

2 PAKENHAM SOUTH EMPLOYMENT PRECINCT STRUCTURE PLAN

FILE REFERENCE INT2019650

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RECOMMENDATION

That Council:

1. Seek the authorisation of the Minister for Planning under Section 8A(2) of the *Planning and Environment Act 1987* to prepare Amendment C265 to the Cardinia Planning Scheme, generally in accordance with Attachment 3.
2. Give notice of Amendment C265 to the Cardinia Planning Scheme under Section 19 of the *Planning and Environment Act 1987*, subject to receiving the authorisation of the Minister for Planning under Part 1.

Attachments

- | | | |
|---|---|----------|
| 1 | Draft Pakenham South Employment Precinct Structure Plan | 66 Pages |
| 2 | Draft Schedule 6 to Urban Growth Zone (UGZ6) | 6 Pages |
| 3 | Draft Explanatory Report for Planning Scheme Amendment C265 | 12 Pages |

EXECUTIVE SUMMARY

The Pakenham South Employment Precinct Structure Plan (PSP) has been prepared to facilitate 185 hectares of employment land. The subject land, which is situated within a State Significant Industrial Precinct, seeks to provide approximately 3,500 job opportunities.

The PSP sets the vision for how the land should be developed ensuring a high standard of urban design and amenity. The precinct will include a local convenience centre, access to public transport, local parks and a shared path network throughout.

As part of the development of the PSP, Council officers have undertaken an informal consultation period as well as regular ongoing discussions with relevant agencies/authorities and landowners within the precinct.

A Planning Scheme Amendment process is proposed to incorporate the PSP in to the Cardinia Planning Scheme. This process will include a period of public exhibition for a minimum of four weeks which is expected to occur in April/May 2020.

BACKGROUND

The Pakenham South Employment precinct forms part of the Pakenham/Officer State Significant Industrial Precincts, *Urban Development Program DELWP 2016*. The PSP land is located directly south of the industrial South East Business Park and south west of the Livestock Exchange.

The precinct is bound by:

- Greenhills Road to the north;
- Healesville-Koo Wee Rup Road to the east;
- Green Wedge land to the south; and
- McGregor Road to the west.



Figure 1. Location of PSP precinct

The project first commenced a number of years ago, including background investigation reports prepared by consultants. On the 18th July 2016, a Council resolution was supported to prepare a Planning Scheme Amendment (PSA) to implement the PSP into the Cardinia Planning Scheme.

As some time had lapsed post this resolution, in 2019 a review of the background documents was undertaken in order to finalise the PSP and commence the PSA process. The PSP has been prepared by Council officers in consultation with the Victorian Planning Authority.

The Vision

The PSP will provide opportunities for industries to operate in a defined employment hub, appropriately located away from sensitive residential areas. Businesses requiring larger lots and buffer distances will be attracted to the precinct with its limited environmental and topographical issues and accessibility to infrastructure, nearby services and freight connections.

A diverse mix of industrial, manufacturing, warehousing and commercial jobs within the precinct will enable residents living in Cardinia the opportunity to work closer to home and reduce commute times.

The PSP area will include:

- A local convenience centre with adjacent open space
- Local parks
- Shared path network
- Access to public transport and bus capable roads throughout

The Proposal

The PSP proposes to:

- Insert Schedule 6 to the Urban Growth Zone and apply to all the land
- Incorporate the Pakenham South Employment Precinct Structure Plan in to the Cardinia Planning Scheme
- Apply a Heritage Overlay (HO14) for the heritage building and trees at 'Windarra' 40 Greenhills Road, Pakenham
- Delete the Heritage Overlay (HO42) from 'ITU Milking Shed' 100 Greenhills Road, Pakenham as it is no longer locally significant
- Include additional native vegetation provisions due to no vegetation identified to be retained in the Biodiversity Conservation Strategy
- Introduce referral requirements to South East Water for planning permits within the Pakenham Water Recycling Plant buffer

Specific updates to the Cardinia Planning Scheme to implement the above proposed changes are outlined in Attachment 3.

Background Reports

A number of background documents have been completed to inform the PSP. These studies cover a range of themes including economic, bushfire, heritage, environmental, drainage/integrated water management, traffic and contamination assessments. The drainage design may still be subject to some change. Recent re-designs to signalised intersections, due to adjacent development proposals outside of the precinct, required an update to the traffic assessment and which is still being finalised. The update is expected soon and will form part of the amendment process.

Agencies/Authorities

Key considerations during the development of the PSP have included:

- The South East Water 'Pakenham Water Recycling Plant' indicative odour buffer - A potential odour buffer has been identified due to the close proximity of the treatment plant to the precinct. Sensitive uses will be restricted within this odour buffer area, primarily relating to food and drink. Council officers have been working closely with South East Water and the EPA in relation to the buffer.
- High voltage electricity transmission easement in the south of the precinct - AusNet Services have confirmed there will be limited uses and development permitted within the easement due to the powerlines transmitting the highest voltage (500kV). Further advice and discussions will occur with Ausnet Services when use and development proposal are considered in the future.
- Drainage design for the precinct - Drainage consultants, Melbourne Water and Council officers have been liaising to develop the drainage design which has been revised to meet current statutory design standards. The design may still be subject to some change.
- Signalised intersection designs - A review of the signalised intersections in the PSP has been undertaken. Major Roads Project Victoria will be delivering almost the complete intersection required for the precinct at Koo Wee Rup and Greenhills Roads under the Koo Wee Rup Road duplication project. Only minor additions to the intersection as part of the PSP will be required. Ongoing discussions with the Department of Transport will take place throughout the process.

Council have been liaising with DELWP and the VPA who have assisted in informing the current draft PSP and these discussions will continue during the PSA process.

POLICY IMPLICATIONS

The draft Pakenham South Employment Precinct Structure Plan aligns with key Commonwealth, State, and local policies as they relate to the planning of an employment PSP.

Plan Melbourne 2017-2050 - Melbourne Metropolitan Planning Strategy

The relevant directions and policies of Plan Melbourne are as follows:

- Direction 1.1 - *Create a city structure that strengthens Melbourne's competitiveness for jobs and investment*
- Policy 1.1.6 - *Plan for industrial land in the right locations to support employment and investment opportunities*
- Direction 1.2 - *Improve access to jobs across Melbourne and closer to where people live*
- Policy 1.2.2 - *Facilitate investment in Melbourne's outer areas to increase local access to employment*

Cardinia Shire's Liveability Plan 2017-2029

In particular it aligns with the following policies:

- Employment - to increase participation in local employment by facilitating investment in the local economy that creates new job opportunities and pathways that enable employment opportunities
- Open Spaces and Places - to increase participation in open spaces and places by strategically planning and maintaining open spaces and places to be safe, accessible, appealing and connected.

The PSP document is also informed by:

- Precinct Structure Planning Guidelines
- South East Growth Corridor Plans (2012)
- Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas (2013)
- Cardinia Planning Scheme - relevant Clauses include:
 - Clause 11.02-2S Structure planning - *to facilitate the orderly development of urban areas through the preparation of precinct structure plans*
 - Clause 11.03-2S Growth areas - *provide for significant amounts of local employment opportunities*
 - Clause 17.03-1S Industrial land supply - *to ensure availability of land for industry*
 - Clause 17.03-3S State significant industrial land - *to protect industrial land of state significance*
 - Clause 21.03-2 Urban growth area - *to create a functional, attractive, safe and sustainable urban environment for the existing and future community*
 - Clause 21.04-1 Employment - *to develop diverse local employment opportunities to meet the needs of a growing residential population*
- The Pakenham South Employment Background Report 2019

RELEVANCE TO COUNCIL PLAN

The draft Pakenham South Employment PSP aligns with the Council Plan under the following objectives:

Section 4. Our economy

We will create and support local employment and business opportunities for our community and the wider region.

4.1.1 Plan for and support local employment opportunities

4.1.3 Plan for a staged development of the Officer-Pakenham employment precinct

CONSULTATION/COMMUNICATION

Amendment C265 (Pakenham South Employment PSP) documents will be exhibited to the public for a minimum of four weeks commencing in April/May 2020 as part of the planning scheme amendment process.

Informal engagement and regular meetings and discussions have been held with each of the landowners and relevant agencies/authorities throughout the development of the PSP.

FINANCIAL AND RESOURCE IMPLICATIONS

An Infrastructure Contribution Plan (ICP) will be developed as part of the PSP prior to commencing the implementation of the plan. The ICP will:

- Establish the statutory mechanism for developers to make a financial contribution towards the cost of infrastructure projects;
- Confirm what funds will be collected through a standard levy or supplementary levy; and
- Determine any credits to be refunded to landowners who assist in funding the preparation of the PSP.

The costs associated with the PSP process and potential planning panel hearings are funded by Council however, this project is accounted for in the Growth Area Planning budget for 2019-2020.

Next steps

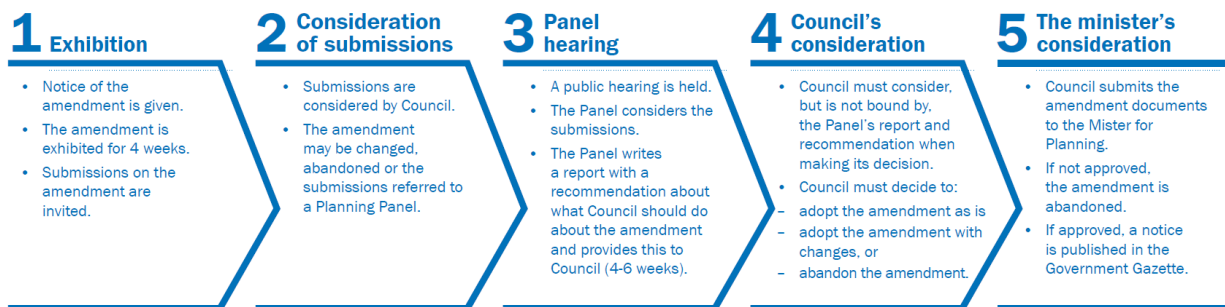


Figure 2. Steps in the Planning Scheme Amendment Process

If Council resolves to seek Authorisation from the Minister for Planning at the 16 March 2020 Council Meeting, the sub stages within Stage 1 will be undertaken and public exhibition of the Amendment will commence.

CONCLUSION

The proposed Pakenham South Employment PSP seeks to provide local employment opportunities for the growing population in Cardinia Shire.

It is recommended that Council resolve to seek authorisation from the Minister for Planning to prepare Planning Scheme Amendment C265 to the Cardinia Planning Scheme to:

- Insert Schedule 6 to the Urban Growth Zone and apply to all the land
- Incorporate the Pakenham South Employment Precinct Structure Plan in to the Cardinia Planning Scheme
- Apply a Heritage Overlay (HO14) for the heritage building and trees at 'Windarra' 40 Greenhills Road, Pakenham
- Delete the Heritage Overlay (HO42) from 'ITU Milking Shed' 100 Greehills Road, Pakenham as no longer locally significant
- Include additional native vegetation provisions due to no vegetation identified to be retained in the Biodiversity Conservation Strategy
- Introduce referral requirements to South East Water for planning permits within the Pakenham Water Recycling Plant buffer

DRAFT Pakenham South Employment

Precinct Structure Plan

February 2020

Aboriginal Acknowledgement

Cardinia Shire Council respectfully acknowledges that we are on the traditional land of the, Bunurong, Boonwurrung and Wurundjeri people and pays respect to their elders past and present.

Accessibility

Council/VPA has made every effort to ensure this digital document meets accessibility guidelines as defined under the WCAG2 Level AA requirements. However, due to the importance and complexity of some of the figures, Council recommends anyone having difficulties viewing or interpreting non text components of this document seek assistance.

Preparation of Pakenham South Employment Precinct Structure Plan by

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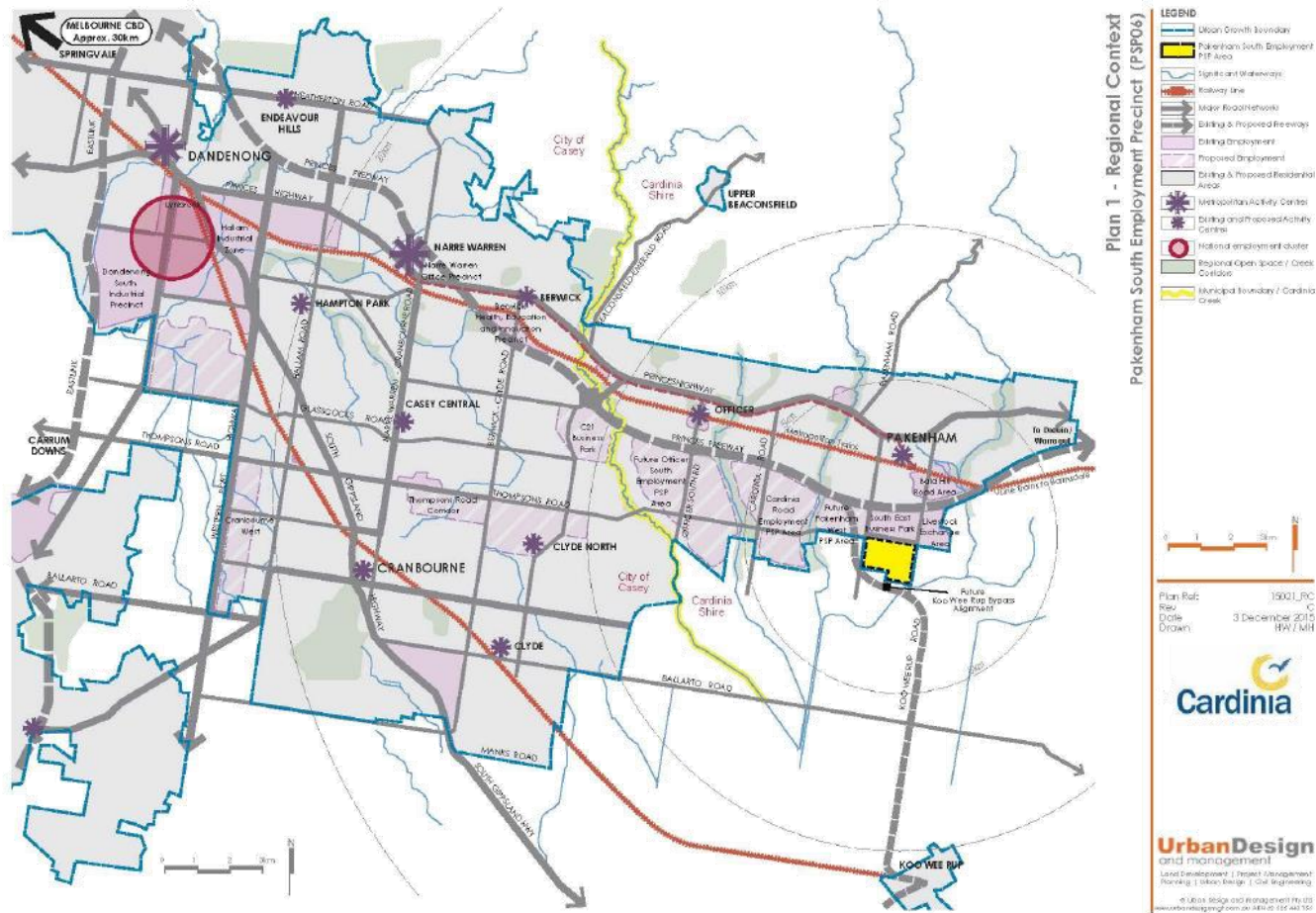
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Plan 1 Regional Context



1.0 INTRODUCTION

The Pakenham South Employment Precinct Structure Plan (the PSP) has been prepared by Cardinia Shire Council in collaboration with government agencies, service authorities, major stakeholders and the community.

The PSP is a long term strategic plan to guide urban development. It describes how the land is expected to be developed, what natural assets must be protected and how and where services are planned to support development.

Generally, the PSP:

- Sets out plans to guide the delivery of quality urban environments in accordance with Victorian Government guidelines listed in this section;
- Enables the transition of non-urban land to urban land;
- Sets the vision for how land should be developed and the desired outcomes achieved;
- Outlines the projects required to ensure that future community, visitors and workers within the Precinct will be provided with timely access to services, transport and open space to support a quality working environment;
- Sets out objectives, requirements and guidelines for land use and development;
- Provides Government agencies, the Council, developers, investors and local communities with greater certainty about future development; and
- Addresses the requirements of the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act 1999).

The PSP is informed by:

- The State and Local Planning Policy Framework set out in the Cardinia Planning Scheme;

- The Precinct Structure Planning Guidelines (Growth Areas Authority, 2008);
- The Growth Corridor Plans: Managing Melbourne's Growth Areas (Growth Areas Authority, June 2012);
- Plan Melbourne 2017-2050 (Victorian Government, 2017); and
- The *Biodiversity Conservation Strategy and Sub Regional Species Strategies for Melbourne's Growth Areas* (Department of Environment and Primary Industries, June 2013).

The following documents have been developed in parallel with the PSP to inform and direct the future planning and development of the Precinct:

- Pakenham South Employment Background Report (October 2019) and
- Pakenham South Employment Infrastructure Contributions Plan (ICP)

Plan 2 Precinct Features



1.1 How to read this document

The PSP guides land use and development where a planning permit is required under the Urban Growth Zone (UGZ) or another zone where that zone references this PSP.

