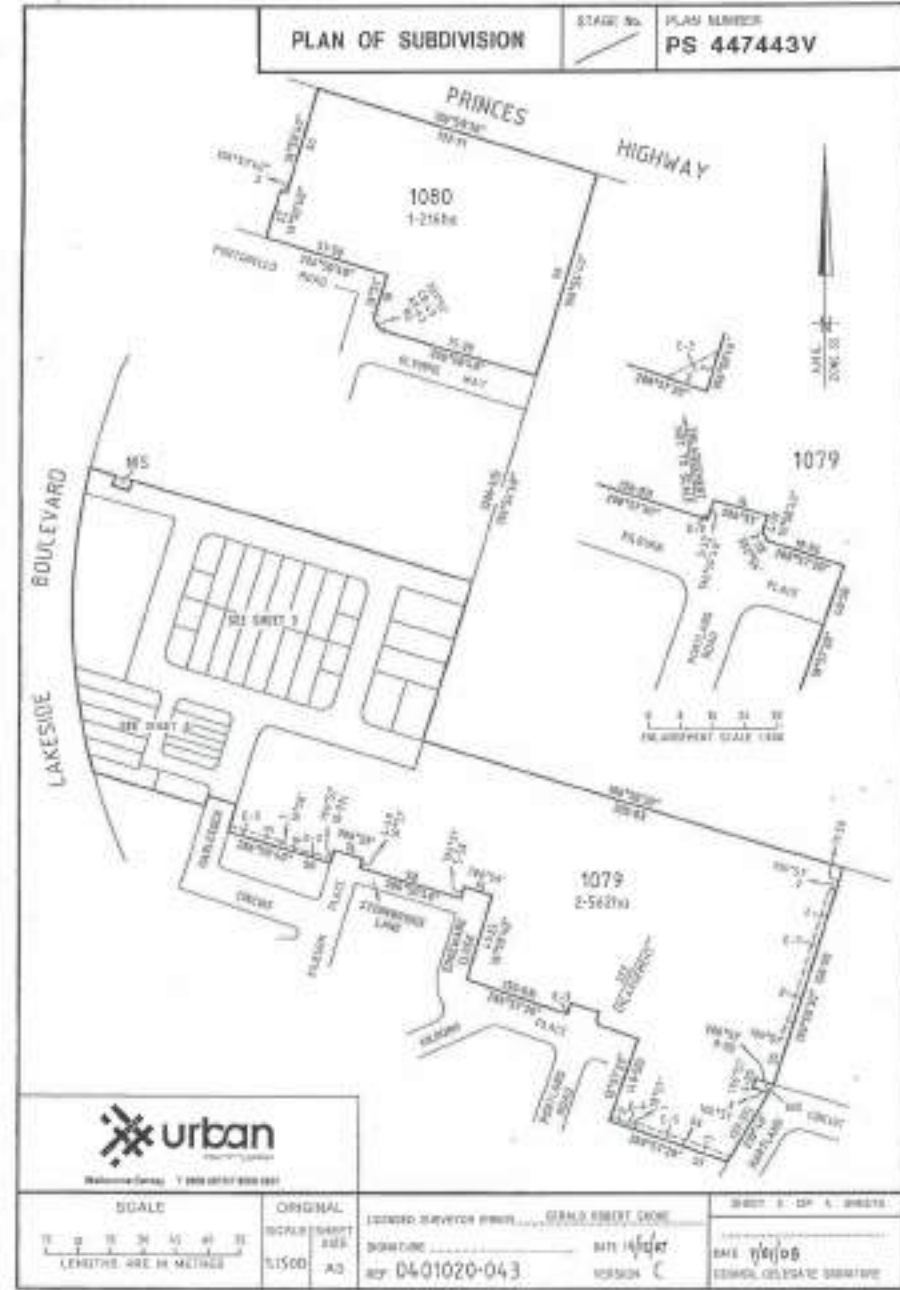
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DESIGN RESPONSE / PLANNING SCHEME DOCUMENTS

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Delivered by LAMONTAG, Land Victoria (weekly) 18052019 12:44 Page 3 of 4



- 1.1.1 retail premises (as defined in the Cardinia Planning Scheme) but only for the retail sale of:
 - (a) liquor; or
 - (b) stationary, office supplies and office equipment;
 - 1.1.2 convenience restaurant (as defined in the Cardinia Planning Scheme);
 - 1.1.3 multi-storied retirement village (as defined in the Cardinia Planning Scheme);
 - 1.1.4 education centre (as defined in the Cardinia Planning Scheme); and
 - 1.1.5 dance school (as defined in the Cardinia Planning Scheme).
- together with such number of car parks as may be required by Cardinia Shire Council or any relevant authority for the improvements to be built on the Land.
- 1.2 not to, without the written consent of the transferee, sell, agree to sell or transfer the burdened land until the expiry of 3 years from the date of this transfer, and the date construction of all buildings and improvements for the Agreed Use have been completed;
 - 1.3 not to build a "dwelling house" on the burdened land; ...
 - 1.4 not to build a "granny flat" on the burdened land;
 - 1.5 not to subdivide the burdened land;
 - 1.6 not to build any improvements, or carry out any building or construction works on the burdened land unless copies of building plans, elevations, site plans, set-back plans and schedules of colours and materials have been submitted to Deifin Pakenham Pty Ltd ACN 093 765 649 ("Deifin") and Deifin has given its approval to the plans prior to the commencement of building works

Approval No 1181073A

A1



1. If there is insufficient space to accommodate the required information in a panel of the Approved Form insert the words "See Annexure Page 2" (or as the case may be) and enter all the information on the Annexure Page under the appropriate panel heading. **THE BACK OF THE ANNEXURE PAGE IS NOT TO BE USED.**
2. If multiple copies of mortgage are lodged, original Annexure Pages must be attached to each.
3. The Annexure Pages must be properly identified and signed by the parties to the Approved Form to which it is annexed.
4. All pages must be attached together by being stapled in the top left corner.

Land Registry, 370 Bourke Street, Melbourne, 3000, Phone 0616-2010

Delivered by LAMONTAG, Land Victoria (weekly) 10062019 15:44 Page 4 of 4



- 1.7 not to carry out any site works, excavation, filling or construct any fencing or retaining walls on the burdened land without the prior written consent of Deifin;
 - 1.8 not to delay or permit to be delayed the commencement or completion of any works that have been approved by Deifin;
 - 1.9 not to vary or allow any variation to any works that have been approved by Deifin;
- 2 External Structures**
- 2-1 not to erect any external signs, hoarding, tank, clothes line, letter box, mast or pole of any description or television antenna or radio aerial without the prior written consent of Deifin; and
 - 2-2 not to erect any external flood lights or spotlights or any lights illuminating any pool or tennis court or other similar enclosure without the prior approval of Deifin; and
- 3 No Estate Agency**
- 3.7 Not to use the burdened land or any part thereof as an estate agency.
- Subject to paragraph 1.1, the covenants in this transfer shall cease to apply to or affect the burdened land on 1 January 2022.

Approval No 1181073A

A1



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DESIGN RESPONSE / DESIGN STORY

THEMATIC DEVELOPMENT

A combination of contextual and ancestral research, guiding this design towards three key concepts of materiality, geometry and visual connectivity, in the context of the statutory planning/land uses. The following highlights these key design aspirations and interventions relating to these three concepts.

STATUTORY / URBAN PLANNING / LAND USES

The site at 8 Portobello Road (circa 12, 160 sq. m) is well known in the local community – it is proximate to the corner of Princes Highway and Lakeside Boulevard with an existing and operating Dan Murphy store and associated carpark, with a “direct to boot” pick-up facility. The remainder of the exiting site comprises of vacant land of approximately 5,400 sq.m and is proposed to accommodate a single-level block to the north and a 2-level block to the south. The north block will accommodate 2 Restricted Retail “bulky goods” tenants with a national profile. The south block will accommodate a Restricted Retail “bulky goods” tenant at ground floor and a Restricted Recreation tenant at first floor, both with a national profile. The Proposed Pedestrian link at the north elevation of the South Block seeks to leverage and reinforce the opportunity to introduce a quality pedestrian link along Olympic Way, from the playing fields in the East to Lakeside Boulevard in the West.

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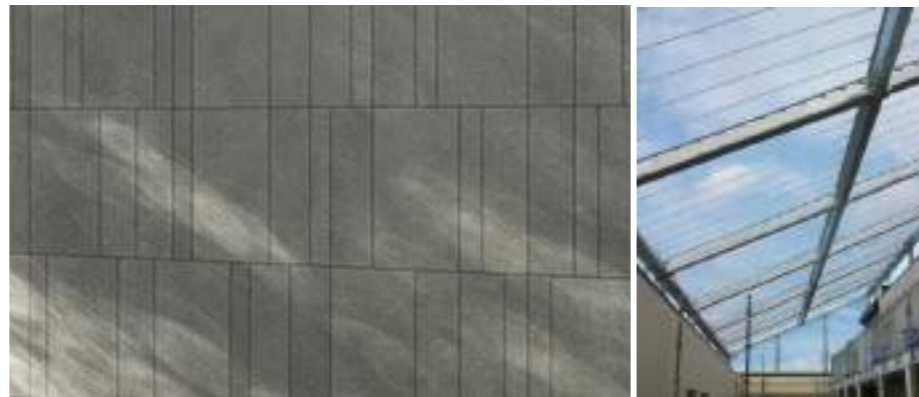
GEOMETRY

Repetitive geometric patterns evoke a sense of familiarity and security, instilling comfort through their predictability. Regular and simple geometries, such as squares and rectangles, help establish a human scale, allowing individuals to easily understand and engage with the architectural elements of Portobello Place. Layering and overlapping geometries introduce complexity, enriching the spatial experience without sacrificing the coherence of the overall design. This technique adds depth and interest, creating dynamic interplays of light and shadow that stimulate the senses.



MATERIAL

At Portobello Place, we merge nature's beauty with modern utility. Grey concrete, reminiscent of natural elements, forms our resilient foundation. Timber battens on windows play with light and shadow, adding warmth to the cool concrete. Corporate colours blend subtly with texture gradients, softening their impact on the facade. Concrete relief panels engage pedestrians, telling urban stories. Clear glazing fosters interaction and passive surveillance. Our design harmonizes human and environmental elements, creating a uniquely Cardinia experience through texture and colour.

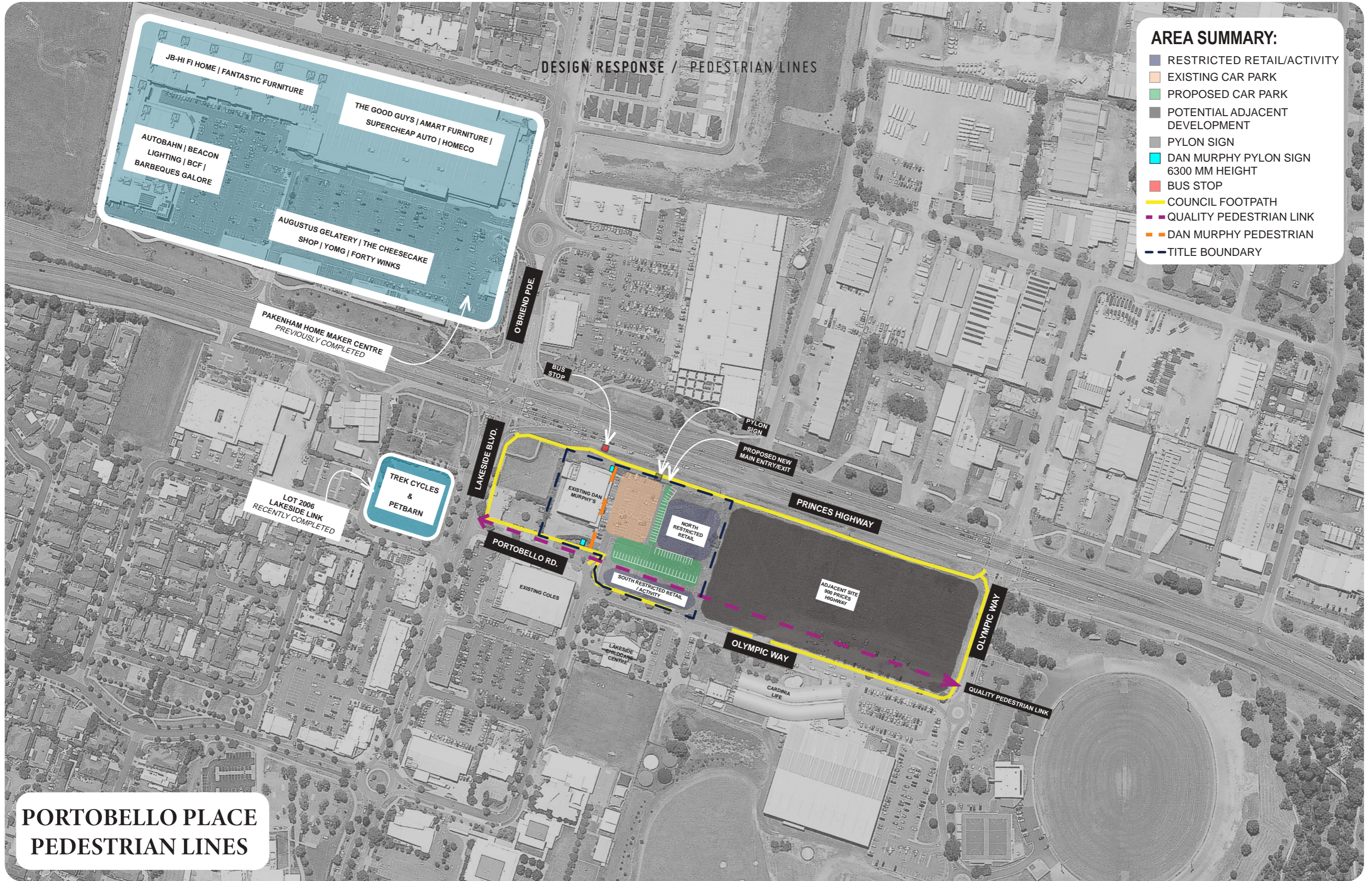


VISUAL CONNECTIVITY

Visual connectivity in Portobello Place prioritizes maintaining sightlines for seamless integration of the built environment with its surroundings. Glazed shopfronts facilitate interaction between interior and exterior spaces while promoting passive surveillance. The site plan layout strategically fosters visual interaction between the proposed design and the existing context, ensuring harmony and continuity within the environment. This intentional approach not only enhances spatial experiences but also fosters a sense of connection and cohesion throughout the site and its surrounding neighbours.