A planning application and planning permit must implement the outcomes of the PSP. The outcomes are expressed as the **vision and objectives**.

Each element of the PSP contains requirements and guidelines as relevant.

Requirements must be adhered to in developing the land. Where they are not demonstrated in a permit application, requirements will usually be included as a condition on a planning permit whether or not they take the same wording as in this PSP. A requirement may include or reference a plan, table or figure in the PSP.

Guidelines express how discretion will be exercised by the responsible authority in certain matters that require a planning permit. If the responsible authority is satisfied that an application for an alternative to a guideline implements the outcomes, the responsible authority may consider the alternative. A guideline may include or reference a plan, table or figure in the PSP.

Meeting these **Requirements** and **Guidelines** will implement the outcomes of the PSP.

Conditions that must be included in a planning permit are outlined in Schedule 6 to the Urban Growth Zone (UGZ6) in the Cardinia Planning Scheme.

Meeting these requirements, guidelines, and conditions will implement the vision of the PSP.

Development must also comply with other Acts and approvals where relevant, e.g. the *Environmental Protection and Biodiversity Act 1999* in the case of biodiversity or the *Aboriginal Heritage Act 2006* in the case of cultural heritage amongst others.

Not every aspect of the land's use and development is addressed in this PSP and a responsible authority may manage development and issue permits as relevant under its general discretion.

1.2 Land to which this PSP applies

The PSP covers 185 hectares of land located approximately 66 km south east of the Melbourne Central Business District (CBD) and applies to PSP06 (Pakenham South Employment). The precinct is bound by Greenhills Road to the north, Healesville-Koo Wee Rup Road to the east, traversed by an electricity line easement along the southern area and McGregor Road to the west. The precinct is illustrated on Plan 2 – Precinct Features.

The Pakenham South Employment PSP forms part of a larger employment area identified as the Precinct Structure Plan Pakenham Employment Area (Stage 1 PSP06) as shown in Plan 3 and comprises:

- South East Business Park (168 hectares of existing industrial employment land)
- Livestock Exchange (110 hectares of existing industrial employment land) and
- Pakenham South Employment (185 hectares of future employment land)

Both the South East Business Park and Livestock Exchange are well developed with a mix of industrial land uses and do not form part of the Pakenham South Employment PSP.

1.3 Background information

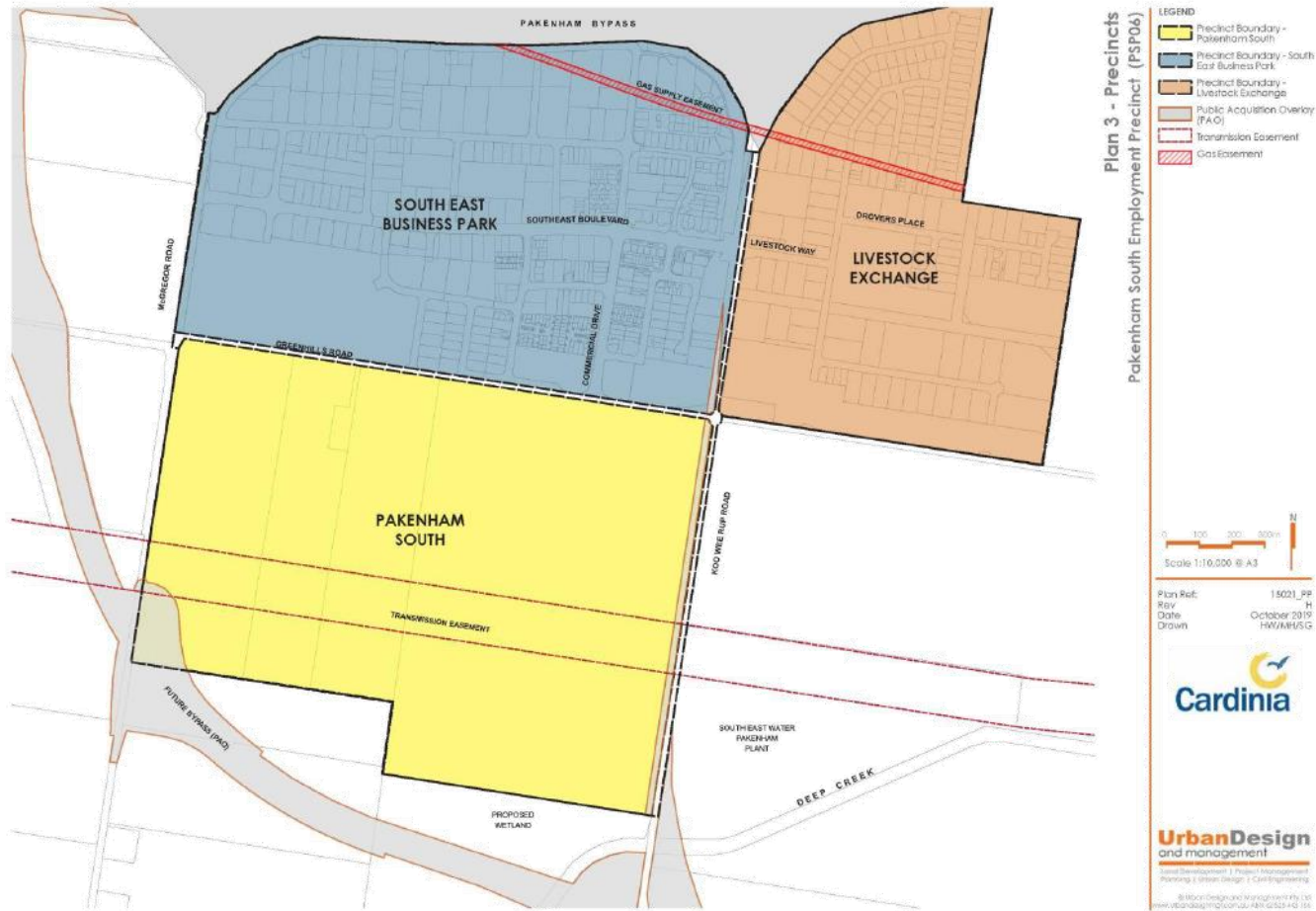
The Pakenham South Employment Background Report 2019 provides detailed background information relating to the precinct, including its local and metropolitan context, history, landform and topography, biodiversity, drainage, open space, transport, infrastructure and employment. The report also summarises various background technical studies that have informed the preparation of the PSP.

1.4 Pakenham South Employment Infrastructure Contributions Plan (ICP)

The Pakenham South Employment Infrastructure Contributions Plan (ICP) sets out the requirements for development proponents to contribute towards basic and essential infrastructure required to support development of the precinct. The ICP is a separate document incorporated into the Cardinia Planning Scheme and implemented through Schedule 1 to Clause 45.10 of the Cardinia Planning Scheme. The ICP applies to the same land as the PSP.

Table 4 – Precinct Infrastructure identifies which infrastructure projects are to be funded through the ICP.

Plan 3 Precincts



Plan 4 Future Urban Structure



2.0 OUTCOMES

2.1 Vision

The PSP outlines and manages the transition of the Pakenham South Employment Precinct area from an historic agricultural area to a thriving part of Metropolitan Melbourne. The land forms part of a State Significant Industrial Precinct in Melbourne's south east growth corridor.

The Precinct will be an important employment centre which provides for local service industrial needs, general industry as well as for larger anchors to cater for the metropolitan and national markets.

The Precinct has direct connections to the Princes Freeway and planned connections to Thompsons Road extension (Principal Freight Network), the Koo Wee Rup Bypass and the proposed airport near Koo Wee Rup.

The PSP will provide opportunities for industries to operate in a defined employment hub, appropriately located away from sensitive residential areas. Businesses requiring larger lots and buffer distances will be attracted to the Precinct with its limited environmental and topographical issues and accessibility to infrastructure, nearby services and freight connections.

A diverse mix of industrial, manufacturing, warehousing and commercial jobs within the Precinct will enable residents living in Cardinia the opportunity to work closer to home and reduce commute times.

The PSP will offer a local convenience centre and open space linked via an integrated public transport and path network that will contribute to the amenity of the precinct and the health and wellbeing of employees. A strong sense of place will be encouraged ensuring developments are safe, diverse and provide a high standard of urban design and amenity, while protecting environmentally sensitive areas.

The Precinct falls within the south-eastern growth corridor Biodiversity Conservation Strategy area. Specifically, the protection and enhancement of nationally significant Southern Brown Bandicoot and Growling Grass Frog

populations in the area is identified in the *Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (June 2013).

2.2 Objectives

The development of the Pakenham South Employment PSP is guided by the following objectives.

OBJECTIVES	
IMAGE, CHARACTER & HERITAGE	
O1	Create a high amenity industrial and commercial precinct to attract a diversity of different businesses and employers.
O2	Deliver a range of lot sizes that are capable of accommodating a variety of industrial and commercial business types.
O3	Ensure subdivision designs, developments and public spaces are functional, safe, aesthetically pleasing and incorporate environmental sustainable design.
O4	Capitalise on the precinct gateways with strong built form on the corner of McGregor and Greenhills Roads and Healesville-Koo Wee Rup and Greenhills Roads, and Greenhills Road entrance to the local convenience centre.
O5	Ensure the landscape, waterways, topographical features and the historic/cultural characteristics of the precinct are utilised to guide the pattern of development, streets and public spaces.
O6	Protect, conserve and celebrate places of Aboriginal cultural heritage and post-contact cultural heritage significance.
O7	Ensure separation distance from the Pakenham Water Recycling Plant is utilised to guide the pattern of uses and development in the precinct.
EMPLOYMENT & CONVENIENCE CENTRE	
O8	Deliver a regionally significant employment precinct with the capacity to provide for approximately 3500 job opportunities through a mix of light industry, industry and commercial uses.
O9	Create a vibrant local convenience centre that integrates with the adjacent public open space to meet the needs generated within the precinct.
OPEN SPACE	
O10	Provide walking, cycling and recreation opportunities by developing an open space network along natural and constructed waterways, streets, parks and public spaces.

O11	Ensure that the health and wellbeing of workers are protected by delivering a built environment of facilities and amenities that promote healthy lifestyle practices, social interaction, civic engagement and access to services.
O12	Deliver an accessible network of local parks across the precinct to support a healthy and active community and provide for the passive recreation needs of workers and visitors.
O13	Encourage the retention of native and non-native trees where they are located in the public domain and open space network and provide for planting of canopy trees along streets, pedestrian and cycle networks, open spaces and waterways.
BUSHFIRE, BIODIVERSITY & THREATENED SPECIES	
O14	Ensure that all types of bushfire hazard (interim and permanent) within the PSP and the surrounding landscape are identified and the risk is reduced via appropriate bushfire protection measures that can be implemented on an ongoing basis.
TRANSPORT & MOVEMENT	
O15	Provide a high amenity, low speed and permeable local road network that prioritises community access and safety.
O16	Ensure the road network is appropriately designed to accommodate freight movements including high productivity vehicles.
O17	Promote public transport movements by providing a bus capable road network that services key destinations throughout the precinct, particularly the local convenience centre.
O18	Establish an integrated and permeable transport network to encourage public transport, walking and cycling, reduced car dependency and safety and connectivity for all road users.
INTEGRATED WATER MANAGEMENT, UTILITIES & ENERGY	
O19	Deliver an integrated water management initiatives to diversify water supply, reduce reliance on potable water and enable future harvesting and/or treatment and re-use of stormwater contributing to a sustainable and green urban environment where practicable
O20	Maintain the pre-development hydrological flows that exist throughout the precinct.
O21	Prepare for the impacts of climate change by encouraging resilient, environmentally sustainable design and development across the precinct.

O22	Facilitate the use of renewable energy including the installation of localised systems.
PRECINCT INFRASTRUCTURE PLAN & STAGING	
O23	Deliver cohesive and integrated neighbourhoods by co-ordinating development with the delivery of key local and state infrastructure.

Plan 5 Land Use Budget



2.3 Summary land use budget

Table 1- Summary Land Use Budget provides a summary of the land required for transport and open space and identifies the total amount of land available for development.

The Net Developable Area (NDA) is established by deducting the land requirements for transport (arterial roads), open space (local parks), drainage corridors and any other encumbered land from the Gross Developable Area (GDA).

The GDA for the PSP is 184.4 ha. The NDA is 169.3 ha meaning approximately 92% of the land within the PSP is available for development for employment uses.

Table 1 Summary land use budget

Description	PSP		
	HECTARES	% OF TOTAL	% OF NDA
TOTAL PRECINCT AREA (ha)	184.45	100.0 %	
Transport			
Arterial Road			
Greenhills Road Widening and intersection flaring (Future Arterial Road)	3.54	1.92%	2.09%
Public Acquisition Overlay(Future Koo Wee Rup Bypass & Koo Wee Rup Road) – reduced area	5.62	3.05%	3.32%
Sub-total Transport	9.16	4.97%	5.41%
Open Space			
Service Open Space			
Waterway and Drainage Reserve	2.56	1.39%	1.51%
Credited Open Space			
Local Network Park	3.4	1.84%	2.01%
Sub-total Credited Open Space	3.4	1.84%	2.01%
Total All Open Space	5.96	3.23%	3.52%
LCC NDA	0.38	0.2%	0.22%
Industrial (non-restricted) NDA	144.96	78.59 %	85.61 %
Industrial (restricted use) NDA	23.99	13.00 %	14.17 %
TOTAL NET DEVELOPABLE AREA - (NDA) Ha	169.33	91.80 %	100%

Plan 6 Image and Character



3.0 IMPLEMENTATION

3.1 Image, Character, Topography and Heritage

3.1.1 Image and character

REQUIREMENTS									
R1	Buildings must create a positive address to all streets and public spaces.								
R2	Key built form treatments must be provided at gateway sites, as shown on <i>Plan 6 – Image and Character</i> to: <ul style="list-style-type: none"> Establish an attractive and prominent entry to the precinct; and Positively address Greenhills Road, Healesville-Koo Wee Rup Road, McGregor Road and views to the ridgeline. 								
R3	Signage must not visually dominate streetscapes or individual buildings.								
R4	Trees in streets and the open space network must be: <ul style="list-style-type: none"> Complementary to the existing native, indigenous and exotic species where appropriate; Larger species wherever space allows; Planted in modified and improved soil to support tree establishment; Appropriate in size to nature strips, nearby utilities and built form; and Suitable for local conditions. All public landscaped areas must be planted and designed to the satisfaction of the responsible authority.								
R5	Street trees must be provided on both sides of all roads and streets (excluding laneways) at regular intervals appropriate to tree size at maturity and not exceeding the average intervals below unless otherwise agreed by the responsible authority: <table border="1" style="margin-left: 20px;"> <thead> <tr> <th>AVERAGE INTERVAL</th> <th>TREE SIZE</th> </tr> </thead> <tbody> <tr> <td>8 – 10 metres</td> <td>Small trees (less than 10 metre canopy)</td> </tr> <tr> <td>10 – 12 metres</td> <td>Medium trees (10 – 15 metre canopy)</td> </tr> <tr> <td>12 – 15 metres</td> <td>Large trees (canopy larger than 15 metres)</td> </tr> </tbody> </table>	AVERAGE INTERVAL	TREE SIZE	8 – 10 metres	Small trees (less than 10 metre canopy)	10 – 12 metres	Medium trees (10 – 15 metre canopy)	12 – 15 metres	Large trees (canopy larger than 15 metres)
AVERAGE INTERVAL	TREE SIZE								
8 – 10 metres	Small trees (less than 10 metre canopy)								
10 – 12 metres	Medium trees (10 – 15 metre canopy)								
12 – 15 metres	Large trees (canopy larger than 15 metres)								
R6	Lots, where possible, must front or side: <ul style="list-style-type: none"> Drainage channels, waterways; 								

	<ul style="list-style-type: none"> All open space and utilities reserves; and Arterial roads and connector streets. The siding of lots to waterways, open space and primary street frontages must be kept to a minimum.
R7	Where a street frontage to a park is not provided, lots must: <ul style="list-style-type: none"> Directly front the open space and allow for vehicular access via a rear laneway; and Allow for a primary point of access from a footpath a minimum width of 1.5 metres along the frontage of the lot.

GUIDELINES	
G1	Subdivision design should incorporate natural and built design elements which respond to local heritage and topography to assist in place making and the achievement of a "sense of place".
G2	Sites in prominent locations, such as major intersections, should be developed to respond to their strategic location and preferably have greater height, density and architectural quality.
G3	Built form on corner lots should provide a positive address to both frontages. This can be achieved through the appropriate use of glazing and other architectural treatments.
G4	Minimal setbacks of less than 8 metres should be provided for built form along Greenhills Road that incorporates public access and office presentation. This guideline does not apply at Greenhills Road entrance to the local convenience centre where a zero setback is required.
G5	Streets should be provided directly abutting open spaces to ensure buildings generally front these public spaces.
G6	Buildings and structures should be designed to protect view lines to and from landscape features, utilise natural materials consistent with the surrounding environment and be screened by vegetation where required.
G7	Built form should add to the precinct character by providing an attractive street address that encourages passive surveillance and visual interest.
G8	Establish a practical and consistent native landscape theme along linear pathways throughout the precinct to enhance local character and amenity.

G9	Development proposals must take into account Crime Prevention Through Environmental Design (CPTED) principles and Safer Design Guidelines.
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3.1.2 Topography

REQUIREMENTS	
R8	<p>Any retaining structures in public places and within lots (with the exception of those which are part of a building) must be:</p> <ul style="list-style-type: none"> • No more than 1 metre in height between a building and a street or public space, or where visible from a street or public space; • Set back at least 1 metres from any building envelope; • Staggered, with a minimum 1 metre distance between each stagger to allow for the inclusion of landscaping, where cutting and filling is deeper than 1 metres; • Positioned so that associated drainage infrastructure and structural foundations are fully located within the same lot; and • No more than 2 metres in overall height to avoid unreasonable overshadowing of secluded private open space and habitable room windows. <p>Unless otherwise approved by the responsible authority as part of an approved slope management plan.</p>

3.1.3 Heritage

REQUIREMENTS	
R9	Before the commencement of works or any subdivision on land within or adjacent to the heritage place, the heritage place must be appropriately secured against damage as a result of works, deterioration, and the effects of weather, trespassing or vandalism, to the satisfaction of the responsible authority.
R10	Before the commencement of works to the heritage place a Conservation Management Plan must be prepared to the satisfaction of the responsible authority.
R11	Any subdivision or development of land adjoining a heritage site must have regard to the cultural/heritage significance of the site and provide a sensitive interface with appropriate scaled development, proportion and materials, to the satisfaction of the responsible authority.

GUIDELINES	
G10	Proponents undertaking development of land identified on the Victorian Aboriginal Heritage Register, and/or with high Aboriginal cultural heritage values should liaise with the designated Registered Aboriginal Party (or Aboriginal Victoria and Traditional Owner Groups in its absence) to ascertain whether heritage interpretation is appropriate in these identified locations, and how the heritage site(s) should be incorporated into the design of the subdivision.
G11	Adaptive reuse of the heritage place should demonstrate that it will contribute to the long term conservation of the heritage place. Council's preference for possible reuse of the site as a café or similar to compliment uses within the local convenience centre is subject to further investigation.

3.2 Employment and Local Convenience Centre

3.2.1 Employment

REQUIREMENTS	
R12	Development within the transmission line easement must: <ul style="list-style-type: none"> • Be in accordance with the <i>Guide to Living with Transmission Line Easements, Ausnet Services</i>; and • Provide a clear radius of 30m around all transmission towers.
R13	Industry and associated businesses must address relevant buffer distances to existing uses (refer Appendix B).

GUIDELINES	
G12	Subdivision design should provide for a range of lot sizes capable of accommodating a variety of business types which maximise job yield.
G13	Land in the electricity transmission line easement should be utilised to support employment land activities, such as: <ul style="list-style-type: none"> • Car parking for sites adjoining the easement; • Vehicle store; • Ancillary industrial uses (no buildings); • Plant nursery; • Horticulture; and • Commercial / long term car parking.
G14	Uses with larger buildings that provide a sense of containment to the street should be located to the periphery of the precinct, particularly along Greenhills Road to ensure a defined and robust edge to the precinct.
G15	Subdivision should create gateway sites capable of accommodating larger buildings that provide visual markers at key entry locations to the precinct.
G16	Buildings should create a positive address to the street through: <ul style="list-style-type: none"> • The location of buildings at the street frontage; • Minimal setbacks with landscaping provided in any setbacks;

	<ul style="list-style-type: none"> • The location of office components of buildings at the street frontage with articulated facades to minimise blank walls to the street and provide for engagement with the public realm; and • At-grade car parking and service areas provided to the side and rear of buildings.
G17	Visitor parking should be provided close to the office entry of the development, separated from the street by landscaping.
G18	The visibility of blank walls from the street should be minimised through landscaping, external cladding, cement stamping or other such treatments to provide visual interest
G19	Signage should be provided within the built form with a maximum building wall to signage ratio of no more than 3:1.
G20	Buildings should be constructed with non-reflective materials.
G21	Fencing should be located behind the building line and should be: <ul style="list-style-type: none"> • Predominately permeable and durable; • Preferably constructed of steel palisade and painted in black; • Complement the design of the building; and • Less than 1.8 metres in height.
G22	Water tanks, service infrastructure and other structures (including plant and equipment) that are not part of the building should be located behind the building line or located behind constructed screening using durable and attractive materials.
G23	Where rear access lanes are provided, they should: <ul style="list-style-type: none"> • Be linear with no t-intersection or bends; • Ensure rear fences are constructed to the edge of the road reserve of the laneway (with zero setback); and • Be a maximum paved width of 6 metres.
G24	Environmentally Sustainable Development principles should be explored and encouraged in all development, such as the inclusion of: <ul style="list-style-type: none"> • Material re-use and recycling; • Use of materials with reduced embodied energy; • Electrical self-generation, car charge schemes, smart grids and battery storage; and

	<ul style="list-style-type: none">• Use of Built Environment Sustainability Scorecard (BESS); measures that reduce the urban heat island effect; and waste management initiatives.
G25	An overall site management approach for waste and refuse storage and disposal should be considered

3.2.2 Local Convenience Centre (LCC)

The convenience centre in Pakenham South Employment PSP will be a local destination for the workers in the Precinct and will provide leisure and commercial needs for the surrounding employment catchment.

The location of the centre will be easily accessible from connector and local access streets and will not compromise the viability of the existing local centres located in the South East Business Park to the north of the Precinct.

The centre will have a distinctive character and sense of place by addressing the ridgeline corridor and the local road network and will be connected visually and physically to the open space. The public realm will be a pedestrian priority area through provided linear trails.

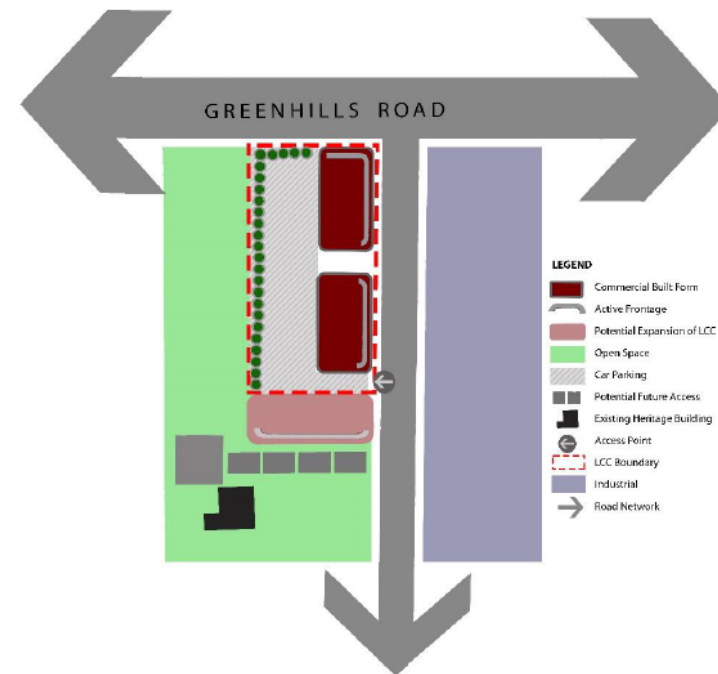
It is envisaged that workers will be able to:

- Access the convenience centre from the north south connector and local access streets through pedestrian focused environs; and
- Congregate and linger in the public realm and surrounding open space.

The design philosophy of the convenience centre will:

- Respond to the existing landscape and environmental features;
- Respond to the pedestrian, bicycle and vehicular movement hierarchy;
- Create an active public realm;
- Provide a small convenience centre to encourage lower-cost, flexible space for a range of small local enterprises; and
- Demonstrate best practice environmentally sustainable design.

Illustration 1 Local Convenience Centre Concept Plan



REQUIREMENTS	
R14	The local convenience centre must be orientated towards Greenhills Road and the north south road, with <ul style="list-style-type: none"> • Buildings that have zero setback from the street addressing the Greenhills Road frontage; • Vehicle access must be provided from the north south road only. Direct vehicle access from Greenhills Road is not permitted; • Access into the site is to be provided from a left in left out only intersection with Greenhills Road; • Centralised rear parking for commercial tenancies at the rear of buildings adjacent to the public open space; and • An appropriate relationship and interface with the surrounding uses To the satisfaction of the responsible authority.
R15	The design of the local convenience centre must be generally in accordance with the <i>Urban Design Guidelines for Victoria, DELWP</i> .
R16	Safe and convenient pedestrian access must be provided to the local convenience centre, including a pedestrian street crossing and proximity to bus stop locations.
R17	The local convenience centre must provide appropriate street furniture.
R18	Weather protection canopies on buildings must be provided to all street frontages.

GUIDELINES	
G26	Two-storey built form should be used to emphasise the corner of Greenhills Road and the north south road to signify entry to the local convenience centre.
G27	The local convenience centre should consider inclusion of two-storey built form and ensure that all buildings are well articulated and of a high quality design.

G28	<p>The design of the local convenience centre should be consistent with the following design principles:</p> <ul style="list-style-type: none"> • Retail and Commercial buildings along a street frontage should: <ul style="list-style-type: none"> – Minimise the extent of blank walls through the use of clear glazing to allow view lines into the premises from the street; – Include entrance points at regular intervals to encourage activity along the length of the street; and – Provide passive surveillance to off-street car parking areas through the inclusion of windows and rear entry points to tenancies. • Car parking areas should: <ul style="list-style-type: none"> – Be located to the rear of the local convenience centre adjacent to the public open space; – Provide access to the rear car parking area via a single entry point on the north south road; – Be designed to ensure passive surveillance; – Ensure public safety through adequate positioning of lighting; and – Be designed to provide dedicated pedestrian routes and areas of landscaping. • Loading facilities should be located to the rear of the building. • Demonstrate Crime Prevention Through Environmental Design (CPTED) principles and Safer Design Guidelines. • Bicycle parking should be provided in highly visible public spaces.
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Plan 7 Open Space



3.3 Open Space, Biodiversity, Threatened Species and Bushfire

3.3.1 Open space

REQUIREMENTS	
R19	All parks must be located, designed and developed to the satisfaction of the responsible authority in accordance with Plan 7 - Open Space, Table 2 - Open Space Delivery Guide, Appendix E: Open Space Delivery Guidelines, and the Cardinia Shire Council Open Space Strategy (or as amended).
R20	All parks, open space and public landscape areas must be designed and constructed to enable practical maintenance and be planted with species suitable to the local climate and soil conditions, as per Cardinia Shire Council Developer Landscape Guidelines January 2017 (or as amended).
R21	Public vehicle exclusion must be achieved through landscape treatments.
R22	The layout of drainage infrastructure, including waterway corridors, open channels, wetlands and retarding basins must be to the satisfaction of the responsible authority and Melbourne Water.
R23	Appropriately scaled lighting must be installed along all major pedestrian thoroughfares traversing public open space and along the cycling network in accordance with the design principles of <i>Urban Design Guidelines for Victoria, DELWP</i> to the satisfaction of the responsible authority.

R24	Any fencing of open space where required must be: <ul style="list-style-type: none"> • Low scale and visually permeable to facilitate public safety and natural surveillance; • Designed to guide appropriate movement and access; and • Designed and constructed from materials that complement the open space/conservation setting.
R25	Trees in parks and open spaces (pedestrian and cycle paths) must be strategically and frequently located to provide shade, and wherever space allows, larger species should be provided.
R26	Land designated for local parks must be finished and maintained to a suitable standard prior to transfer of land, to the satisfaction of the responsible authority.

GUIDELINES	
G29	The design of waterway corridors, retarding basins, wetlands and other encumbered land should maximise the potential for the integration of passive uses, by co-locating these land uses where it does not cause conflict with the primary function of the land.
G30	Open space should promote a strong sense of place, provide for community interaction and encourage use by precinct workers and visitors.

Table 2 Open Space Delivery Guide

The following table sets out the open space provisions expected to be delivered for the Precinct area.

OPEN SPACE ID	AREA (HA)	TYPE	ATTRIBUTES	RESPONSIBILITY
LP-01	1.156	Community Park	Local park abutting local convenience centre	Cardinia Shire Council
LP-02	1.534	Community Park	Local park	Cardinia Shire Council
LP-03	0.71	Local Park	Local park	Cardinia Shire Council

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Plan 8 Native vegetation extent



3.3.2 Biodiversity, Threatened Species and Native Vegetation Retention

The Commonwealth Department of Environment and Energy has granted an approval for urban development in Melbourne’s Growth Corridors under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act). This approval covers the Pakenham South Employment Precinct.

Provided the conditions of this approval are satisfied, individual assessment and approval under the EPBC Act is not required. These conditions include but are not limited to the following:

- Urban development must comply with habitat compensation arrangements and fees described in 'Habitat compensation under the Biodiversity Conservation Strategy – Melbourne Strategic Assessment (Victorian Government Department of Environment and Primary Industry, August 2013) and as amended by the Victorian Government from time to time.

The Biodiversity Conservation Strategy (BCS) does not include any mapped conservation areas within the Pakenham South Employment PSP. Therefore, no land is identified for protection under the BCS.

GUIDELINES	
G31	The layout and design of waterways, wetlands and retarding basins (including the design of paths, bridges and boardwalks and the stormwater drainage system) should integrate with biodiversity and natural systems to the satisfaction of the responsible authority and Melbourne Water as relevant.

3.3.3 Bushfire

REQUIREMENTS	
R27	Where a stage of a subdivision will abut an interim bushfire hazard:

	<ul style="list-style-type: none"> • All vegetation must be managed in a low threat condition to reduce bushfire risk for a minimum distance of 50m within the subdivision.
R28	Where a subdivision will abut a permanent hazard: <ul style="list-style-type: none"> • A perimeter road around the edges of the PSP must be included in the design response to separate built form from any bushfire hazard, unless otherwise agreed with the relevant fire authority. • All vegetation within 50 metres of a permanent bushfire hazard must be managed for defensible space purposes in accordance with Table 6 of Clause 53.02. • All vegetation within the powerline easement must be managed in a low threat condition to reduce bushfire risk. • The layout and design of the subdivision must separate built form from the bushfire hazard, at least: <ul style="list-style-type: none"> o 19 metres from the east, south and west PSP boundary; and o 33 metres from the woodland vegetation to the north west PSP boundary, unless otherwise agreed with the relevant fire authority.

GUIDELINES	
G32	The layout and design of the subdivision should ensure that all future development within the PSP area will have a separation distance from a bushfire hazard to ensure construction levels are not required to a standard greater than BAL 12.5.
G33	The development should be encouraged to reduce the risk from bushfire by including built form that is constructed to the relevant construction standard and managing vegetation onsite to the relevant standards.

Plan 9 Road Network



3.4 Transport and Movement

3.4.1 Street network

REQUIREMENTS	
R29	Road networks and street types must be designed and developed in accordance with the cross sections in <i>Appendix C: Road Cross Sections</i> , unless otherwise agreed by the responsible authority.
R30	Roundabouts must be designed to slow vehicles, provide for pedestrian visibility and safety, and ensure connectivity/continuity of shared paths and bicycle paths.
R31	The road network must be appropriately designed to accommodate freight movements including higher productivity vehicles.
R32	Vehicle access to properties fronting Healesville-Koo Wee Rup and Greenhills Roads must be provided from industrial roads, service roads or rear laneways unless otherwise agreed with the road authority and the responsible authority.
R33	Development must positively address all drainage lines through the use of frontage roads or lots with a direct frontage to the satisfaction of Melbourne Water and the responsible authority.
R34	Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the Precinct Structure Plan, by any date or stage of development required or approved by the responsible authority.

GUIDELINES	
G34	Street block lengths should not exceed 200 metres to ensure a safe, permeable and low speed environment for pedestrians, cyclists and vehicles is achieved.
G35	Cul-de-sacs should not detract from convenient pedestrian, cycle and vehicular connections.
G36	All signalised intersections should be designed in accordance with the VicRoads' current <i>Supplement to the Austroads Guide to Road Design</i> to the satisfaction of the responsible authority and coordinating road authority.
G37	Streets should maintain a predominantly north-south and east-west grid to encourage rectangular lot shapes, aid solar orientation for buildings and provide an easy to navigate internal road network.
G38	Street design and subdivision layout should provide for buildings to front or otherwise address all roads.
G39	The number of vehicle driveways across shared paths should be minimised.

Plan 10 Public Transport and Path Network



3.4.2 Public transport

REQUIREMENTS

R35	Roads and intersections identified as bus capable on <i>Plan 10 - Public Transport and Path Network</i> must be constructed to accommodate ultra-low floor buses, in accordance with the Public Transport Guidelines for Land Use and Development and to the satisfaction of Transport for Victoria and the responsible authority.
R36	The street network must be designed to ensure 95% of all employment activities are located within 400 metres of public transport services or bus capable roads.
R37	Bus stop facilities must be designed as an integral part of activity generating land uses such as the local convenience centre.