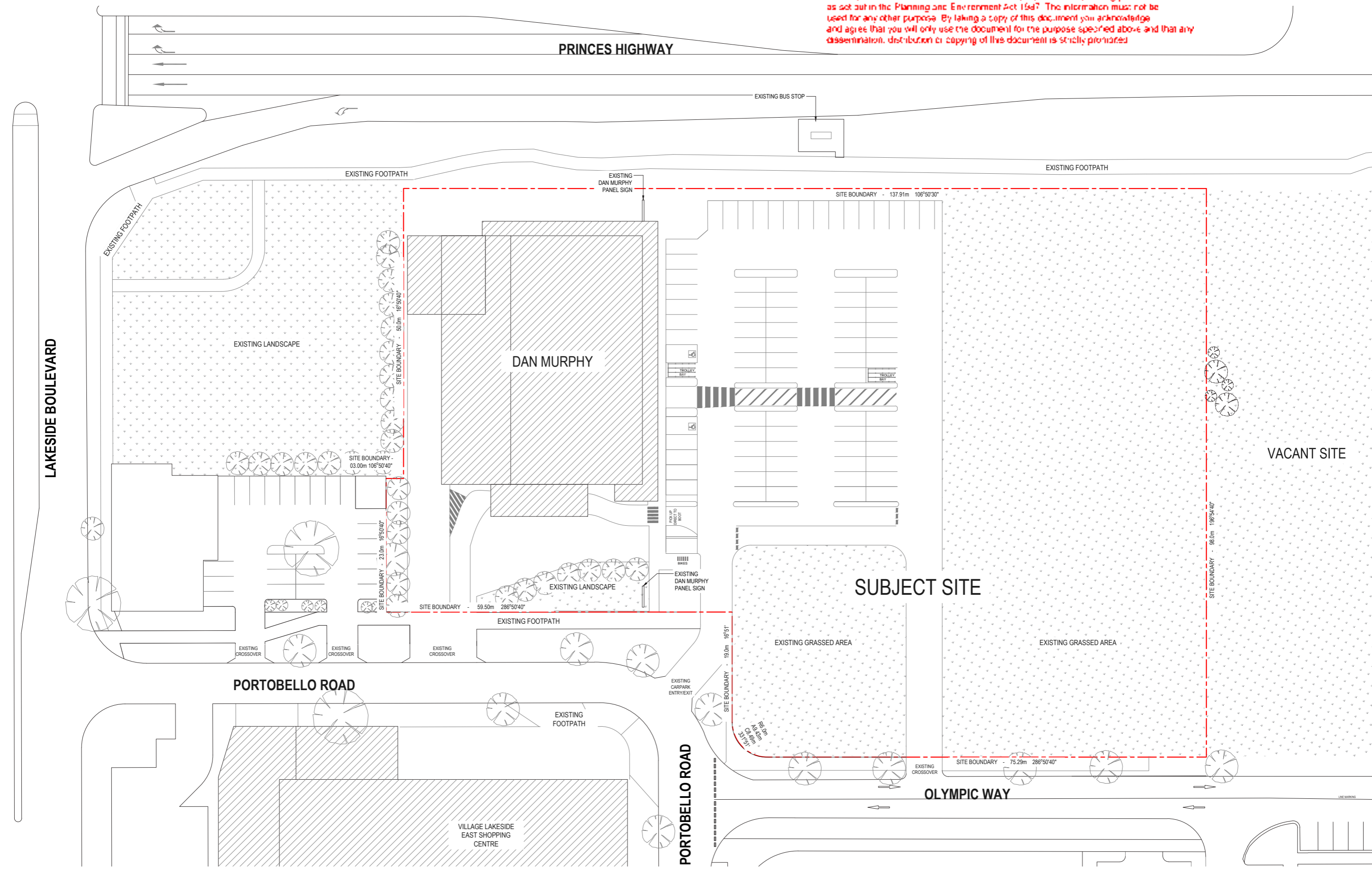
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DESIGN RESPONSE / SITE LOCATION

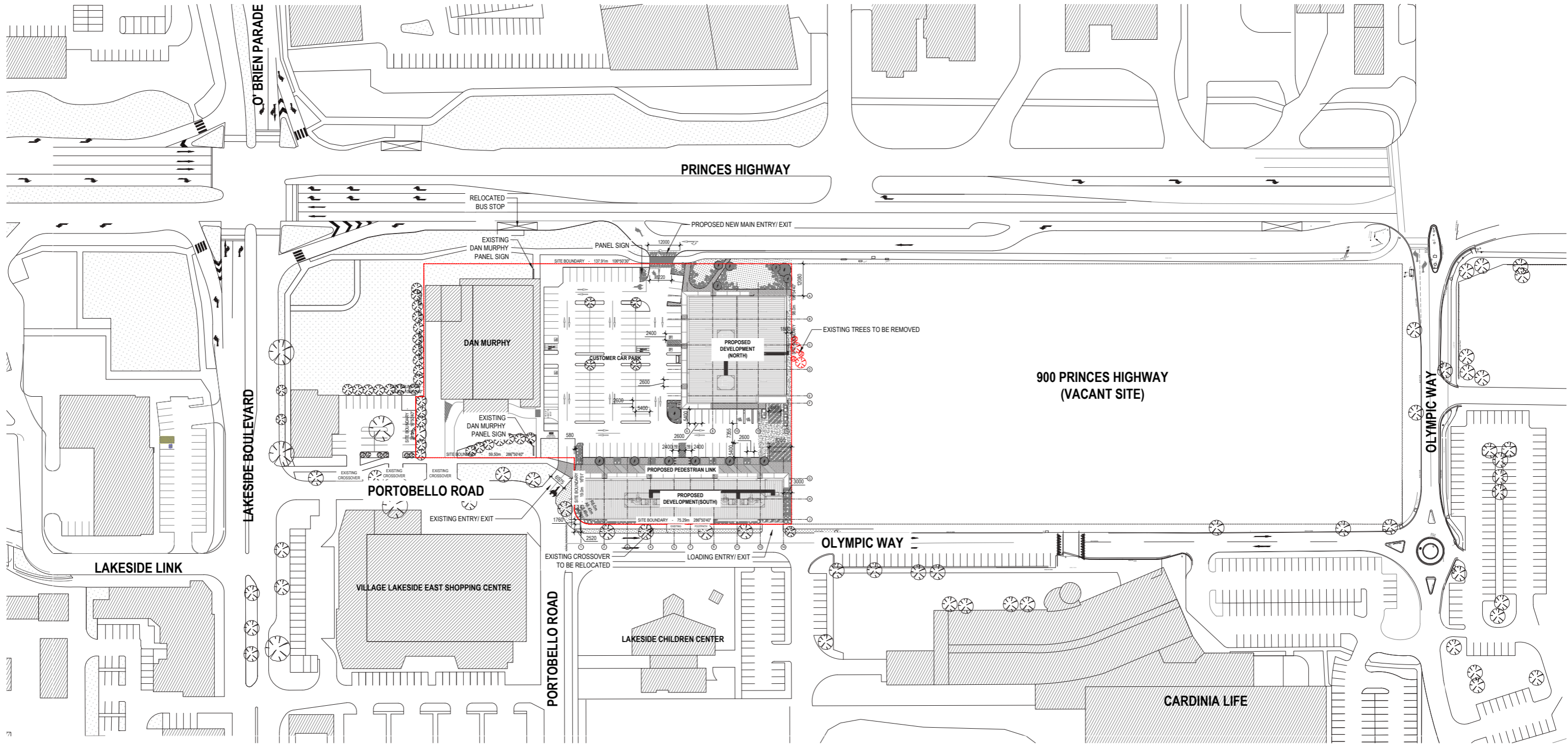




1 EXISTING CONDITIONS PLAN
1:300@A1

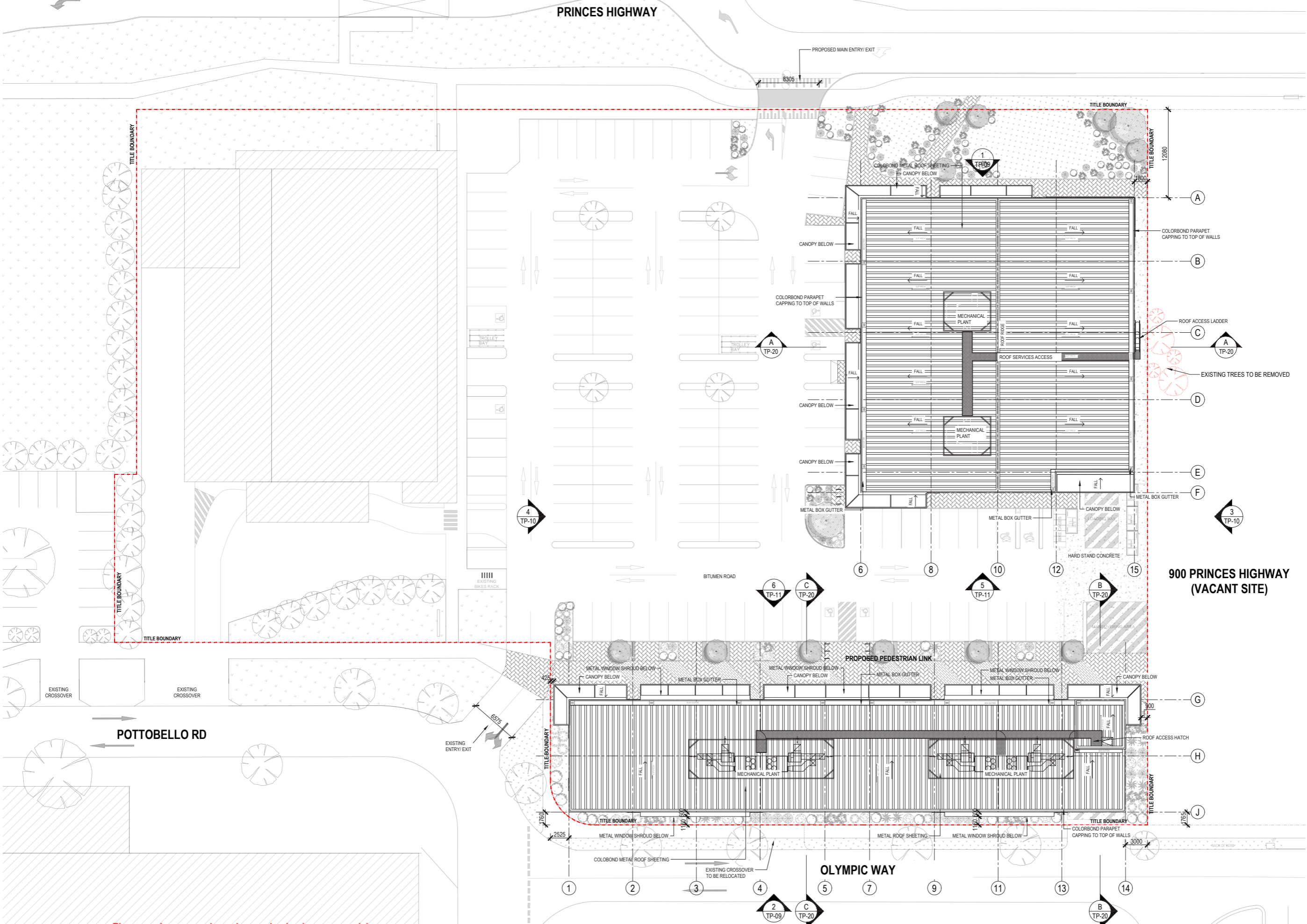


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1 SITE PLAN
1:750@A1

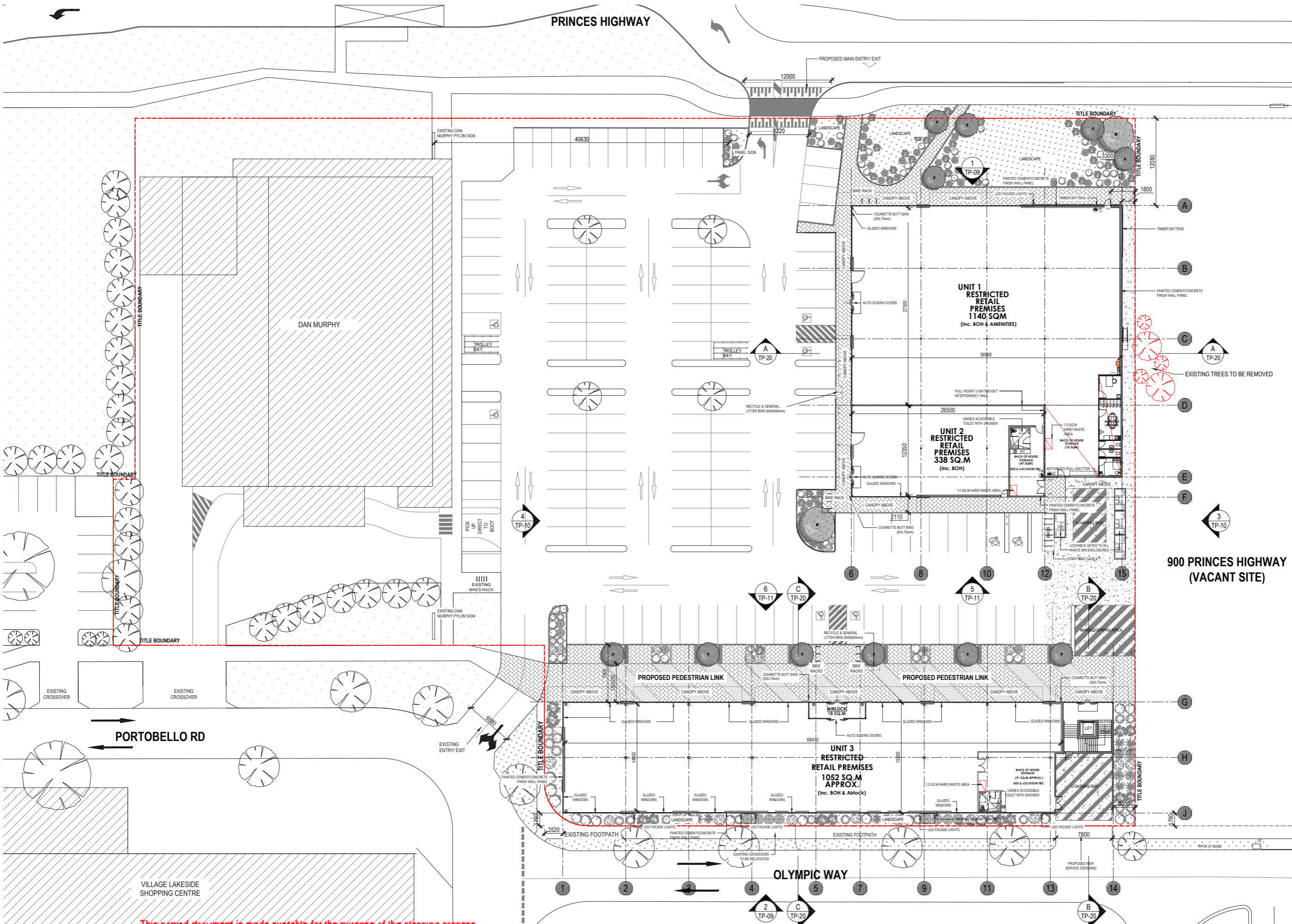




1 ROOF PLAN
1:250@A1

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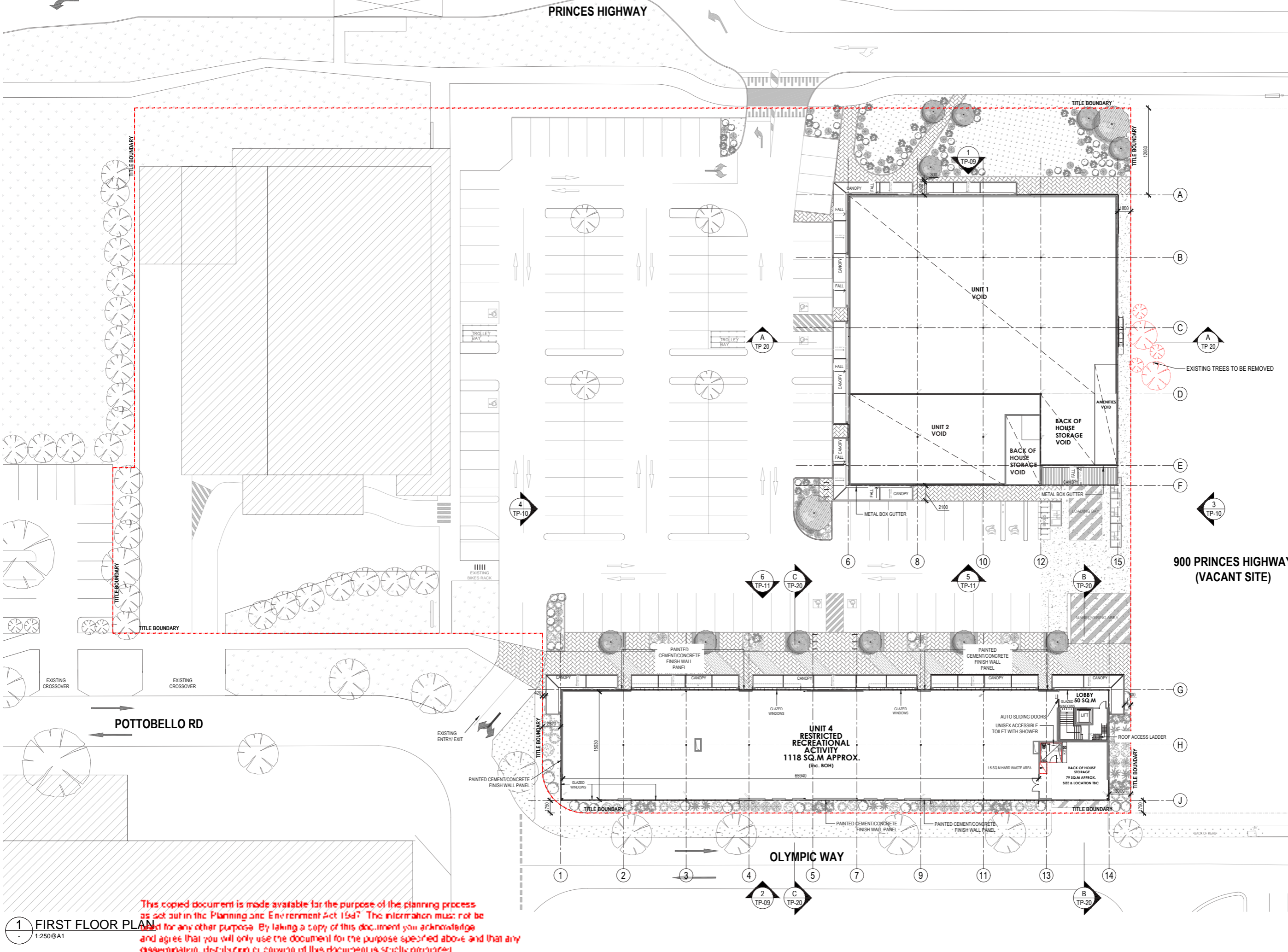
NOTE:
 ALL ROADS, CARPARKING, PAVEMENTS & LINEMARKING TO COMPLY WITH TRAFFIC ENGINEERS SPECIFICATIONS & AUSTRALIAN STANDARDS.
 ENTRIES, EXITS & CARPARKING LAYOUTS ARE SUBJECT TO TRAFFIC ENGINEERS DESIGN.
 ALL SETBACKS, PLOT RATIOS, LANDSCAPE AREAS, CARPARKING NUMBERS & THE LIKE ARE SUBJECT TO LOCAL AUTHORITY & FIRE BRIGADE APPROVAL.
 ALL SERVICES, FIRE HYDRANTS, LIGHTING, ETC ARE PRELIMINARY ONLY & SUBJECT TO ENGINEER'S DESIGN.
 ALL DOOR LOCATIONS ARE PRELIMINARY & SUBJECT TO SURVEYORS ASSESSMENT.
 ALL TRAFFIC CONSIDERATIONS INCLUDING TRUCK TURNING & ACCESS/EGRESS ARE TO BE AS PER TRAFFIC ENGINEERS DRAWINGS.
 SURROUNDING ROAD DESIGN & SITE ACCESS/EGRESS IS TO BE AS PER TRAFFIC ENGINEERS DRAWINGS.
 ALL REDUNDANT VEHICLE CROSSINGS SHALL BE REMOVED AND REPLACED WITH KERB & CHANNEL.
 ENERGY EFFICIENT LIGHTS WITHIN THE CAR PARK SHALL BE IN ACCORDANCE WITH AS/NZS1158 TO STANDARD P11B.
 GROSS LETTABLE AREA OF SHOWROOM TO BE MEASURED FROM THE OUTSIDE FACE OF EXTERNAL WALL AND CENTER LINE OF INTER-TENANCY WALLS ACCORDING TO PROPERTY COUNCIL OF AUSTRALIA.

SITE AREA & CARPARK	
TOTAL SITE AREA:	TOTALS 12,169.5 m ²