3.4.3 Walking and cycling

REQUIREMENTS

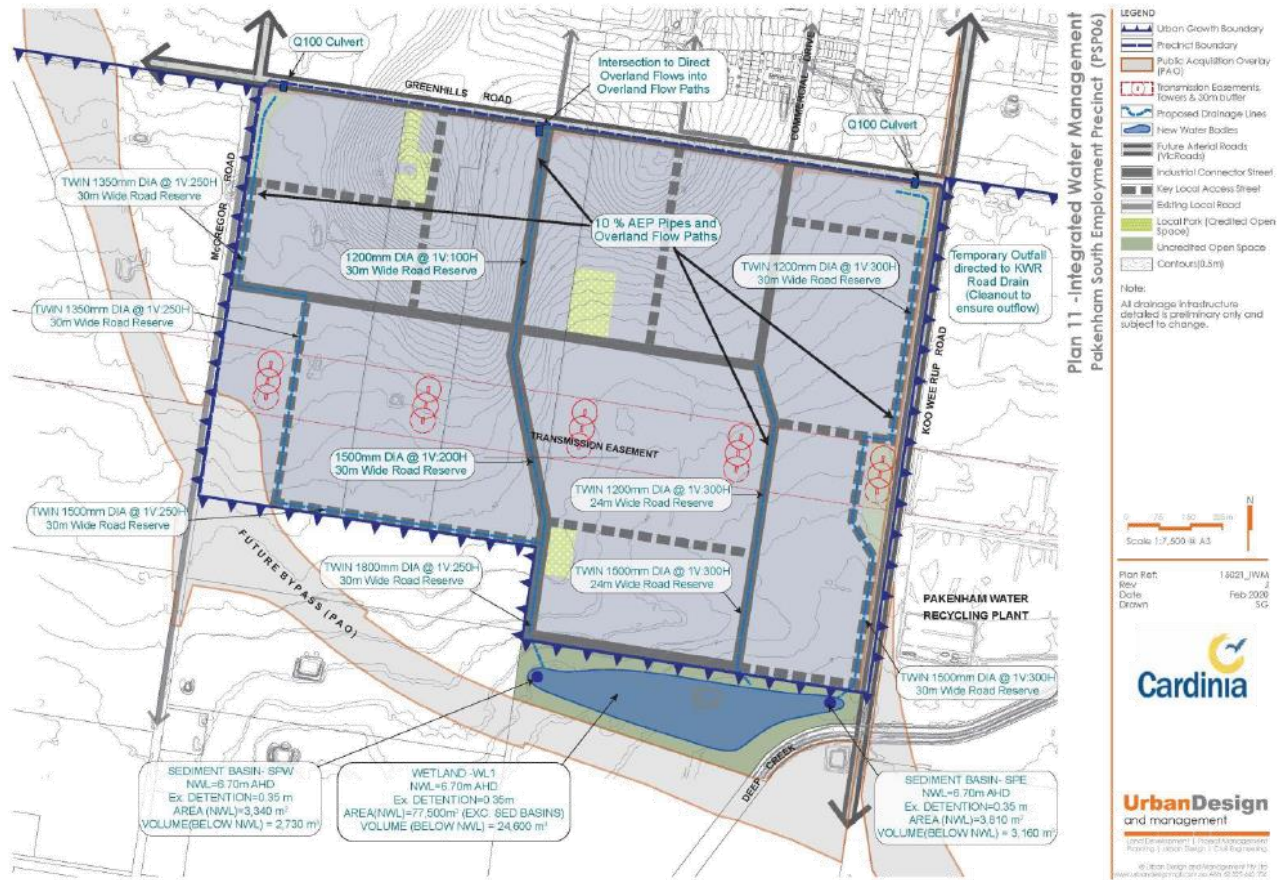
R38	<p>Design of all subdivision, streets, and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> • Footpaths of at least 1.5 metres on both sides of all streets and roads unless otherwise specified by the Precinct Structure Plan; • Shared paths or bicycle paths of 2.5 or 3.0 metres as shown on <i>Plan 10 - Public Transport and Path Network</i> or as shown on relevant cross-sections in the <i>Appendix C – Road Cross Sections</i>, or as specified by another requirement in the Precinct Structure Plan; • Safe, accessible and convenient crossing points of connector roads and local streets at all intersections, key desire lines and locations of high amenity (for example convenience centre and open space); • Safe pedestrian crossings of arterial roads at all intersections, at key desire lines and at regular intervals appropriate to the function of the road and public transport provision; • Pedestrian priority crossings on all slip lanes; • Safe and convenient transition between on and off-road bicycle networks; • Wayfinding signage; and
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	<ul style="list-style-type: none"> • Seating at spacing of 400 metres or less along shared paths unless otherwise specified by the Precinct Structure Plan. <p>All to the satisfaction of the coordinating road authority and the responsible authority.</p>
R39	Bicycle priority at intersections of local streets and connector roads with dedicated off-road bicycle paths must be achieved through strong and consistent visual and physical cues and supportive directional and associated road signs, as per the designs in the <i>Engineering Design and Construction Manual, 2011</i> and to the satisfaction of the responsible authority.
R40	Bicycle parking facilities must be provided by development proponents in convenient locations at key destinations such as parks and local convenience centre.
R41	<p>Shared and pedestrian paths along waterways/retarding basins must:</p> <ul style="list-style-type: none"> • Be delivered by development proponents consistent with the network shown on <i>Plan 10 – Public Transport and Path Network</i>; • Be above 1:100 year flood level with any crossing of the waterway designed to be above the 1:100 year flood level to maintain hydraulic function of the waterway; • Be positioned above 1:100 year flood where direct access is provided to the employment activity from the waterway reserve; and • Be constructed to a standard that satisfies the requirements of Melbourne Water and the responsible authority. <p>All to the satisfaction of Melbourne Water and the responsible authority.</p>
R42	Subdivision designs must demonstrate how any proposed dedicated cycle paths, pedestrian paths and shared paths will integrate and connect in a safe and convenient manner.

GUIDELINES

G40	Lighting should be installed along shared, pedestrian, and cycle paths linking key destinations, unless otherwise agreed by the responsible authority.
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Plan 11 Integrated Water Management



Note: PSP catchment delineation and pipe outfall points to designated truck drainage lines and overland flow paths should be in line with the requirements of Melbourne Water.

3.5 Integrated Water Management, Utilities, Energy and Sustainability

3.5.1 Integrated water management

REQUIREMENTS	
R43	<p>All applications must demonstrate how:</p> <ul style="list-style-type: none"> Waterways and integrated water management design enables land to be used for multiple recreation and environmental purposes; Overland flow paths and piping within road reserves will be connected and integrated across property/parcel boundaries; Melbourne Water and the responsible authority freeboard requirements for overland flow paths will be adequately contained within the road reserves; and Relevant integrated water management requirements and guidelines of this PSP will be achieved, to the satisfaction of the retail water authority, including the supply of recycled water. <p>Melbourne Water drainage assets must be to the satisfaction of Melbourne Water and the responsible authority.</p>
R44	Development must meet best practice stormwater quality treatment standards prior to discharge to receiving wetlands and as outlined on <i>Plan 11 – Integrated Water Management</i> , unless otherwise approved by Melbourne Water and the responsible authority.
R45	Final design and boundaries of constructed waterways, waterway corridors, retarding basins, stormwater quality treatment infrastructure and associated paths, boardwalks, bridges and planting, must be to the satisfaction of Melbourne Water and the responsible authority.
R46	Stormwater conveyance and treatment must be designed in accordance with the relevant Scheme and/or Drainage Strategy, to the satisfaction of Melbourne Water.
R47	A permit for subdivision must ensure that the ultimate storm water management assets and associated land described in the PSP are provided by the developer prior to the issue of a statement of compliance.

	<p>In the event that Melbourne Water and the responsible authority agree to an interim storm water management solution, the developer must:</p> <ul style="list-style-type: none"> Provide the land required for the ultimate drainage solution prior to the issue of a statement of compliance; and Demonstrate that the interim solution will not result in an increase in the cost of achieving the ultimate solution.
R48	A permit for development must include a water tank for rainwater harvesting.
R49	All properties fronting the central north south connector road must allow land (easement) within the road reserve for connection as required to a third pipe to the satisfaction of the responsible authority.

GUIDELINES	
G41	The design and layout of roads, road reserves and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of Water Sensitive Urban Design initiatives.
G42	Development should include integrated water management initiatives to diversify water supply, reduce reliance on potable water and enable future harvesting and/or treatment and re-use of stormwater contributing to a sustainable and green urban environment where practicable.
G43	Where practical, integrated water management systems should be designed to maximise habitat values for local flora and fauna species.
G44	Development should have regard to relevant policies and strategies being implemented by the responsible authority, Melbourne Water and South East Water (retail water authority), including any approved Integrated Water Management Plan.
G45	Any drainage infrastructure running adjacent to or crossing a high tension electricity easement should be engineered to protect the integrity of the asset to the satisfaction of the responsible authority and the electricity easement owner.

Table 3 Water Infrastructure

ASSET ID	DESCRIPTION	LOCATION	AREA (HA)	RESPONSIBILITY
WL1	Wetland	Located outside of precinct	7.75	Melbourne Water
TOTAL			7.75	

Note: The area identified in this table is subject to refinement during detailed design to the satisfaction of Melbourne Water and the responsible authority.

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Plan 12 Utilities



3.5.2 Utilities

REQUIREMENTS	
General	
R50	Trunk services must be placed along the general alignments illustrated on <i>Plan 12 - Utilities</i> , subject to any refinements as advised by the relevant service authorities.
R51	<p>Before development commences on a property, functional layout plans must be submitted of the road network showing the location of all:</p> <ul style="list-style-type: none"> • Underground services; • Driveways/crossovers; • Shared, pedestrian and bicycle paths • Street lights; and • Street trees. <p>A typical cross section of each street is also to be submitted showing above and below ground placement of services, street lights and trees.</p> <p>The plans and cross sections must demonstrate how services, driveways and street lights will be placed so as to achieve the road reserve width identified in the cross sections at <i>Appendix C: Road Cross Sections</i> and the minimum level of street tree planting. If required, the plan and cross sections will nominate which services will be placed under footpaths or road pavement. If the required services do not fit within the road reserve, the road reserve width will need to be increased to accommodate the services.</p> <p>The plans and cross sections are to be approved by the responsible authority and all relevant service authorities prior to development commencing.</p>
R52	<p>Above ground utilities must be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts, and be designed to the satisfaction of the relevant authority.</p> <p>Where that infrastructure is intended to be located in public open space, the land required to accommodate that infrastructure will not be counted as contribution to public open space requirements specified and will be additional to the areas designated in <i>Table 2 - Open Space Delivery Guide</i>.</p>
R53	Subject to South East Water agreeing to do so, the developer must enter into an agreement with South East Water requiring the subdivision to be

	reticulated with a dual pipe recycled water system to provide for the supply of recycled water from a suitable source or scheme to all allotments and open space reserves within the subdivision.
R54	Fibre optic broadband cable (or superior technology) must be made directly available to every building or separate leaseable tenancy in the precinct.
R55	All new electricity supply infrastructure (excluding substations and cables with voltage 66kv or greater) must be provided underground.

GUIDELINES

G46	Above ground utilities should be located outside of key view lines and should be screened with vegetation as appropriate
G47	Design and placement of underground services in new or upgraded streets should be guided by <i>Appendix D: Service Placement Guidelines</i> .
G48	Utility easements to the rear of lots should only be provided where there is no practical alternative.
G49	Any utility infrastructure running adjacent to or crossing a high power electricity easement should be engineered to protect the integrity of the asset to the satisfaction of the responsible authority and electricity easement owner.

3.5.3 Energy and sustainability

GUIDELINES

G50	<p>Development should facilitate the reduction of environmental impacts and resource use through:</p> <ul style="list-style-type: none"> • Appropriate subdivision designs that orientate buildings on an east-west axis to achieve greater access to northern sun; • Public realm design and connectivity; • Facilitation of alternative energy generation systems; and • Access to public and integrated active transport networks.
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Plan 13 Precinct Infrastructure Plan (*To be determined*)

3.6 Infrastructure Delivery and Staging

Infrastructure within the precinct will be delivered via the following mechanisms:

- Subdivision construction works by developers;
- Agreements under S173 of the *Planning and Environment Act 1987*;
- Utility service provider requirements, including any development services (drainage) scheme/strategy or equivalent managed by the relevant drainage authority;
- Pakenham South Employment Infrastructure Contributions Plan (ICP);
- Relevant development/infrastructure contributions from adjoining areas;
- Capital works projects by Council, State government agencies and non-government organisations;
- The Growth Area Infrastructure Contributions (GAIC) and GAIC Works in Kind projects; and
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

3.6.1 Subdivision works by developers

REQUIREMENTS	
R56	<p>Subdivision of land within the precinct must provide and meet the total cost of delivering the following infrastructure:</p> <ul style="list-style-type: none"> • Connector roads and local streets (including internal loop roads and service roads that abut arterial roads); • Local bus stop infrastructure along Greenhills Road; • Landscaping of all existing and future roads and local streets; • Intersection works and traffic management measures along arterial roads, connector streets and local streets (except those included in the ICP); • Council approved fencing and landscaping (where required) along arterial roads and open space; • Local shared, pedestrian and bicycle paths along local arterial roads, connector roads, utilities easements, local streets, waterways and

	<p>within local parks including bridges, intersections, and barrier crossing points (except where otherwise included in the ICP);</p> <ul style="list-style-type: none"> • Bicycle parking facilities as required in this document; • Appropriately scaled lighting along all roads, major shared and pedestrian paths, and within public open space; • Improvements to local reserves and open space (refer open space delivery below); • Local drainage system; • Local street or pedestrian path crossings of waterways and the electricity transmission line easement unless included in the ICP or outlined as the responsibility of another agency in the Precinct Infrastructure Plan; • Infrastructure as required by utility service providers including water, sewerage, drainage (except where the item is funded through a Development Services Scheme), electricity, gas, and telecommunications; and • Provision of water tapping, potable and recycled water connection points for any open space.
R57	<p>All public open space (where not otherwise provided via an Infrastructure Contributions Plan) must be finished to a standard that satisfies the requirements of the responsible authority prior to the transfer of the public open space, including but not limited to:</p> <ul style="list-style-type: none"> • Removal of all existing and disused structures, foundations, pipelines and stockpiles; • Clearing of rubbish and environmental weeds and rocks, levelled, topsoiled and grassed with warm climate grass; • Provision of water tapping, potable and/or recycled water connection points; • Identification of sewer, gas and electricity connection points for land proposed as local reserves; • Trees and other plantings; • Vehicular exclusion devices (landscape treatments, fences, bollards or other suitable methods) and maintenance access points, to the satisfaction of the responsible authority; and • Installation of park furniture including shelters, tables and other local scale play equipment elements such as half basketball courts, exercise equipment, rubbish bins and appropriate paving to support these facilities consistent with the type of public open space listed in <i>Table 2 - Open Space Delivery Guide</i>.

R58	<p>Local parks identified in <i>Table 4 - Precinct Infrastructure</i> must be vested in the relevant authority in the following condition:</p> <ul style="list-style-type: none"> • Free from surface and/or protruding rocks and structures and contaminated soil; • Graded and/or topsoiled to create a safe and regular surface with a maximum 1:6 gradient; • Seeded and top-dressed with drought-resistant grass in bare, patchy and newly-graded areas; • Landscaped; and • Include installation of park furniture including shelters, tables and other local scale play equipment elements such as half basketball courts, exercise equipment, rubbish bins and appropriate paving to support these facilities consistent with the type of public open space listed in <i>Table 2 - Open Space Delivery Guide</i>.
R59	<p>Any heritage site / reserve to be vested in the relevant authority must be done to a standard that satisfies the requirements of that authority. Works required prior to the transfer include, but may not be limited to:</p> <ul style="list-style-type: none"> • Clearing of rubbish, weeds and contaminated soils • Essential repairs to and stabilisation of any structures • Any fencing required to ensure the safety of the public <p>Any works carried out must be consistent with any relevant Cultural Heritage Management Plan and Conservation Management Plan.</p>
R60	<p>Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street to adopt a consistent cross-section until a suitable transition can be made.</p>

3.6.2 Development staging

REQUIREMENTS	
R61	<p>Development staging must provide for the timely provision and delivery of:</p> <ul style="list-style-type: none"> • Intersections of connector streets and arterial roads; • Connector streets; • Street links between properties, constructed to the property boundary; and • Connection of the on and off road pedestrian and bicycle network.
R62	<p>Streets must be constructed to property boundaries where an inter-parcel connection is intended or indicated in the PSP, by any date or stage of development required or approved by the responsible authority.</p>

GUIDELINES	
G51	<p>Development staging will be largely determined by the development proposals on land within the precinct and the availability of infrastructure services.</p> <p>Development applications should demonstrate:</p> <ul style="list-style-type: none"> • How the development, to the extent practicable, will be integrated with adjoining developments, through the timely provision of connecting roads and walking/cycling paths; • How sealed road access will be provided to each new allotment; and • How any necessary trunk service extensions will be delivered, including confirmation of the agreed approach and timing of infrastructure by the relevant service provider
G52	<p>Where practical, delivery of local reserves/parks, pedestrian and cycle path connections (as relevant) should commence in the early stages of development.</p>

3.6 3.7 Precinct Infrastructure

Plan 13 and Table 4 - Precinct Infrastructure list the items of the Pakenham South Employment ICP and other infrastructure to be delivered by the local council or State Government to meet the needs of the proposed development within the precinct. Delivery of all Local Access Roads are to be funded through developer works.