TOTAL GROSS BUILDING AREA:	3,698 m ²
UNIT 1 GLA: (inc. BOH & Amenities)	1,140m ²
UNIT 2 GLA: (inc. BOH)	338 m ²
UNIT 3 GLA: (inc. BOH & Airlock)	1,052 m ²
UNIT 4 GLA: (inc. BOH)	1,118 m ²
STAIR/LIFT LOBBY AREA	50 m ²
SITE COVERAGE: (FOR ADDITIONAL GBA)	21%
EXISTING CAR SPACES:	80 CS
NEW CAR SPACES:	54 CS
TOTAL CAR SPACES:	134 CS
CAR PARK RATIO: (FOR ADDITIONAL GBA)	1 CS / 2.7 m ²

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1 GROUND FLOOR PLAN
 1:250@A1





NOTE:

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- ENTRIES, EXITS & CARPARKING LAYOUTS ARE SUBJECT TO TRAFFIC ENGINEER'S DESIGN.
- ALL SETBACKS, PLOT RATIOS, LANDSCAPE AREAS, CARPARK NUMBERS & THE LIKE ARE SUBJECT TO LOCAL AUTHORITY & FIRE BRIGADE APPROVAL.
- ALL SERVICES, FIRE HYDRANTS, LIGHTING, ETC ARE PRELIMINARY & SUBJECT TO ENGINEER'S DESIGN.
- ALL DOOR LOCATIONS ARE PRELIMINARY & SUBJECT TO SURVEYOR'S DESIGN.
- ALL TRAFFIC CONSIDERATIONS INCLUDING TRUCK TURNING & ACCESS/EGRESS ARE TO BE AS PER TRAFFIC ENGINEER'S OR SURROUNDING ROAD DESIGN & SITE ACCESS/EGRESS IS TO BE AS PER TRAFFIC ENGINEER'S DRAWINGS.
- ALL REDUNDANT VEHICLE CROSSINGS SHALL BE REMOVED & REPLACED WITH KERB & CHANNEL.
- ENERGY EFFICIENT LIGHTS WITHIN THE CAR PARK SHALL BE IN ACCORDANCE WITH AS/NZS 1158 TO STANDARD P118.
- GROSS LETTABLE AREA OF SHOWROOM TO BE MEASURED FROM OUTSIDE FACE OF EXTERNAL WALL AND CENTER LINE OF INTER-TENANCY WALLS ACCORDING TO PROPERTY COUNCIL AUSTRALIA.

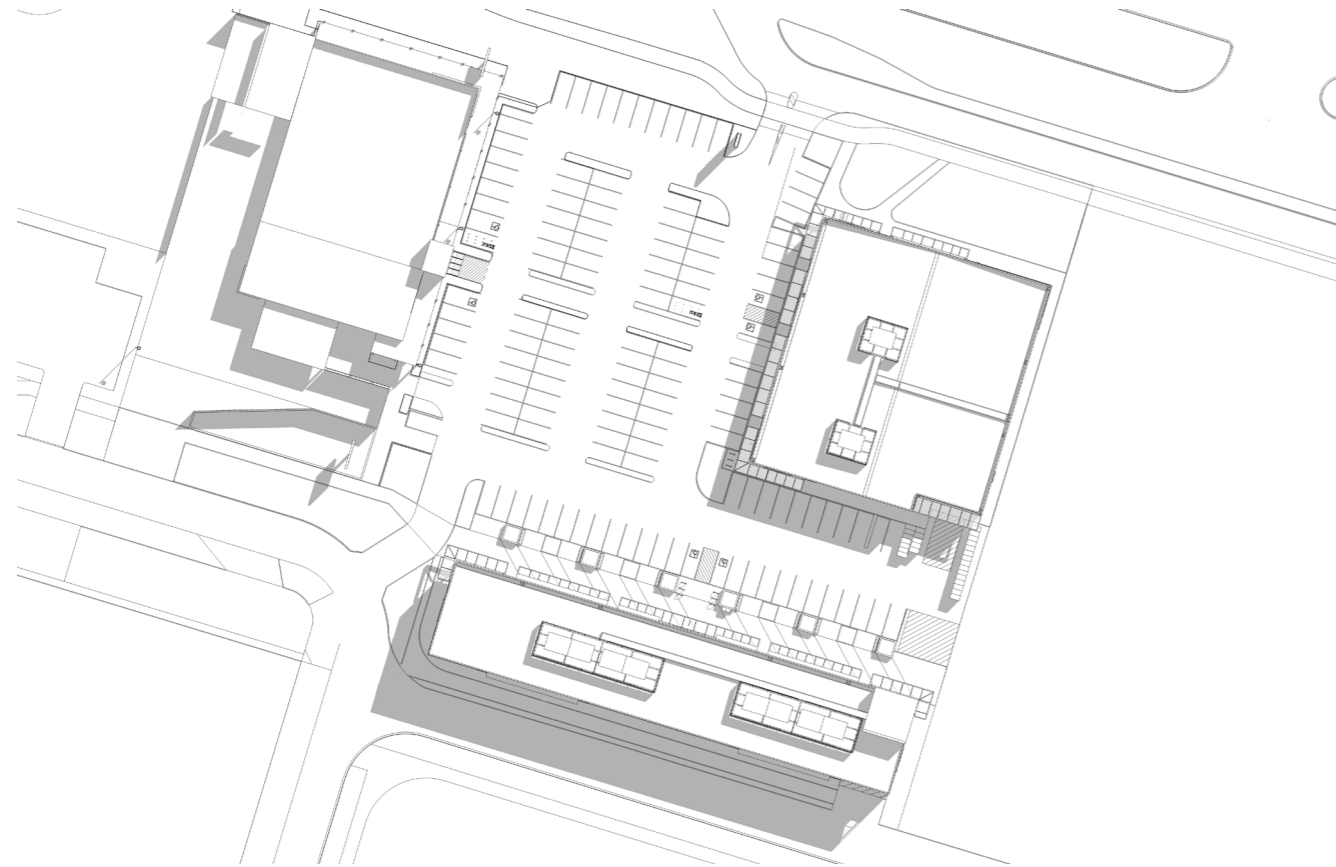
1 FIRST FLOOR PLAN
1:250 @ A1

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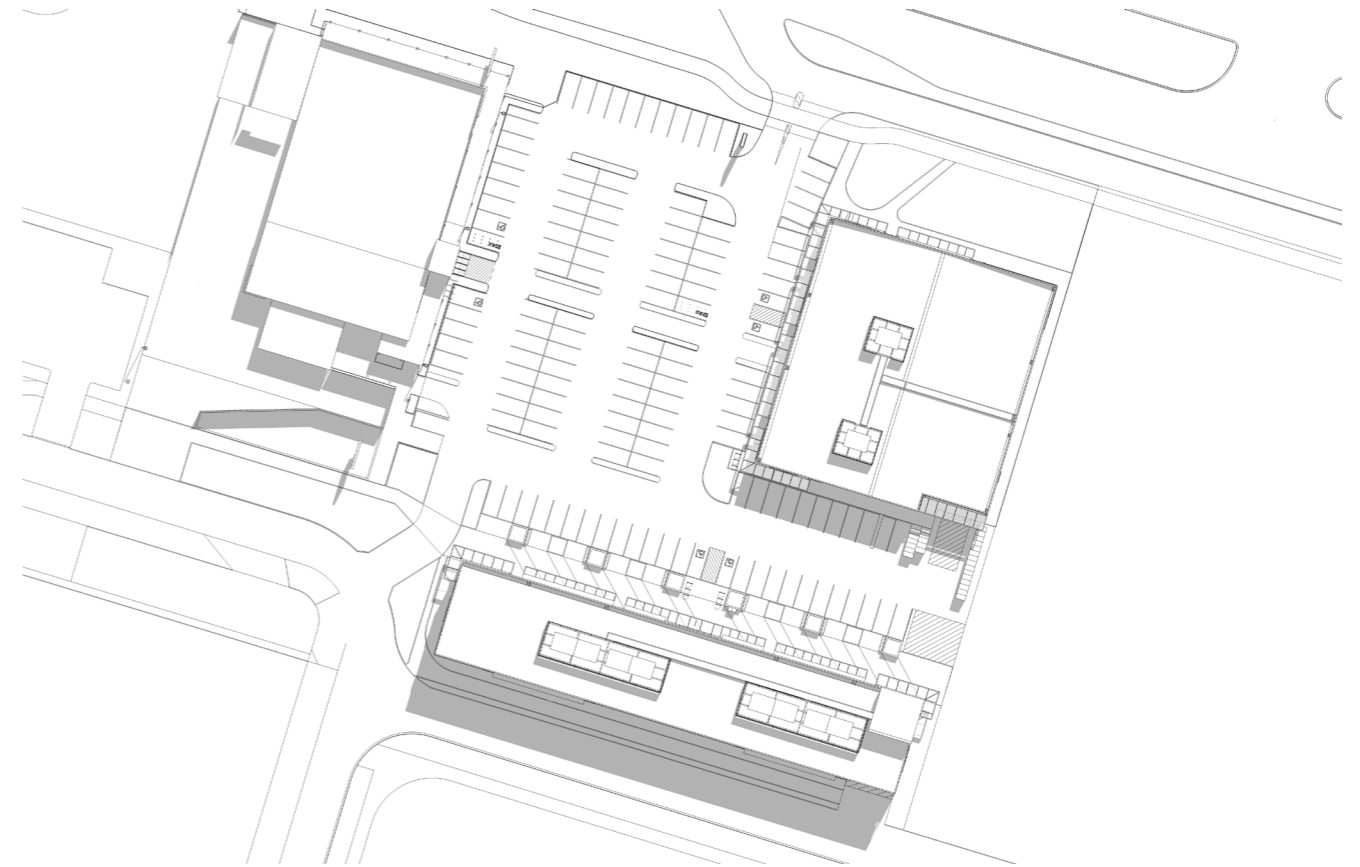


DESIGN RESPONSE \ SHADOW DIAGRAMS

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10:00AM EQUINOX
22 SEPTEMBER