Table 4 Precinct Infrastructure

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING
					Ultimate land	Interim construction	Ultimate construction	
Road Projects								
Road	-	Greenhills Road from McGregor Road to Healesville-Koo Wee Rup Road (between intersection extents)	Construction of first carriageway within existing road reserve (northern side of ultimate road reserve). Approx. 380 metres already completed	Other precinct (South East Business Park)	No	No	No	M
Road	-	Greenhills Road from McGregor Road to Healesville-Koo Wee Rup Road (between intersection extents)	Construction of ultimate second carriageway (southern side of ultimate road reserve)	VicRoads	No	No	No	L
Road	RD-01	Greenhills Road from McGregor Road to Healesville-Koo Wee Rup Road (between intersection extents)	Provision of land (ultimate 34 metre road reserve) for second carriageway south of existing road reserve	Cardinia Shire Council	Yes	No	No	S-M
Road	-	McGregor Road (Princes Freeway to Greenhills Road, including signalised intersection at South East Boulevard)	Construction of ultimate second carriageway (land to be acquired outside of precinct)	VicRoads	No	No	No	L

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING
					Ultimate land	Interim construction	Ultimate construction	
Road	-	Healesville-Koo Wee Rup Road (South East Boulevard to south of Greenhills Road)	Land acquisition (PAO) and construction of second carriageway	VicRoads	No	No	No	L
Intersection Projects								
Intersection	IN-01	Greenhills Road / Healesville-Koo Wee Rup Road intersection	Provision of land (interim treatment) and construction of intersection (interim treatment). Major Roads Project Victoria delivering whole of intersection excluding additional lane on Greenhills Road and south west left turn slip lane)	Cardinia Shire Council	Yes	Yes	N/A	S-M
Intersection	IN-02	Greenhills Road / Commercial Drive intersection	Provision of land (ultimate treatment) and construction of roundabout at existing T intersection (interim treatment)	Cardinia Shire Council	Yes	Yes	N/A	S-M
Intersection	-	Greenhills Road / Commercial Drive intersection	Upgrade of roundabout to ultimate standard (lane road)	VicRoads	No	No	No	L
Intersection	IN-03	Greenhills Road / North-South Road intersection	Provision of land (ultimate treatment) and construction of roundabout (interim treatment)	Cardinia Shire Council	Yes	Yes	N/A	M

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING
					Ultimate land	Interim construction	Ultimate construction	
Intersection	-	Greenhills Road / North-South Road intersection	Upgrade of roundabout to ultimate standard (4 lane road)	VicRoads	No	No	No	L
Intersection	-	Greenhills Road / McGregor Road intersection	Construction of interim T intersection	Other precinct (South East Business Park)	No	No	No	S-M
Intersection	IN-04	Greenhills Road / McGregor Road intersection	Provision of land (ultimate treatment) and upgrade of intersection to signalised T intersection (interim treatment)	Cardinia Shire Council	Yes	Yes	N/A	S-M
Intersection	-	Greenhills Road / McGregor Road intersection	Upgrade of signalised intersection to ultimate standard (4 lane road / extension of Thompsons Road)	VicRoads	No	No	No	L
Intersection	IN-05	McGregor Road	Provision of land (ultimate treatment) and construction of roundabout (ultimate treatment)	Cardinia Shire Council	Yes	N/A	Yes	S-M
Culvert Projects								
Culverts	-	Greenhills Road	Construction of 3 (1 existing) culverts under Greenhills Road to convey 1 in 100 year flows	Other precinct (South East Business Park)	No	No	No	S-M

PROJECT CATEGORY	ICP PROJECT NUMBER	TITLE	PROJECT DESCRIPTION	LEAD AGENCY	COMPONENT INCLUDED IN ICP			TIMING
					Ultimate land	Interim construction	Ultimate construction	
Open Space Projects								
Local path	P-01	Greenhills Road Footpath (between intersection extents)	Construction of footpath on south side of ultimate second carriageway of Greenhills Road	Cardinia Shire Council	No	N/A	Yes	M
Open space	LP-01	Local Park	Provision of land for open space adjacent to LCC (1.156 hectare park)	Cardinia Shire Council	Yes	No	No	M
Open space	LP-02	Local Park	Provision of land for central open space (1.534 hectare park)	Cardinia Shire Council	Yes	No	No	M
Open space	LP-03	Local Park	Provision of land for southern open space (.71 hectare park)	Cardinia Shire Council	Yes	No	No	M
Drainage	-	Wetland	Land and construction of wetland	Melbourne Water	No	No	No	S-M

4.0 APPENDICES

4.1 APPENDIX A: Property-Specific Land Use Budget

Table 5 Property Specific Land Use Budget

PSP PROPERTY ID	TOTAL AREA (HECTARES)	Transport		Open Space		Total Net Developable Area (Hectares)	Net Developable Area % of Property
		Arterial Road		Uncredited Open Space	Credited Open Space		
		Arterial Road – Public Acquisition Overlay	Arterial Road - New / Widening / Intersection Flaring (ICP land)	Waterway and Drainage Reserve	Local Network Park (ICP land)		
1	34.81	3.09	0.74	0.74	-	30.24	86.88%
2	20.08	-	0.36	-	1.16	18.57	92.48%
3	1.00	-	0.03	-	-	0.97	97.21%
4	25.32	-	0.71	-	-	24.61	97.18%
5	103.23	2.53	1.70	1.83	2.24	94.94	91.97%
TOTALS PSP	184.45	5.62	3.54	2.56	3.40	169.33	91.80%

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4.2 APPENDIX B: Buffers

Buffer distances from sensitive land uses

A number of existing dwellings are located within and in close proximity to the Precinct. It is expected that over time and as the Precinct develops, a number of these dwellings will be removed with additional opportunities for uses which require extensive buffer distances.

These plans were prepared on the assumption on the likely life time of dwellings, and the expected development timeframe of the Precinct. Therefore they are projections only and the plans do not override the buffer requirements in the planning scheme.

Pakenham Water Recycling Plant Odour Buffer

The Pakenham Water Recycling Plant is located immediately to the east of the Precinct.

South East Water intends to treat all sewage from the Clyde, Officer and Pakenham areas at an expanded Pakenham Water Recycling Plant (WRP) site. South East Water, in coordination with Council, has produced a forecast for sewage treatment at Pakenham WRP. Based on this forecast the treatment plant will service an equivalent population of 460,000 people by 2060. This will require significant upgrades to onsite infrastructure for South East Water and may, at times, have offsite impacts such as noise and odour on nearby land uses.

In accordance with EPA Guidance Publication 1518 – *Recommended separation distances for industrial residual air emissions*, a mechanical sewage treatment plant as is planned for Pakenham should maintain a separation distance of 770m from sensitive receptors. Based on this guidance South East Water recommends an area extending 770m from South East Water's boundary on the eastern edge of the Pakenham South Employment PSP be noted within the PSP as potentially impacted by offensive odours. Planning controls and advice within this area to restrict uses that may be negatively impacted by this odour are recommended. Clear advice on the odour potential may also be provided such that businesses setting up in the area can make appropriate allowances. The indicative odour

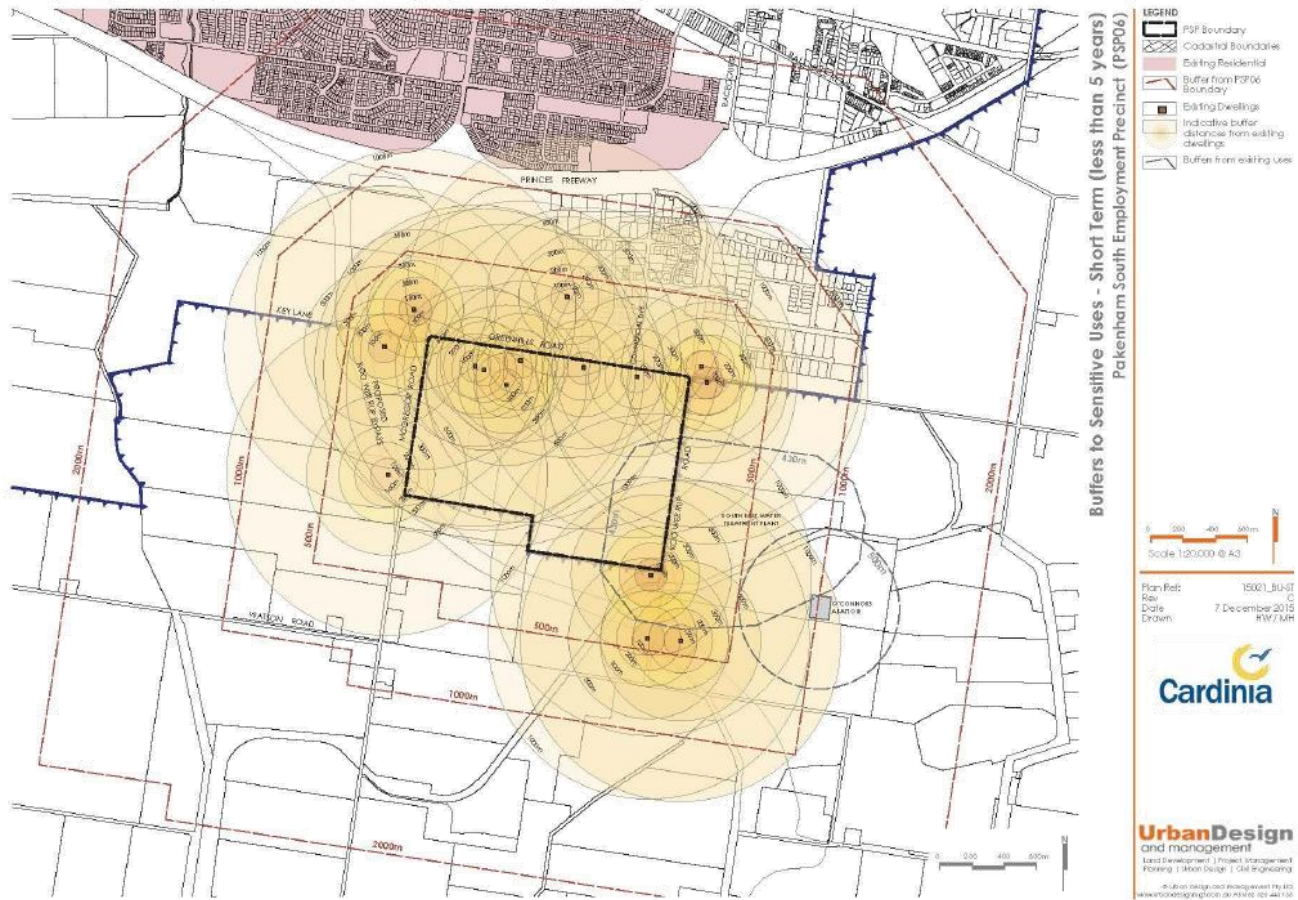
buffer shown on page 55 indicates the boundary of the area recommended as being listed as odour affected in the PSP by South East Water.

4.3 Pakenham Abattoir

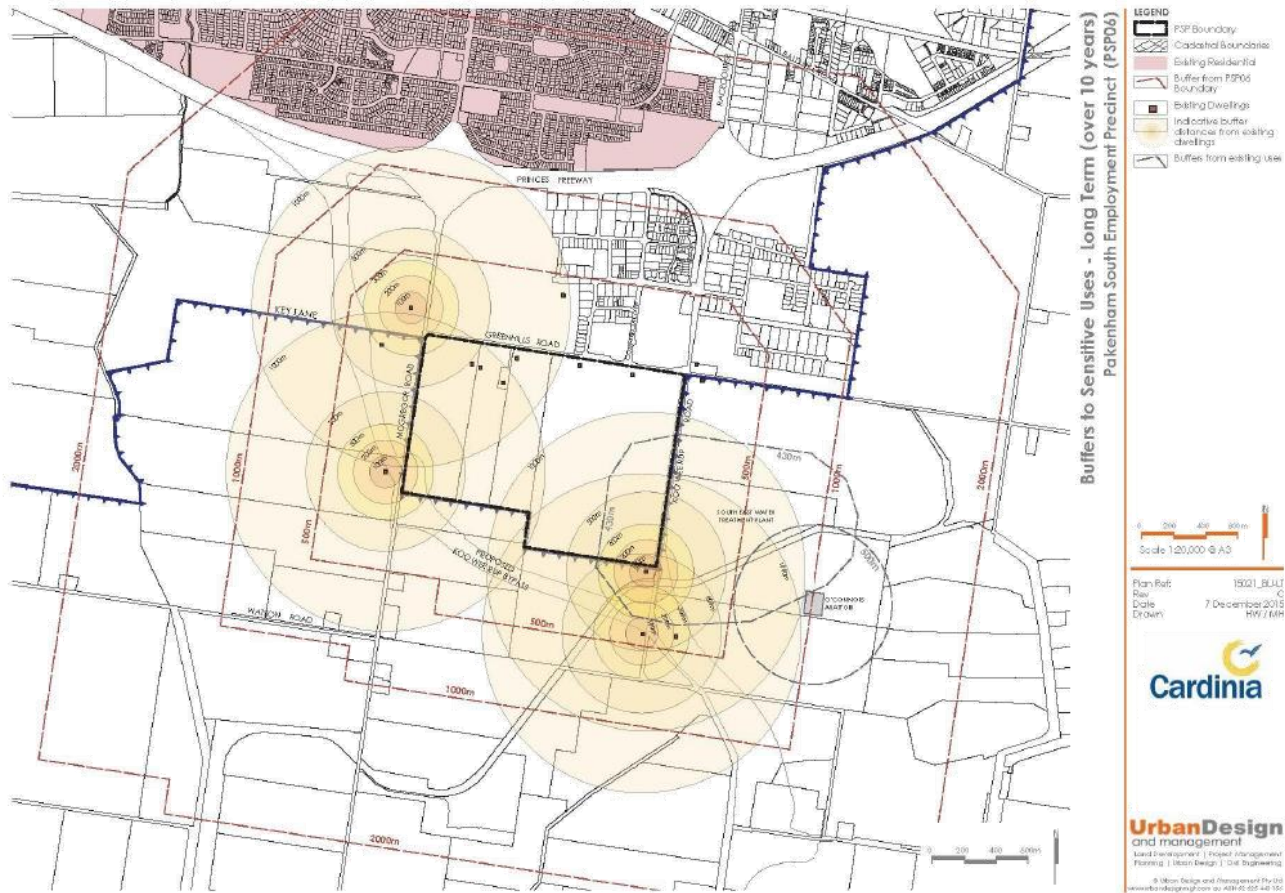
The Pakenham Abattoir and food production premises is situated directly east of the southern boundary of the PSP area.

The existing abattoir is subject to EPA's Scheduled Premises Regulations 2017 and has a separation distance of 500 metres from sensitive uses. As the source of the production is located almost 1 kilometre east of the Healesville-Koo Wee Rup Road, their 500 metre separation distance (buffer) does not currently extend to the proposed PSP precinct.

Buffer distances from sensitive uses (short term: less than 5 years)



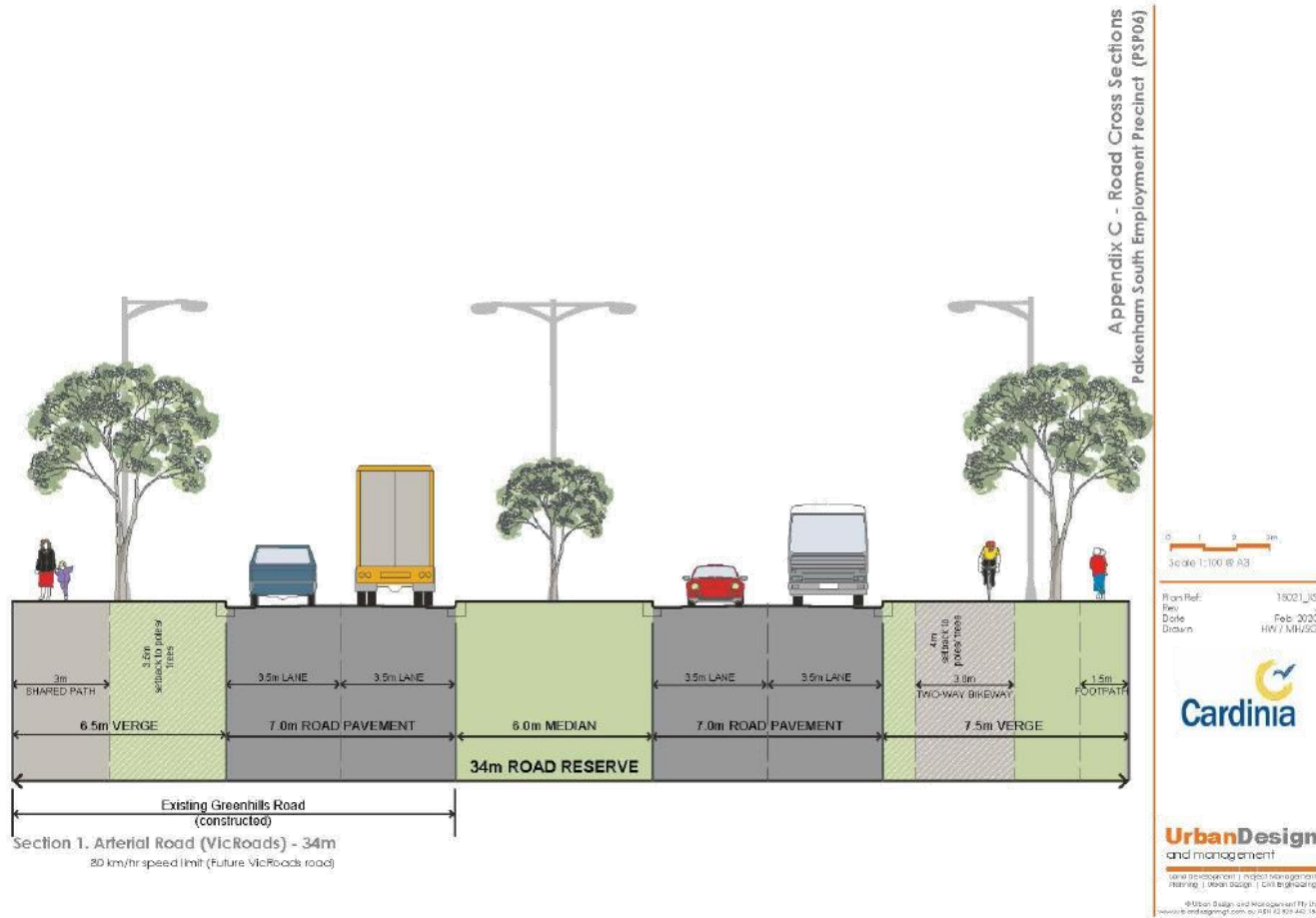
Buffer distances from sensitive uses (long term: over 10 years)