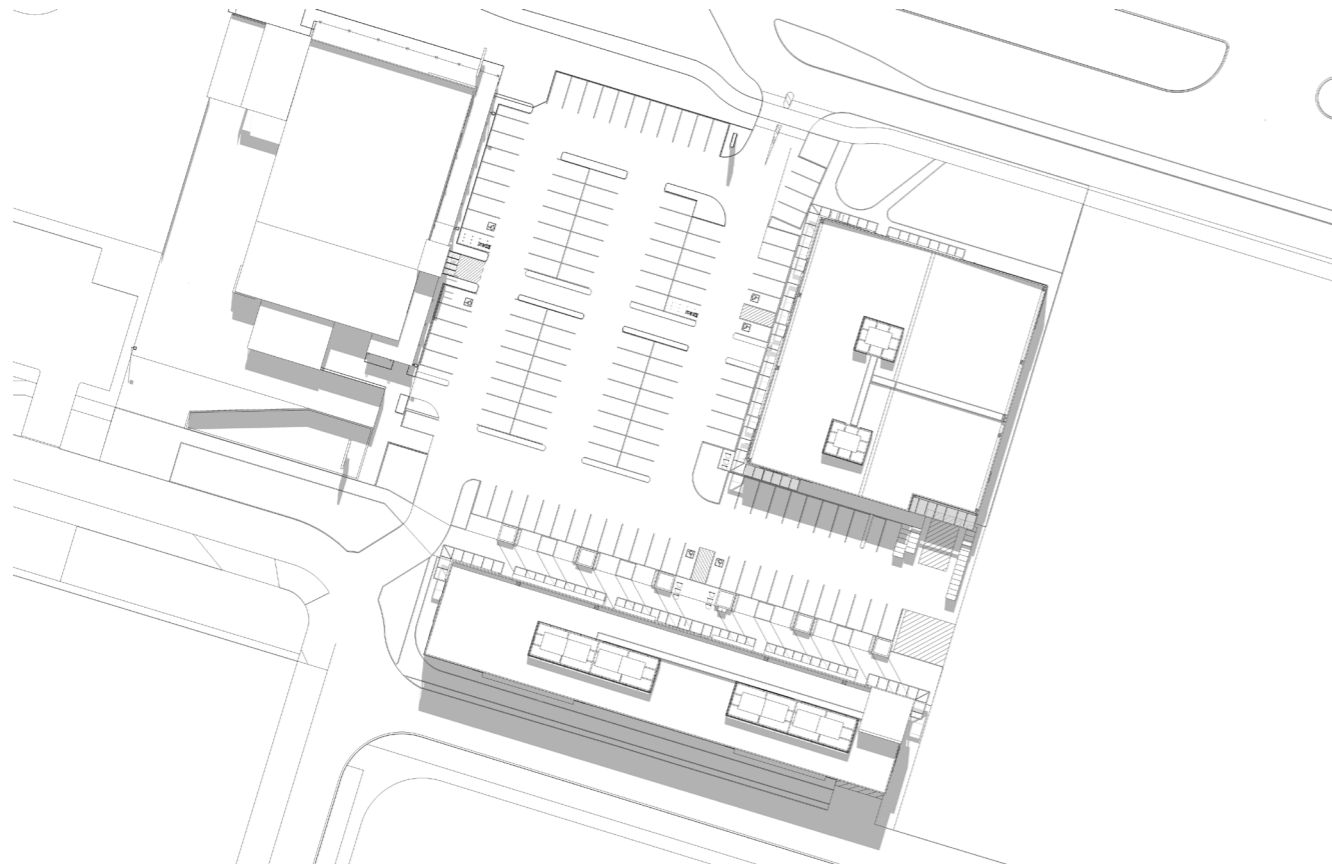


11:00AM EQUINOX
22 SEPTEMBER

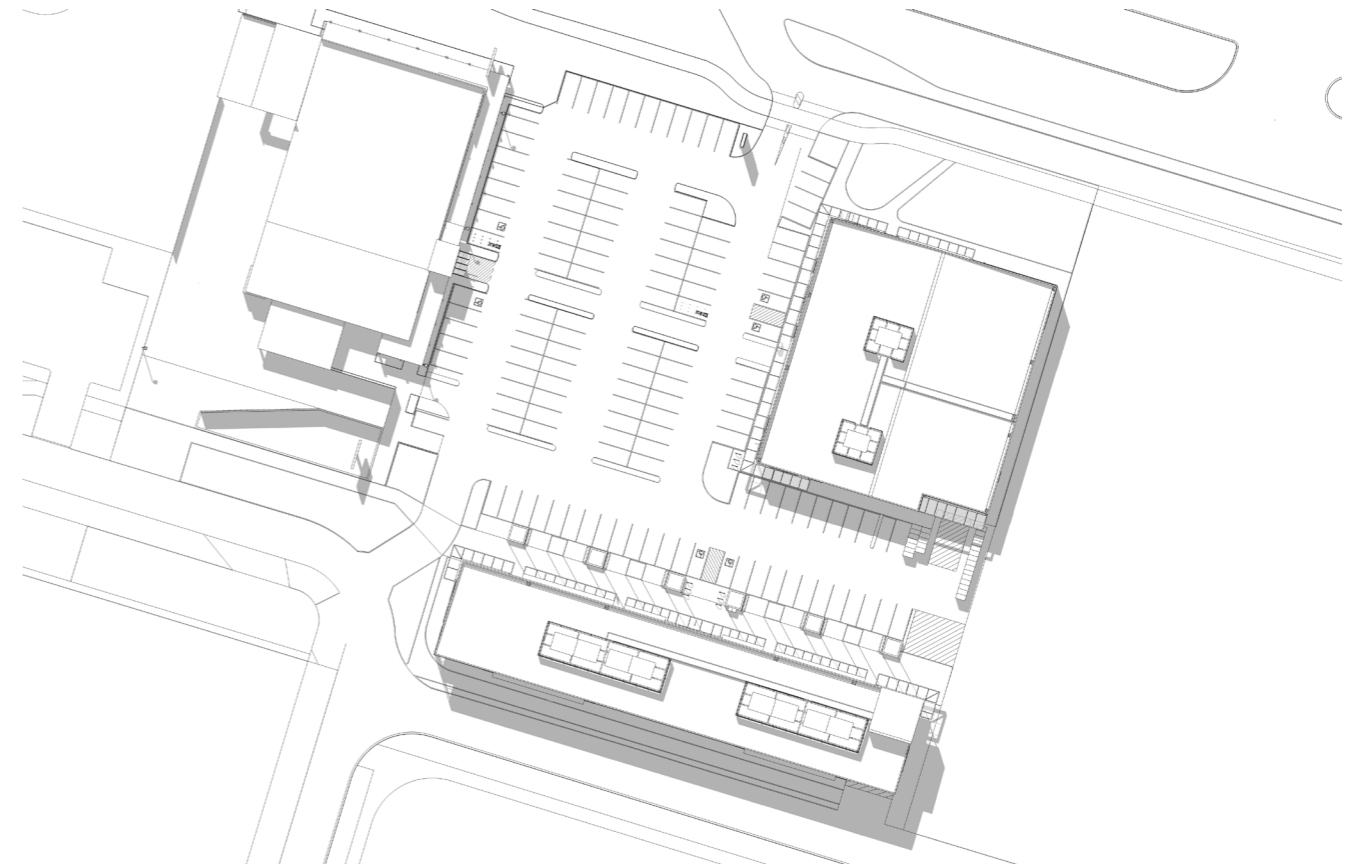


DESIGN RESPONSE \ SHADOW DIAGRAMS

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12:00NOON EQUINOX
22 SEPTEMBER

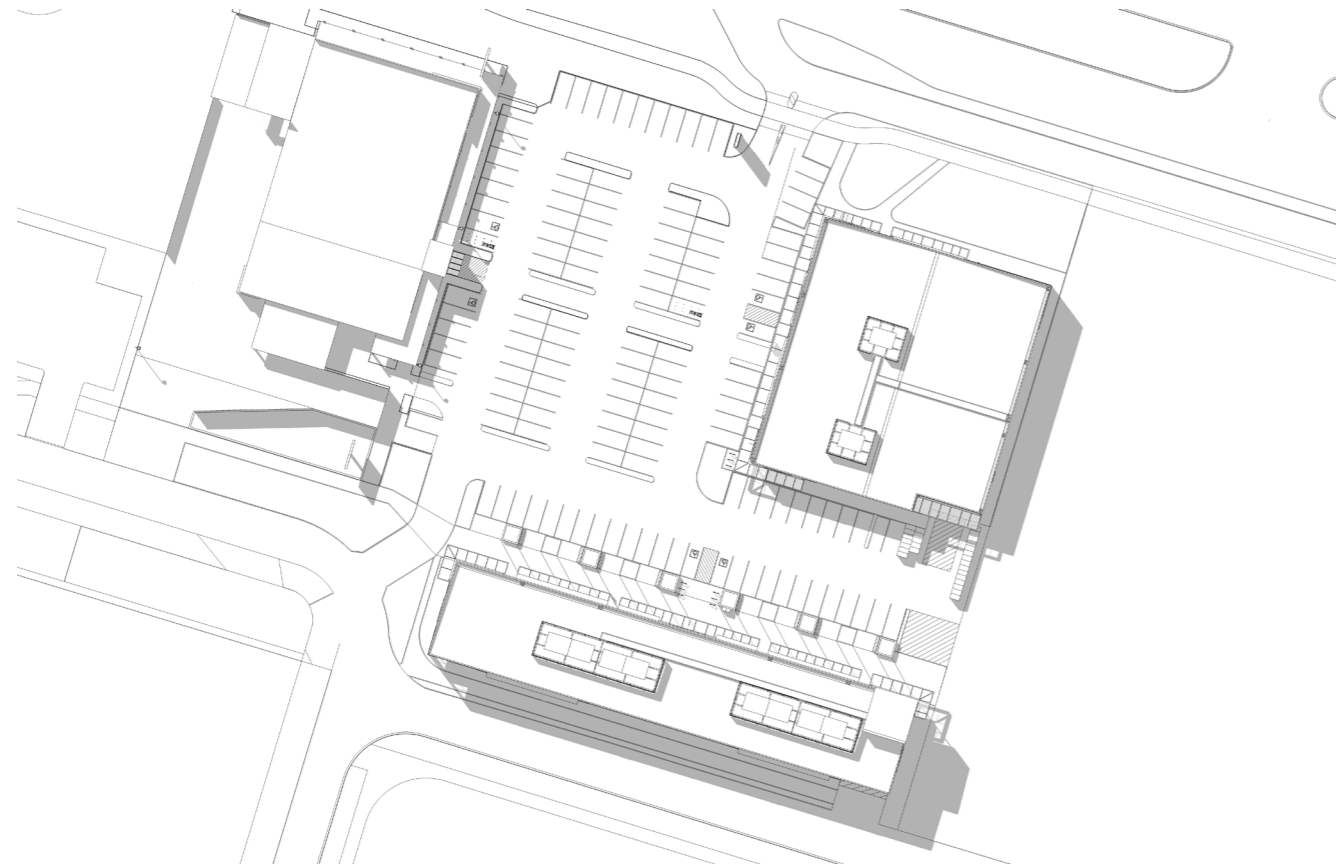


1:00PM EQUINOX
22 SEPTEMBER

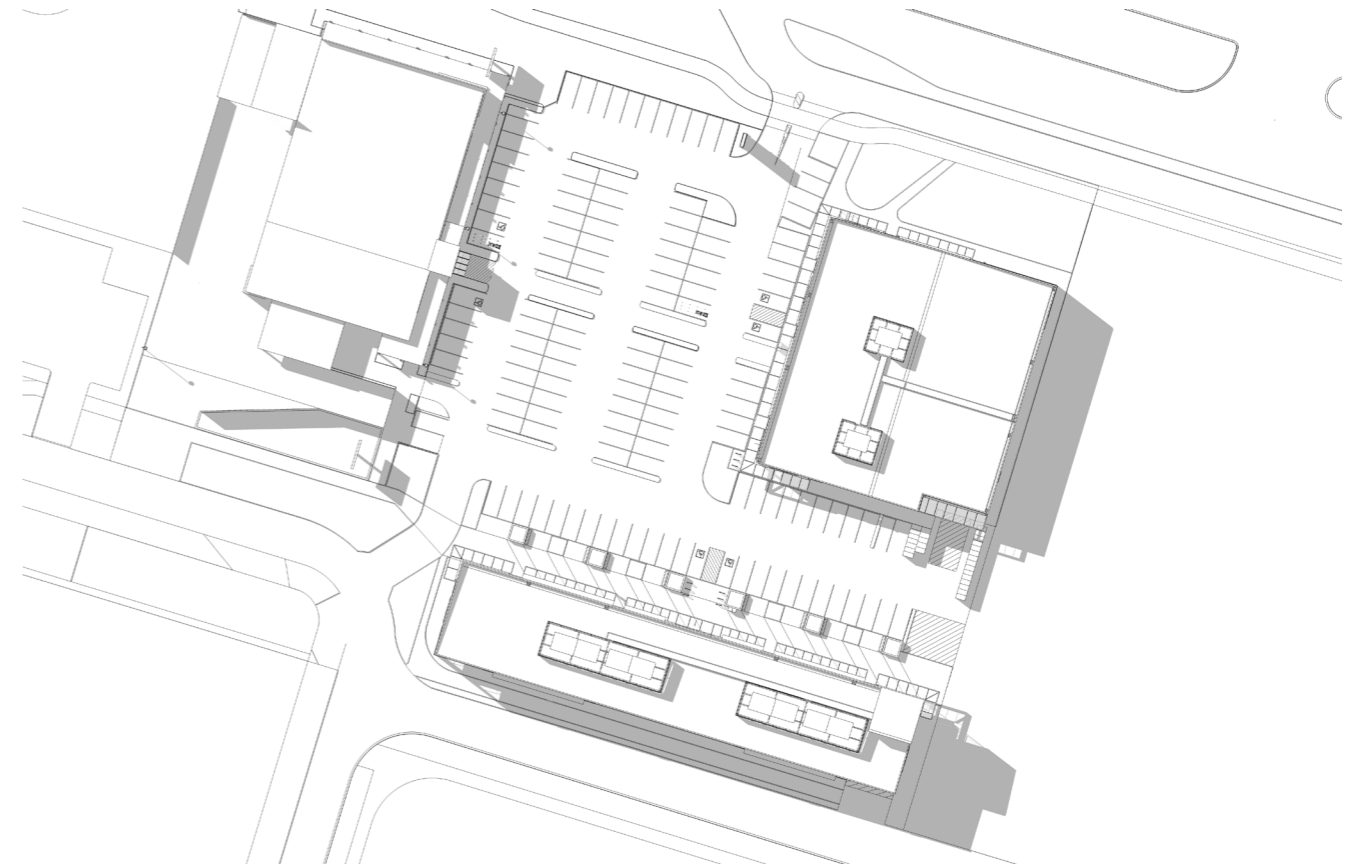


DESIGN RESPONSE \ SHADOW DIAGRAMS

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2:00PM EQUINOX
22 SEPTEMBER



3:00PM EQUINOX
22 SEPTEMBER