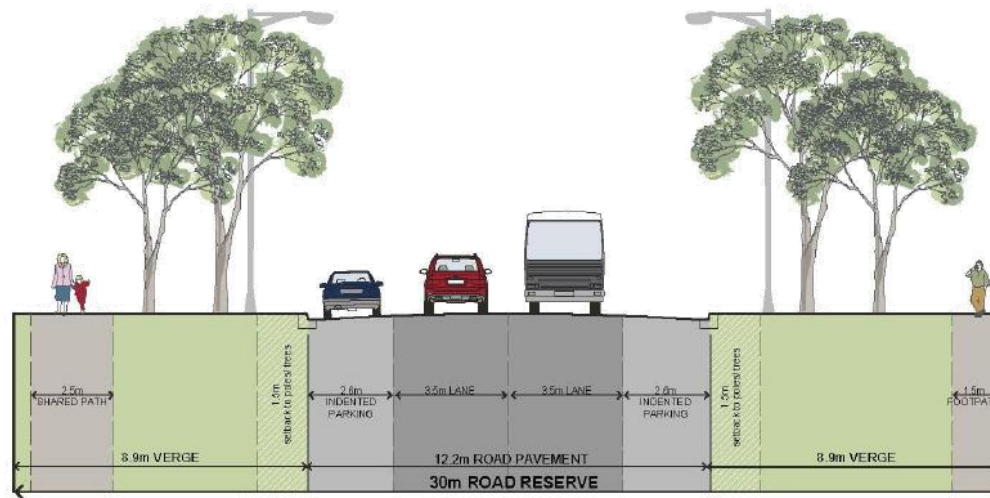


Indicative Pakenham Water Recycling Plant Buffer (subject to further investigation)



4.4 APPENDIX C: Road Cross Sections





Section 2. Industrial Connector Street (with Drainage Function) - 30m
50 or 60 km/hr speed limit

Appendix C - Road Cross Sections
Pakenham South Employment Precinct (PSP06)

Note: Verge width has been increased to allow the road reserve to facilitate drainage requirements. Actual road cross section will be determined through detailed design process.

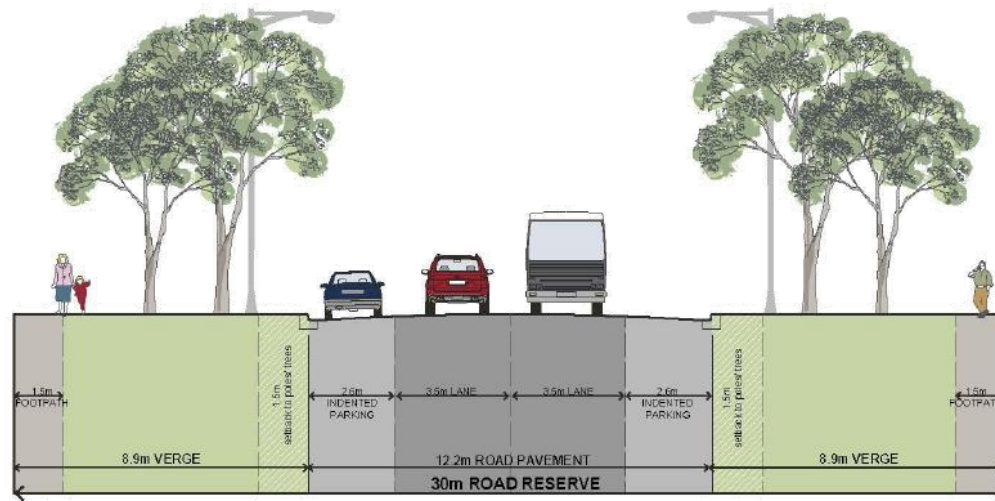


Plan Ref: 1501_35
Rev: J
Date: Feb 2020
Drawn: HW / MHVSG



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Section 3. Industrial Connector Street (with Drainage Function) - 30m
50 or 60 km/hr speed limit

Appendix C - Road Cross Sections
Pakenham South Employment Precinct (PSP06)

Note: Verge width has been increased to allow the road reserve to facilitate drainage requirements. Actual road cross section will be determined through detailed design process.



Plan Ref: 1502 LJS
Rev: J
Date: Feb 2020
Drawn: HWZ/MH/DG



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Section 4. Industrial Connector Street- 24m
50 or 60 km/hr speed limit

Appendix C - Road Cross Sections
Pakenham South Employment Precinct (PSP06)

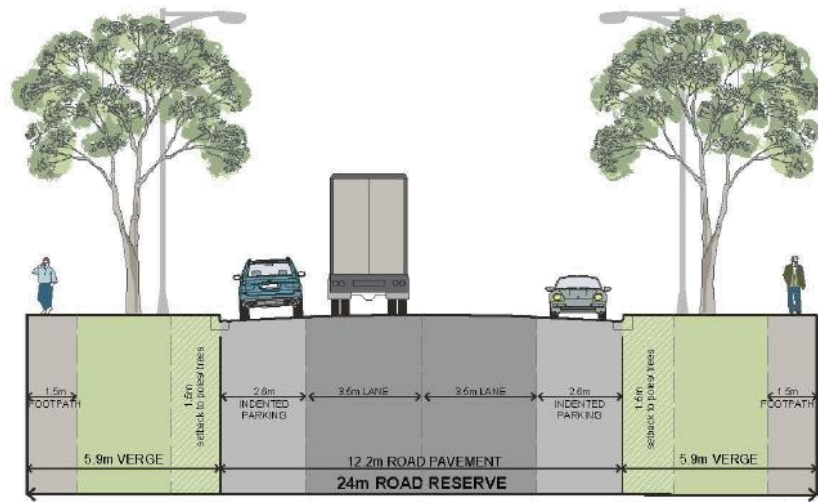
Scale 1:100 @ A3

Plan Ref: 1502 LUS
Rev: J
Date: Feb, 2020
Drawn: HWZ/DM/SC



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Section 5. Industrial Connector Street - 24m
50 or 60km/hr speed limit

Appendix C - Road Cross Sections
Pakenham South Employment Precinct (PSP06)

0 1 2 3m
Scale 1:100 @ A3

Plan Ref:	1802 LUS
Rev:	J
Date:	Feb, 2020
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4.5 APPENDIX D: Service Placement Guidelines

The *Engineering Design and Construction Manual for Subdivision in Growth Areas* (April 2011) outlines placement of services for a typical urban street environment. This approach is appropriate for the majority of the 'standard' road cross sections outlined in *Appendix C: Road Cross Sections* containing grassed nature strips, footpaths and road pavements.

General Principles for Service Placement

- Place gas and water on one side of road, electricity on the opposite side.
- Place water supply on the high side of road.
- Place services that need connection to adjacent properties closer to these properties.
- Place trunk services further away from adjacent properties.
- Place services that relate to the road carriageway (e.g. drainage, street light electricity supply) closer to the road carriageway.
- Maintain appropriate services clearances and overlap these clearances wherever possible.

Table 6 Servicing Guidelines

	UNDER PEDESTRIAN PAVEMENT	UNDER NATURE STRIPS	DIRECTLY UNDER TREES ¹	UNDER KERB	UNDER ROAD PAVEMENT ²	WITHIN ALLOTMENTS	NOTES
SEWER	Possible	Preferred	Possible	No	Possible	Possible ³	
POTABLE WATER	Possible ⁴	Preferred	Possible	No	Possible	No	Can be placed in combined trench with gas
RECYCLED WATER	Possible ⁴	Preferred	Preferred	No	Possible	No	
RETICULATED GAS	Possible ⁴	Preferred	Preferred	No	No	No	Can be placed in combined trench with potable water
ELECTRICITY	Preferred	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
FTTH/TELCO	Preferred	Possible	Possible	No	No	No	Pits to be placed either fully in footpath or nature strip
DRAINAGE	Possible	Possible	Possible	Preferred	Preferred	Possible ³	
TRUNK SERVICES	Possible	Possible	Possible	Possible	Preferred	No	

NOTES

1. Trees are not to be placed directly over property service connections
2. Placement of services under road pavement is to be considered when service cannot be accommodated elsewhere in road reserve.
3. Placement of services beneath edge of road pavement/parking bays is preferable to within traffic lanes.
4. Where allotment size/frontage width allows adequate room to access and work on a pipe where connections to properties are within a pit in the pedestrian pavement/footpath.

4.6 APPENDIX E: Open Space Delivery Guidelines

Park Hierarchy

The open space network is made up of a diverse range of spaces which will vary in sizes, shape and function. The hierarchy outlined below provides information and guidance on the key open space categories listed in *Table 6 – Open Space Delivery Guide*, of this PSP and what role and function they generally have in the network. Parks within the PSP will generally fall into one of the following categories:

Pocket Parks (<0.2ha)

These parks are small more intimate spaces that can provide incidental and spontaneous recreation and relaxation such as sitting, resting and eating lunch within a short safe walking distance of residents and workers. In built up or planned urban renewal areas, they increasingly incorporate significant hard and / or high standard soft landscaping to accommodate more intensive use.

Pocket parks will also complement the role of neighbourhood parks and may sometimes be designed to have a neighbourhood park role (including a play space), again often when associated with built up areas.

Metrics Guidance:

- Size = <0.2ha
- Catchment = 200-400m safe walking distance / 2-5 minute walk
- Stay length = <0.5hr.

Neighbourhood Parks (0.2-1Ha)

Defined as Local Parks and Pocket Parks in the Cardinia Shire Council's Recreation Open Space Strategy.

Neighbourhood parks are typically small to medium in size and primarily provide opportunities for informal and opportunistic recreation, relaxation or play to local residents within short safe walking distance. Such reserves typically include

basic facilities such as seats, walking paths and a small playground and may also incorporate natural and heritage features.

In built up areas, the role, function and importance of these spaces may increase and they may include more intensive infrastructure to support greater use. In this way, neighbourhood parks can complement the role of pocket parks.

Metrics Guidance:

- Size = 0.2-1ha
- Catchment = 400m safe walking distance / 5 minute walk (potentially closer in high density areas)
- Stay length = 0-1hr.

Community Parks (1-5Ha)

Defined as Neighbourhood Parks in the Cardinia Shire Council's Recreation Open Space Strategy

Medium parks, often with more diverse facilities and landscape characteristics that supports a range of informal recreation, relaxation or play opportunities for short to medium time periods. Facilities for organised recreation may also be provided for. These parks service residents within a short to medium safe walking catchment and may also incorporate natural and heritage features.

In built up areas, the role, function of importance of these spaces may increase and they may carry more intensive infrastructure to support greater use.

Community parks are also the neighbourhood park for local residents.

Metrics Guidance:

- Size = 1-5ha
- Catchment = 800m safe walking distance / 10 minute walk
- Stay length = 0.5-2hrs.

District Parks (5-15Ha)

Defined as District Parks in the Cardinia Shire Council's Recreation Open Space Strategy

Medium to large parks that serve a medium suburb scale catchment accessible via longer walks, short cycle rides and short vehicle trips. These park types may include natural and heritage features but will often mainly be designed to provide for organised sports or informal recreation and longer stay social gatherings, or a combination of both. Infrastructure may also support staging of community events.

District parks are also the neighbourhood park for local residents.

Metrics Guidance:

- Size = 5-15ha
- Catchment = 1.2km safe walking distance / 15-20 minute walk / 5 minute bike ride
- Stay length = 1-4+ hours.

Regional Open Space

Municipal Parks (15-50ha)

Defined as Municipal Parks in the Cardinia Shire Council's Recreation Open Space Strategy

Large to very large Council owned and / or managed parks that can accommodate high visitation from a broad municipal or greater catchment. Will often integrate a wide range of formal and informal functions and include facilities (such as car-parking, toilets, shelters and picnic facilities, walking trails and larger playgrounds) to support longer stays, multiple social gatherings and staging of large scale community events. Higher order organised sporting infrastructure is typically a dominant feature of such reserves, however significant natural features such as waterways or native vegetation may also form a significant component.

Municipal parks are also be the neighbourhood park for nearby residents.

Metrics Guidance:

- Size: 15-50ha+
- Catchment: - +5km / 15-20 minute bike ride / 5-10 minute drive
- Stay length: 1-5+ hours

Metropolitan Parks (50Ha+)

Defined as Regional Park in the Cardinia Shire Council Council's Recreation Open Space Strategy

Large to very large State owned and / or managed parks (usually via Parks Victoria) that accommodate and promote high visitation from a broad regional and / or metropolitan catchment. Metropolitan parks generally provide facilities for informal and nature based recreation in natural and / or semi natural settings and will often be associated with significant waterways and extensive areas of native, and / or historically important exotic vegetation. Infrastructure in these parks will usually include car-parking, toilets, shelters and picnic facilities, walking trails and larger playgrounds and even cafes to support longer stays, multiple social gatherings and staging of large scale community events. Organised sporting infrastructure may sometimes be strategically incorporated with these parks.

Metropolitan Parks are also the neighbourhood park for nearby residents.

Metrics Guidance:

- Size: 50ha+
- Catchment: - =>15km / 20 minute drive / 45-60 minute bike ride
- Stay length: 2-5+ hours

Linear Parks

Linear Parks are parks that are developed and used for pedestrian and cyclist access, both recreational and commuter, between residential areas and key community destinations such as recreational facilities, schools and other community facilities, public transport and places of work. Linear Reserves are generally linear in nature and follow existing corridors such as water courses and

roads. They usually contain paths or tracks (either formal or informal) that form part of the wider path/track network. While the primary function of Linear Reserve is pedestrian and cyclist access, these parks may serve additional purpose such as storm water conveyance, fauna movement and ecological/biodiversity protection.

Attachment 8 Pakenham South PSP Urban Growth Zone Schedule 6

DD/MM/YYYY Proposed **SCHEDULE 6 TO THE URBAN GROWTH ZONE**

Shown on the planning scheme map as **UGZ6**.

Pakenham South Precinct Structure Plan

1.0 The plan

DD/MM/YYYY Proposed Map 1 below shows the future urban structure proposed in the *Pakenham South Precinct Structure Plan*. It is a reproduction of Plan 3 in the *Pakenham South Precinct Structure Plan*.

Map 1 to Schedule 6 to Clause 37.07



Attachment 8 Pakenham South PSP Urban Growth Zone Schedule 6

2.0 Use and developmentDD/MM/YYYY
Proposed**The land**DD/MM/YYYY
Proposed

The use and development provisions specified in this schedule apply to the land as shown within the 'precinct boundary' on Map 1 of this schedule and shown as UGZ5 on the planning scheme maps.

Note: If land shown on Map 1 is not zoned UGZ, the provisions of this zone do not apply.

2.2 Applied zone provisionsDD/MM/YYYY
Proposed

The use, subdivision, construction of a building and construction and carrying out of works provisions of the following zones in this scheme apply as set out in Table 1.

Table 1: Applied Zone Provisions

Land use/development (carried out or proposed) generally in accordance with the precinct structure plan applying to the land	Applied zone provisions
Arterial Road	Clause 36.04 – Road Zone
Commercial Land	Clause 34.01 – Commercial 1 Zone
All other land	Clause 33.01 – Industrial 1 Zone

2.3 Specific provision - Reference to a planning scheme zone is a reference to an applied zoneDD/MM/YYYY
Proposed

A reference to a planning scheme zone in an applied zone must be read as if it were a reference to an applied zone under this schedule.

Note: e.g. The Commercial 2 Zone specifies 'Shop' as a Section 1 Use with the condition, 'The site must adjoin, or have access to, a road in a Road Zone.' In this instance the condition should be read as, 'The site must adjoin, or have access to, a road in a Road Zone or an applied Road Zone in the Urban Growth Zone schedule applying to the land'

2.4 Specific provision – Use of land

DD/MM/YYYY
Proposed

The following provisions apply to the use of land.

Table 2: Use

Use	Requirement
<ul style="list-style-type: none"> • Shop where the applied zone is Commercial 1 Zone 	<p>A permit is required to use land for a Shop if the combined leasable floor area of all shops exceeds:</p> <ul style="list-style-type: none"> ▪ 1,000 square metres for land shown as Pakenham South Convenience Centre in the <i>Pakenham South Precinct Structure Plan</i>.

3.0 Application requirements

DD/MM/YYYY
Proposed

If in the opinion of the responsible authority an application requirement listed below is not relevant to the assessment of an application, the responsible authority may waive or reduce the requirement.

3.1 General

DD/MM/YYYY
Proposed

An application for subdivision and/or use and development of land must be accompanied by the following:

- A written statement that sets out how the subdivision implements the incorporated *Pakenham South Precinct Structure Plan*.
- A hydrogeological assessment of the groundwater conditions on the site and the potential impacts on the proposed development including any measures required to mitigate the impacts of groundwater on the development and the impact of the development on groundwater.
- A landscape plan
- A drainage strategy
- A Sustainability Statement that demonstrates how the development promotes environmental sustainability, including:
 - A site analysis plan that highlights the physical attributes of the site, including solar access, prevailing winds, topography, soil conditions, vegetation and visual links;
 - Details of environmentally sustainable design strategies, initiatives and features integrated into the development (including water re-use & alternative sources to mains supply, renewable energy and energy efficient building design & materials);
 - Plans indicating the location of environmentally sustainable design features as appropriate;
 - Waste Management Plan;
 - Management protocols for systems requiring ongoing maintenance and management.

Attachment 8 Pakenham South PSP Urban Growth Zone Schedule 6

3.1 Public Infrastructure PlanDD/MM/YYYY
Proposed

An application for subdivision and/or use and development of land must be accompanied by a Public Infrastructure Plan which addresses the following:

- What land may be affected or required for the provision of infrastructure works;
- The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment;
- The provision of public open space and land for any community facilities; and
- Any other matter relevant to the provision of public infrastructure required by the responsible authority.

3.2 Traffic Impact AssessmentDD/MM/YYYY
Proposed

An application that results in a need to create or change access to a primary or secondary arterial road must be accompanied by a Traffic Impact Assessment Report (TIAR). The TIAR, including functional layout plans and a feasibility / concept road safety audit, must be to the satisfaction of VicRoads or responsible authority, as required.

3.4 Subdivide, use or develop land for a sensitive purpose - Environmental Site AssessmentDD/MM/YYYY
Proposed

An application to subdivide land or use or develop land as identified in Table 3 of this schedule, for a sensitive use (residential use, child care centre, pre-school centre or primary school) must be accompanied by an Environmental Site Assessment by a suitably qualified environmental professional to the satisfaction of the responsible authority which takes account of the report titled '*Pakenham South Employment Precinct Phase 1 Environmental Site Assessment AECOM 28 October 2015*' and provides information including:

- Further detailed assessment of potential contaminants on the relevant land;
- Clear advice on whether the environmental condition of the land is suitable for the proposed use/s and whether an environmental audit of all, or part, of the land is recommended having regard to the *Potentially Contaminated Land General Practice Note June 2005, DSE*;
- Further detailed assessment of surface and subsurface water conditions and geotechnical characteristics (including soil and groundwater sampling) on the relevant land and the potential impacts on the proposed development including any measures required to mitigate the impacts of groundwater conditions and geology on the development and the impact of the development on surface and subsurface water; and
- Recommended remediation actions for any potentially contaminated land.

Table 3: Environmental Site Assessment

Address	Legal Description
100 Greenhills Road, Pakenham (portion to be Commercial 1 Zone only)	Lot 1-4 LP39971

4.0 Conditions and requirements for permitsDD/MM/YYYY
Proposed**4.1 Conditions for subdivision or buildings and works permits where land is required for community facilities, public open space and road widening**DD/MM/YYYY
Proposed

- Land required for community facilities or public open space shown as 'credited open space' as set out in the *Pakenham South Precinct Structure Plan* or the *Pakenham*

Attachment 8 Pakenham South PSP Urban Growth Zone Schedule 6

South Infrastructure Contributions Plan must be transferred to or vested in Council at no cost to Council unless the land is funded by the *Pakenham South Infrastructure Contributions Plan*.

- Land required for road widening including right of way flaring for the ultimate design of any intersection with an existing or proposed arterial road must be transferred to or vested in Council or VicRoads at no cost to the acquiring agency unless funded by the *Pakenham South Infrastructure Contributions Plan*.
- Land required for a road or public open space must be shown as a reserve on a Plan of Subdivision submitted for Certification in favour of Cardinia Shire Council or the relevant agency.

• **4.2 Condition for public transport**

DD/MM/YYYY
Proposed

Unless otherwise agreed to by Public Transport Victoria, prior to the issue of a statement of compliance for any subdivision stage, bus stops must be constructed, at full cost to the permit holder as follows:

- Generally in the location identified by Public Transport Victoria
- In accordance with the Public Transport Victoria *Guidelines for Land Use and Development* with a concrete hard stand area, and in activity centres a shelter must also be constructed
- Be compliant with the *Disability Discrimination Act – Disability Standards for Accessible Public Transport 2002*; and
- Be provided with direct and safe pedestrian access to a pedestrian path.

All to the satisfaction of Public Transport Victoria and the responsible authority.

• **4.3 Conditions - Environmental Site Assessment**

DD/MM/YYYY
Proposed

Any permit for the use and development of land, as listed in Table 3 of this schedule, for a sensitive use (residential use, child care centre, pre-school centre or primary school) must contain the following conditions:

- Before the commencement of the development of the land, the recommendations of the Environmental Site Assessment submitted with the application must be carried out to the satisfaction of the responsible authority.
- Upon receipt of the further testing report the owner must comply with any further requirements made the responsible authority after having regard to the guidance set out in the *General Practice Note on Potentially Contaminated Land June 2005* (DSE). The plan of subdivision must not be certified until the responsible authority is satisfied that the land is suitable for the intended use.

Any permit for the subdivision of land listed in Table 3 of this schedule must contain the following conditions:

- Before a plan subdivision is certified under the *Subdivision Act 1988*, the recommendations of the Environmental Site Assessment submitted with the application must be carried out to the satisfaction of the responsible authority.
- Upon receipt of the further testing report the owner must comply with any further requirements made the responsible authority after having regard to the guidance set out in the *General Practice Note on Potentially Contaminated Land June 2005* (DSE). The plan of subdivision must not be certified until the responsible authority is satisfied that the land is suitable for the intended use.

4.4 Management of bushfire risk during subdivisional works

D/MM/YYYY
Proposed

A permit for a subdivision that contains a condition requiring a construction management or site management plan must ensure that the relevant plan addresses any potential bushfire risks arising from the land during construction and must include a statement from a suitably

 Attachment 8 Pakenham South PSP Urban Growth Zone Schedule 6

qualified professional that the proposed bushfire risk management measures are appropriate.

5.0 Advertising Signs

DD/MM/YYYY
Proposed

Land is in the category specified in the applied zone.

5.1 Land and home sales signs

DD/MM/YYYY
Proposed

Despite the provisions of Clause 52.05, signs promoting the sale of land or homes on the land (or on adjoining land in the same ownership) may be displayed without a permit provided:

- The advertisement area for each sign does not exceed 10 square metres;
- Only one sign is displayed per road frontage. Where the property has a road frontage of more than 150 metres multiple signs may be erected provided there is a minimum of 150 metres distance between each sign, with a total of not more than 4 signs per frontage;
- The sign is not animated, scrolling, electronic or internally illuminated sign;
- The sign is not displayed longer than 21 days after the sale (not settlement) of the last lot; and
- The sign is setback a minimum of 750mm from the property boundary.

A permit may be granted to display a sign promoting the sale of land or homes on the land (or on adjoining land in the same ownership) with an area greater than 10 square metres

If the sign does not meet all of the requirements listed above, it must comply with the provisions of Clause 52.05.

6.0 Decision Guidelines

DD/MM/YYYY
Proposed

Before deciding on an application to use land for a shop on land identified within the 'Pakenham South Local Convenience Centre', in addition to the decision guidelines at Clause 37.07-14, the responsible authority must consider, as appropriate:

- The local catchment and PSP catchment demand for the additional floor area; and
- The effect on existing and future major town centres within the Shire of Cardinia

Planning and Environment Act 1987

CARDINIA PLANNING SCHEME

AMENDMENT C265card

DRAFT EXPLANATORY REPORT

Who is the planning authority?

This amendment has been prepared by the Cardinia Shire Council, which is the planning authority for this amendment.

The Amendment has been made at the request of Cardinia Shire Council.

Land affected by the amendment

The Amendment applies to approximately 185 hectares of land generally bound by Greenhills Road to the north, Healesville-Koo Wee Rup Road to the east, Green Wedge zoned land to the south and McGregor Road to the west, as shown in Map 1.

Map 1



What the amendment does

The Amendment incorporates a new document into the Cardinia Planning Scheme titled *Pakenham South Employment Precinct Structure Plan* (the PSP). The amendment also rezones the land to an Urban Growth Zone Schedule 6 to facilitate the development of the land generally in accordance with the PSP, and makes a number of other consequential changes to the Cardinia Planning Scheme to support the implementation of the PSP.

More specifically, the amendment makes the following changes to the Cardinia Planning Scheme:

- Introduces Schedule 6 to Clause 37.07 Urban Growth Zone (UGZ6) and rezones the land within the precinct from UGZ to UGZ6. The schedule includes controls to facilitate land use and development generally in accordance with the incorporated *Pakenham South Employment Precinct Structure Plan*.
- Amends the Schedule to Clause 43.01 Heritage Overlay to:
 - Insert HO14 to the following heritage place identified in the *Pakenham South Employment Precinct Post-Contact Heritage Assessment, 2014 (revised January 2020)*:
 - 'Windarra', 40 Greenhills Road, Pakenham
 - Delete HO42 from the following heritage place identified in the *Pakenham South Employment Precinct Post-Contact Heritage Assessment, 2014 (revised January 2020)*:
 - 'ITU Milking Shed', 100 Greenhills Road, Pakenham
- Applies HO14 to the heritage site described above.
- Deletes HO42 from the heritage site described above.
- Amends the Schedule to Clause 52.17 to provide an exemption from requiring a planning permit to clear native vegetation where it is carried out in accordance with the approvals made pursuant to section 146B of the *Environment Protection and Biodiversity Conservation Act 1999* (Cth).
- Amends the Schedule to Clause 61.03 to update the planning scheme maps.
- Amend the Schedule to Clause 66.04 to require referrals for planning permit applications within the Pakenham Water Recycling Plant buffer to South East Water and for development or use within 60 metres of the transmission easement to AusNet Services.
- Amends the Schedule to Clause 72.04 to include a new incorporated document titled:
 - *Pakenham South Employment Precinct Structure Plan, February 2020*

Strategic assessment of the amendment

Why is the amendment required?

The amendment introduces planning provisions to implement the Statement Planning Policy Framework with regard to the growth of Melbourne by facilitating new urban development and opportunities for job creation within an employment precinct.

The planning scheme amendment allows for urban development outcomes that are specifically tailored to the precinct and should result in more certain and efficient regulation of the use and development of the land.

The amendment provides a balanced outcome in favour of net community benefit. The certainty provided by the amendment in terms of land use, development and infrastructure provides for a transparent and informed investment for developers, while delivering a clear picture for the future of the land for surrounding businesses and residents.

The amendment will implement further land for industrial use in accordance with the land's location identified within a State Significant Industrial Precinct in Melbourne's south east growth corridor. The amendment also complements existing provisions of the Scheme. In particular, the amendment streamlines and integrates processes for infrastructure provision, native vegetation management and diversity in employment opportunities.

The UGZ6 details the uses permitted within the precinct, along with the statutory requirements for planning permits and permit applications in accordance with the PSP.

How does the amendment implement the objectives of planning in Victoria?

To provide for the fair, orderly, economic and sustainable use and development of land.

The Pakenham South Employment precinct forms part of a State Significant Industrial Precinct in Melbourne's south east growth corridor within the Urban Growth Boundary.

The precinct represents a logical and orderly extension of the adjacent industrial land uses.

The precinct will provide for a range of employment opportunities providing economic benefit for local residents and business owners.

The precinct has been planned to include a local convenience centre, several parks and shared paths throughout making them accessible by walking and cycling. This approach should provide workers with a high standard of amenity and reduced need for reliance on a vehicle leading to a more sustainable precinct.

To provide for the protection of natural and man-made resources and the maintenance of ecological processes and genetic diversity.

The precinct does not contain any flowing waterways with Deep Creek located outside the PSP area in the south east corner. Further west of the site, approximately 1 kilometre, is Toomuc Creek. An adjacent waterbody to the Toomuc Creek, also outside of the PSP area, has been identified as a habitat for nationally threatened species the Growling Grass Frog.

The study area is highly modified and dominated by exotic pasture grasses of low ecological value. Very little remnant vegetation remains with only small patches mainly along roadsides.

The precinct is identified within the Biodiversity Conservation Strategy however, there is no requirement within the site for any biodiversity conservation. A referral of the PSP was made to the Melbourne Strategic Assessment team of DELWP who provided the following exemption to be included in the Schedule to Clause 52.17:

All native vegetation removal, destruction or lopping of which is required for any development that is subject to and carried out in accordance with 'Final approval for urban development in three growth corridors under the Melbourne urban growth program strategic assessment, 5 September 2013' made pursuant to section 146B of the Environment Protection and Biodiversity Conservation Act 1999 (Cth).

The proposed rezoning and future industrial precinct is likely to have a minimal impact upon ecological values. The PSP provides requirements and guidelines to ensure infrastructure is designed to minimise impacts on biodiversity values.

To secure a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria

The PSP will contain requirements that regulate the subdivision and development of land so as to create an employment precinct with a high standard of urban design and amenity. Open space areas and a path network linked via integrated public transport will provide nearby residents with good access to local employment opportunities.

The protection of a heritage building on the dominant ridgeline within the PSP area and incorporating this building within a local park setting adjacent to the local convenience centre, will assist in creating a sense of place within the precinct, as well as providing for passive recreation spaces.

To conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or otherwise of special cultural value.

A background study informing the amendment has identified several places within the precinct comprising very low density stone artefact scatters. These artefact scatters possess very low scientific significance and high cultural significance in terms of Aboriginal cultural heritage. The located artefacts have been collected and recorded. An approved Cultural Heritage Management Plan for the precinct does not provide any specific management requirements for the area. Development proponents are required to comply with the *Aboriginal Heritage Act 2006* in relation to any matters of aboriginal significance on the land.

The amendment amends the Schedule to the Heritage Overlay to include a new heritage place in the Scheme. The heritage overlay will protect the following heritage place identified in the heritage background report, titled *Pakenham South Employment Precinct Post-Contact Heritage Assessment, 2014 (revised January 2020)*:

- HO14 - 'Windarra', 40 Greenhills Road, Pakenham

The curtilage to the heritage place is smaller than the title boundary, and has been drawn to provide adequate protection for the identified elements of heritage significance, their setting and context. The *Pakenham South Employment Precinct Post-Contact Heritage Assessment, 2014 (revised January 2020)* identifies two potential curtilage areas, one proposed in 2014 and Council's preferred curtilage proposed in 2020 which is reduced to exclude two deteriorated outbuildings.

The PSP includes a number of requirements and guidelines that seek to ensure that the heritage place is protected from inappropriate urban development, and properly integrated with future surrounding subdivision.

The amendment also amends the Schedule to the Heritage Overlay to remove an existing heritage place from the Scheme:

- HO42 – 'IYU Milking Shed' – 100 Greenhills Road, Pakenham

The heritage background report, titled *Pakenham South Employment Precinct Post-Contact Heritage Assessment, 2014 (revised January 2020)*, determines that alterations to the built fabric of the heritage building finds it now below the threshold of local significance and the HO can be removed from the site.

To protect public utilities and other assets and enable the orderly provision and coordination of public utilities and other facilities for the benefit of the community.

A separate planning scheme amendment will provide for an Infrastructure Contributions Plan (ICP) that will set out how roads, intersections and recreation spaces will be funded for delivery. This is a Section 20A amendment prepared by the Minister for Planning as set out in the *Planning and Environment Regulations 2015*.

Drainage infrastructure will be upgraded to cater for urban development and allow for natural flows into stormwater quality treatment and drainage assets.

A high voltage (500kV) electricity transmission easement traverses the south of the precinct from east to west. The use and development within the easement will be restricted and regulated through planning permit referrals to the electricity transmission authority. In an industrial precinct, it's appropriate that restricted uses can occur within the easement, such as parking and storage of non-metal items. The manager/operator of the transmission lines will not be affected by the amendment.

An easement running north-south along the precinct boundary adjacent to Healesville-Koo Wee Rup Road contains gas and electricity assets which will also not be affected by the amendment.

To balance the present and future interests of all Victorians.

The PSP identifies land within the precinct for road upgrades, local parks, the provision of upgraded utility networks and connectivity to existing and future planned employment areas. Implementation of the PSP via the amendment will deliver increased employment opportunities for the local communities as well as providing for larger employment anchors to cater for the metropolitan and national markets.

Infrastructure required to service the precinct will be partially funded by contributions from development within the precinct area, to be collected via an ICP which will be subject to a subsequent amendment. By doing so, those benefitting from the infrastructure upgrade will contribute to the cost of delivering it as opposed to the full financial burden being borne by public expenditure.

How does the amendment address any environmental, social and economic effects?

Environmental impacts

Development of the land following the amendment will alter the existing farming landscape of the precinct by changing stormwater flows, increasing traffic flows and intensifying industrial activities in the area.

These matters are mitigated through the proposed amendment to facilitate a productive, high amenity employment precinct. In particular:

- Land is set aside south of the PSP for a wetland reserve which will store and treat stormwater generated within the precinct. This wetland has been designed to meet current legislative

standards noting its location within a floodplain and the existing nearby industries. The Deep Creek will be protected through the proposed drainage design.

- An environmental site assessment has been carried out for the land to determine the existence of any contamination. The assessment identified that the potential for contamination to be present on the land was low.
- A Traffic Impact Assessment (TIA) was completed in 2018 however, due to subsequent recent changes to signalised intersection design as well as variation to local traffic, an update to the TIA is still being finalised. Primarily, further consideration was required due to the signalised intersection delivery at Healesville-Koo Wee Rup Road and Greenhills Road though the Major Roads Project Victoria upgrade project, and intersection requirements for the adjacent proposed regional motorsports facility. Ongoing discussions with the Department of Transport have occurred and will continue during the exhibition process. The absence of the revised TIA is not expected to have a deleterious effect on the amendment as this information will not alter the proposed layout of the PSP but may influence changes to the more detailed design for intersections and roads.
- The Pakenham Water Recycling Plant (PWRP) owned by South East Water (SEW) is located directly east of the PSP area. SEW have undertaken odour modelling and determined a buffer separation distance of 772 metres for a potential odour impact area. This significant infrastructure asset requires protection from future uses. The proposed PSP and schedule to the Urban Growth Zone identify a potential odour buffer for the PWRP of 772 metres which extends over almost half of the precinct in the east. Although no sensitive uses are proposed within the industrial PSP, particular uses that would otherwise not require a planning permit will trigger a planning permit application if they are proposed in the buffer. These uses include those that could be sensitive to potential odour such as food and drink and informal outdoor recreation.
- The Pakenham Abattoir, also an important existing nearby industry, has an existing buffer separation distance of 500 metres which is contained wholly within the abattoir site.

Social and economic effects

Situated within a State Significant Industrial Precinct as identified in *Plan Melbourne 2017-2050*, demand for employment land in the area has already been identified at the State level. In particular, the increasing population in this growth area requires additional job opportunities for local residents and neighbouring municipalities within the south east of Melbourne.

The amendment intends to provide for approximately 3,500 jobs with a large proportion of those anticipated to be in light industrial, freight and logistics, and manufacturing.

The amendment will provide a range of lot sizes to be provided at the time of subdivision so as to accommodate a variety of industrial business types.

Providing for job creation in the Pakenham South precinct will add to the economic well-being of the broader community. New businesses establishing in the precinct and increases in demand for goods and services locally will translate into greater economic activity.

New private sector investment will be significantly boosted in the immediate and surrounding area.

Proposed social infrastructure items include:

- Local convenience centre incorporating an adjacent park
- Shared path network throughout
- Local parks
- Bus capable roads

The local convenience centre will service the new precinct as well as potentially servicing part of the South East Business Park to the north, and ultimately traffic along Greenhills Road once this becomes the Thompson Road extension in the future.

Does the amendment address relevant bushfire risk?

The precinct lies within an identified bushfire prone area. Most of the land within and surrounding the precinct (east, west and south) is currently used for agriculture and grazing. To the north, land has

already been developed for industrial uses or is planned for future industrial uses in the medium term. The bushfire risk to the PSP area is from grassfire. There is no potential for extreme fire behaviour due to the lack of larger, non-grassland areas of vegetation and the relatively flat terrain and as such, no impact on the development of the study area for employment uses.

The UGZ6 includes planning controls that will ensure that the fire risk is managed during the staging of development across the precinct. These controls will work in combination with the building regulations and standard bushfire risk management provisions in a manner suitable for an area transitioning from rural to urban land uses. The CFA provided feedback to inform the controls implemented in the UGZ6.

The views of relevant agency will be sought again during the exhibition process.

Does the amendment comply with the requirements of any Minister's Direction applicable to the amendment?

The amendment complies with the Ministerial Direction on the Form and Content of Planning Schemes under section 7(5) of the Act.

The amendment also complies with the following relevant Ministerial Directions:

Direction No. 1 Potentially Contaminated Land

Ministerial Direction No. 1 does not strictly apply to the land affected by the amendment as the amendment is proposing to rezone land that has typically been used for various agricultural uses rather than industrial uses.

A desktop assessment has been carried to inform the potential for contamination to be present. The assessment identified possible chemical and fuel storage (currently or formally) in the precinct. However, the overall potential for contamination to be present was considered low.

Direction No. 9 - Metropolitan Strategy

Direction 9 has been considered in preparing this amendment and the amendment complies with this direction. The PSP area is located within the Officer-Pakenham Industrial Precinct which is identified in *Plan Melbourne 2017-2050* as a place of state significance for investment and growth. The amendment will facilitate the development of land within the urban growth boundary of Metropolitan Melbourne consistent with the direction of the Metropolitan Planning Strategy.

The amendment will implement the Industrial 1 Zone to employment land within the precinct.

Direction No. 11 - Strategic Assessment of Amendments

This direction seeks to ensure a comprehensive strategic evaluation of a planning scheme amendment. This explanatory report addresses the requirements outlined in this direction.

Direction No. 12 - Urban Growth Areas

Parts 4, 5, and 6 of Ministerial Direction 12 requires that when preparing an amendment to introduce or change provisions in a schedule to the UGZ, a planning authority must evaluate and include in the explanatory report a discussion about:

- *How the amendment implements any Growth Area Framework Plan applying to the land*

The South East Growth Corridor Plan applies to the precinct, which is identified in the plan as 'industrial' land. In the 2012 *Growth Corridor Plans – Managing Melbourne's Growth* document, this corridor is noted for its good freight and public transport connections, and as an attractive location for a wide range of advanced manufacturing and commercial enterprises, as well as the more traditional manufacturing, warehouse and logistics.

- *How does the amendment accord with the Precinct Structure Planning Guidelines*

Objective one: To establish a sense of place and community

The amendment enables the development of the Pakenham South Employment PSP area to evolve from farming land into a well serviced urban industrial precinct adjacent to existing industrial uses.

The PSP will offer the existing and future community with employment land with a high standard of urban design and amenity. The location of a local convenience centre with adjoining local park will provide a sense of place for workers within the precinct. Shared paths throughout the PSP area linked to several local parks will provide access to areas of relaxation and recreation.

Objective two: To create greater housing choice, diversity and affordable places to live

There are no residential uses proposed for this amendment.

Objective three: To create highly accessible and vibrant activity centres

A local convenience centre is proposed within the precinct adjacent to a local park where workers can spend time during their breaks. The convenience centre will be located at a prominent intersection along a future arterial road in order to maximise accessibility for workers within the precinct as well as potential passing traffic.

Objective four: To provide for local employment and business activity

The anticipated employment creation for the industrial precinct is 3,500 jobs. These jobs will add to the economic well-being of the broader community and provide local jobs for an ever growing residential population in the south east of Melbourne.

Objective five: To provide better transport choices

The Princes Freeway and the nearby Melbourne-Pakenham Rail Line, including bus services, enable strong regional connections for the precinct.

The precinct will include connector roads all of which will be bus capable. The cycle and walking trail network will provide access to key local destinations including the local convenience centre, local parks and future shared path along the Healesville-Koo Wee Rup Road.

Objective six: To respond to climate change and increased environmental sustainability

The provision for shared path facilities and bus capable roads encourages the use of sustainable transport modes within the precinct.

By providing the residents of Cardina and surrounding municipalities with access to local jobs this will reduce travel times for many workers who are currently travelling to the inner city or other employment hubs within the state.

Objective seven: To deliver accessible, integrated adaptable community infrastructure

The precinct will provide for three local parks linked via potential public transport and a shared path network, and a local convenience centre which will provide a sense of place for the employment community.

- *How the provisions give effect to the intended outcomes of the precinct structure plan*

The planning scheme ordinance forming part of the planning scheme amendment documentation have been drafted in response to the PSP. The requirements and guidelines of the PSP will be implemented, predominantly via the UGZ6, at the subdivision stage through application requirements and planning permit conditions.

As is intended by the PSP process, the UGZ6 will facilitate a streamlined planning permit application approval process to provide certainty and clarity.

- *How a translation of the provisions can be achieved, once development anticipated by the precinct structure plan is substantially complete.*

The UGZ6 has been drafted to respond to the Victorian Planning Provisions, building upon and tailoring these as necessary to implement the intent of the PSP. This way the translation of the UGZ6 to standard planning provisions can occur in a timely and efficient manner once development guided by the PSP is largely complete.

Direction No. 15 – The Planning Scheme Amendment Process

This direction seeks to set times for completing steps in the planning scheme amendment process. This explanatory report addresses the requirements outlined in this direction.

Sections 46GJ and 46GZI - Ministerial Direction on the Preparation and Content of Infrastructure Contributions Plans and Ministerial Reporting Requirements for Infrastructure Contributions Plans

The purpose of this Direction is to direct planning authorities in relation to the preparation and content of infrastructure contributions plans.

An ICP for the PSP will be implemented at a later stage and in accordance with this Ministerial Direction. A table detailing the necessary infrastructure items to serve the precinct is included in the PSP. The ICP sets a standard rate paid per developable hectare, and the Standard ICP Levy is anticipated.

Ministerial Direction 18 – Victorian Planning Authority Advice on Planning Schemes

The VPA have been consulted during the preparation of this planning scheme amendment.

Ministerial Direction 19 - ministerial direction on the preparation and content of amendments that may significantly impact the environment, amenity and human health

The proposed PSP and schedule to the Urban Growth Zone identify a potential odour separation distance buffer for the Pakenham Water Recycling Plant (PWRP) of 772 metres. An existing buffer for the nearby Pakenham Abattoir is 500 metres which is contained wholly within the abattoir site. The PWRP buffer extends over almost the eastern half of the precinct. No sensitive uses are proposed within the industrial PSP, however, the South East Water PWRP asset requires protection from future uses. Under the UGZ6, particular uses that would otherwise not require a planning permit will trigger a planning permit application if they are proposed in the buffer. These uses include those that could be sensitive to potential odour such as food and drink and informal outdoor recreation.

The EPA have provided feedback in the drafting of the UGZ6 ordinance and support Council proceeding with the amendment. Further comments from the EPA will be sought during the exhibition process.

How does the amendment support or implement the Planning Policy Framework and any adopted State policy?

The amendment supports a number of key policy directions within the Planning Policy Framework including:

- *Clause 11.02-2S Structure planning* seeks to facilitate the orderly development of urban areas through the preparation of precinct structure plans.
- *Clause 11.03-2S Growth areas* seeks to provide for significant amounts of local employment opportunities.
- *Clause 13.06-1S Air quality management* seeks to assist the protection and improvement of air quality.
- *Clause 15.03-1S Heritage conservation* seeks to ensure the conservation of places of heritage significance.
- *Clause 17.03-1S Industrial land supply* seeks to ensure availability of land for industry.
- *Clause 17.03-3S State significant industrial land* seeks to protect industrial land of state significance.
- *Clause 18.01-1S Land use and transport planning* seeks to create a safe and sustainable transport system by integrating land use and transport.
- *Clause 19.03-1S Development and infrastructure contribution plans* seeks to facilitate the timely provision of planned infrastructure to communities through the preparation and implementation of development contribution plans and infrastructure contribution plans.

The amendment is consistent with Planning Policy Framework which supports the timely delivery of industrial land in growth areas, in particular within a State Significant Industrial Precinct. The employment precinct will contribute significantly to the local services available to future and existing nearby residents as well as providing job opportunities. The development of the PSP has also considered local heritage conservation and potential odour separation distances from existing industry. The PSP identifies the list of infrastructure items required to support development of the PSP area. The future Pakenham South Employment ICP will guide what infrastructure will be delivered by development proponents.

How does the amendment support or implement the Local Planning Policy Framework, and specifically the Municipal Strategic Statement?

The amendment supports the following policy directions within the Local Planning Policy Framework:

- *Clause 21.02-5 Strategic framework plan* - the Cardinia Shire Strategic Framework Plan identifies the PSP area for employment land.
- *Clause 21.02-6 Post-contact heritage* seeks to provide for the protection and appropriate management of sites of heritage significance.
- *Clause 21.03-2 Urban growth area* seeks to create a functional, attractive, safe and sustainable urban environment for the existing and future community.
- *Clause 21.04-1 Employment* seeks to develop diverse local employment opportunities to meet the needs of a growing residential population.
- *Clause 21.05 Infrastructure* provides for the co-ordinated provision of infrastructure and the collection of infrastructure contributions.

The amendment is consistent with the Municipal Strategic Statement as it will facilitate development of an orderly and functional employment precinct, providing job opportunities within a growth area.

How does the amendment support or implement the Municipal Planning Strategy?

Not applicable

Does the amendment make proper use of the Victoria Planning Provisions?

The amendment meets the form and content requirements of the Victoria Planning Provisions. Importantly, the introduction of the UGZ6 is the most appropriate tool to apply a suite of Victoria Planning Provision conventional zones to guide future use and development of the precinct through the specification of conditions and requirements for permits.

The following Planning Practice Notes and Planning Advisory Notes were used in the development of the amendment: PPN01 – Applying the Heritage Overlay; PPN46 – Strategic Assessment Guidelines; PPN47 – Urban Growth Zone; AN48 – Ministerial Direction 15: The Planning Scheme Amendment Process; AN68 – Bushfire State Planning Policy VC140; AN73 – New requirements for a planning authority to consult Environment Protection Authority.

A future Section 20A amendment will introduce the Infrastructure Contributions Overlay to implement the ICP.

How does the amendment address the views of any relevant agency?

The amendment has been prepared in consultation with affected agencies. Amongst others key relevant agencies include the Victorian Planning Authority (VPA), Department of Environment, Land, Water and Planning (DELWP), Department of Jobs, Precincts and Regions (DJPR), Department of Transport (DOT), Melbourne Water, South East Water (SEW), Aboriginal Victoria (AV), Environmental Protection Authority (EPA), Heritage Victoria (HV), Country Fire Authority (CFA), AusNet Services and APA Group.

The views of these agencies will be sought further during agency consultation and submissions following exhibition of the amendment.

Does the amendment address relevant requirements of the Transport Integration Act 2010?

Cardinia Shire Council in itself and acting as a planning authority is an 'interface body' under the *Transport Integration Act 2010*. Under Section 25 of that Act:

- (1) *An interface body must have regard to the transport system objectives when exercising powers and performing functions under any interface legislation which are likely to have a significant impact on the transport system.*

- (2) An interface body must have regard to the *decision making principles* in making decision under any interface legislation which are likely to have a significant impact on the transport system.

The amendment is likely to have a significant impact on the transport system at a local level. It will require upgrades to nearby parts of the regional road network and will allow the creation of a new local road network that will set the future pattern of development in the precinct. It will contribute to the potential development of the bus network in the area.

The proposed additions and changes to the existing transport system in and adjacent to the precinct will meet the transport system objectives by:

- Providing for an interconnected road system that responds to the likely level of use generated by the precinct thereby encouraging development and services investment.
- Enabling efficient access to existing and planned employment and services in and around the local area and region through connections to the arterial road network and potential future extensions to bus services.
- Ensuring the road network minimises impacts on the site's topography and water flow regimes.
- Designing the function and scale of roads to match the expected travel demand.
- Coordinating relevant government bodies to approve and/or deliver transport infrastructure and services.

Resource and administrative costs

What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?

The amendment will have minimum impact on the resources and administrative costs of the responsible authority. The incorporation of the PSP in to the Cardinia Planning Scheme will facilitate the orderly and proper planning of the area. The Growth Areas Infrastructure Contribution (GAIC) that will assist in funding the provision of essential public development and community infrastructure required to service the precinct.

An ICP to be implemented via a separate amendment and in accordance with the Ministerial Direction for ICP's will enable the collection of developer funds to pay for necessary community and development infrastructure for the precinct.

Further, the UGZ6 has been structured in such a way that the ultimate translation to conventional Victoria Planning Provisions zones can occur in a timely and efficient manner once the land has been developed.

Where you may inspect this amendment

The amendment is available for public inspection, free of charge, during office hours at the following places:

<p>Cardinia Shire Council Council Offices 20 Siding Avenue Officer VIC 3809</p>	<p>Pakenham Library Corner John & Henry Streets Pakenham VIC 3810</p>
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The amendment can also be inspected free of charge at the Department of Environment, Land, Water and Planning website at www.planning.vic.gov.au/public-inspection.

Or via council's website: www.cardinia.vic.gov.au/haveyoursay

Submissions

Any person who may be affected by the amendment may make a submission to the planning authority. Submissions about the amendment must be received by *To be determined*.

A submission must be sent to:

Via Email: mail@cardinia.vic.gov.au

Subject line: Planning Scheme Amendment C265

or

Growth Area Planning – Amendment C265

Cardinia Shire Council

PO Box 7

Pakenham VIC 3810

Panel hearing dates

In accordance with clause 4(2) of Ministerial Direction No.15 the following panel hearing dates have been set for this amendment:

- Directions hearing: *To be determined*
- Panel hearing: *To be determined*

ATTACHEMENT 1 – Future Urban Structure Plan

