

6 Ordinary Business
6.1 Town Planning Reports

6.1.1 T190147 - Planning Permit Application for Cardinia Motor Recreation and Education Park (Stage 1)

File Reference: T190147
Responsible GM: Peter Benazic
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Recommendation(s)

That Council issue Planning Permit T190147 for the Use and Development of a Motor Racing Track and the Removal of Native Vegetation at 75-115 Key Lane, Pakenham VIC 3810 subject to the conditions attached to this report.

Attachments

1. Appendix A - Assessed Plans [6.1.1.1 - 12 pages]

Executive Summary

APPLICATION NO.:	T190147
APPLICANT:	Podium 1 Pty Ltd
LAND:	75-115 Key Lane, Pakenham VIC 3810 ('The Subject Site') 75 Key Lane: Lot 2 on PS746980A ('Lot 2') Lot 115 Key Lane: Lot 3 on PS746980A ('Lot 3')
PROPOSAL:	Use and development of the land for a Motor Racing Track and the Removal of Native Vegetation
PLANNING CONTROLS:	<ul style="list-style-type: none"> • Special Use Zone (Schedule 5 – Cardinia Motor Recreation and Education Park ('SUZ5')) • Development Plan Overlay (Schedule 16 – Cardinia Motor Recreation and Education Park) ('DPO16') • Land Subject to Inundation Overlay ('LSIO') • Flood Overlay ('FO') • Public Acquisition Overlay (Schedule 1) – ('PAO')
NOTIFICATION & OBJECTIONS:	Nil.

RESTRICTIONS	Section 173 Agreement AR283639T (relating to stormwater management, maintenance and obligations)
RECOMMENDATION:	Approval

Background

Council resolved to approve the Development Plan for the Cardinia Motor Recreation and Education Park ('**CMREP**') under the Development Plan Overlay (Schedule 16) on 12 December 2019. The approved Development Plan provides the framework in which planning permits will be assessed. Upon completion, the development of the land will include a motor racing track, pit facilities, driver education centre, hotel, commercial developments (restaurants, offices and function centre), sport shooting range and associated works, including car parking and drainage works.

Any proposal which is not generally in accordance with the approved Development Plan will either be refused, or require a prior amendment to the Development Plan to bring the proposal being approved.

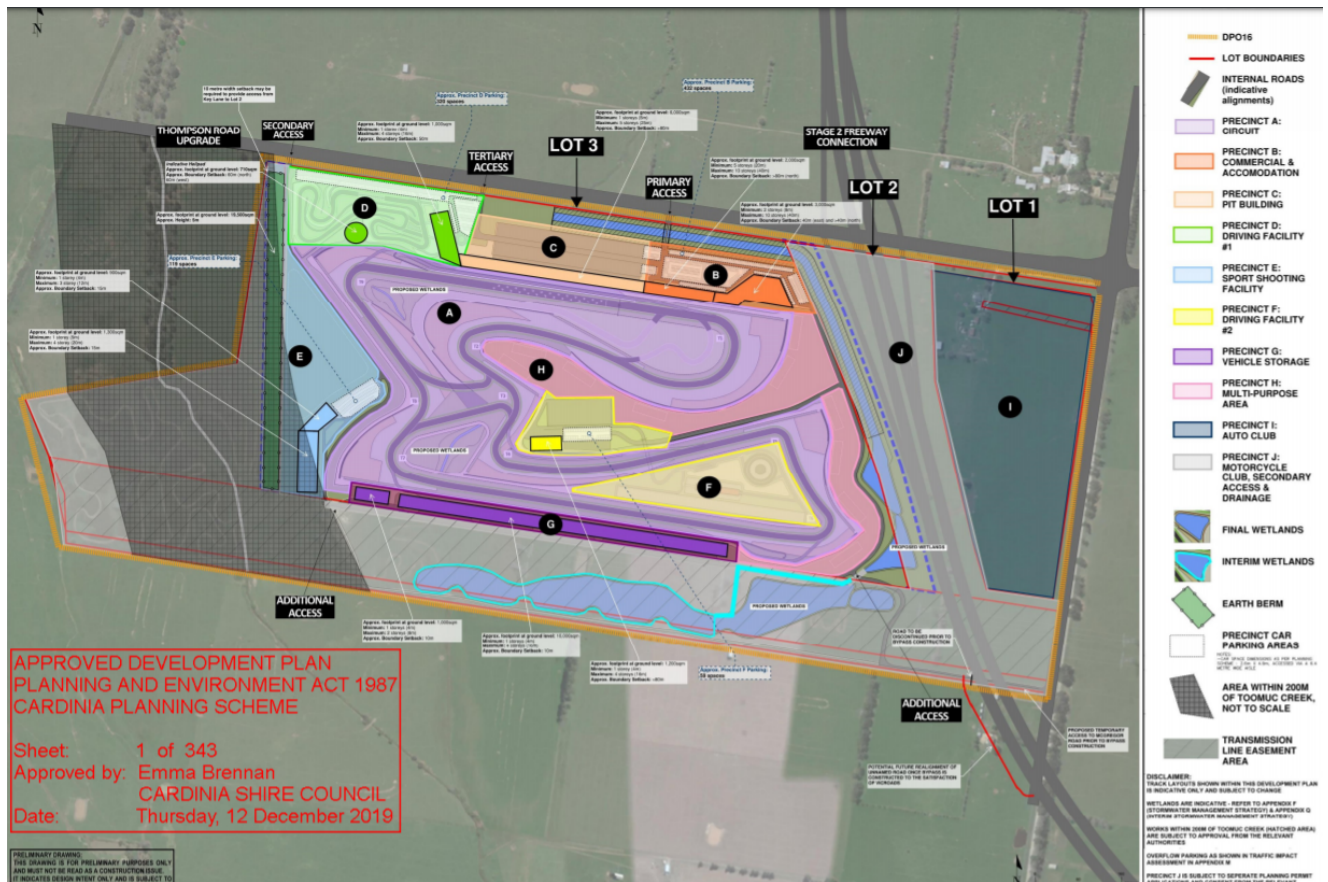
The land to which the Development Plan applies is 21, 75 and 115 Key Lane, Pakenham:

21 Key Lane: Lot 1 on PS746980A ('**Lot 1**')

75 Key Lane: Lot 2 on PS746980A ('**Lot 2**')

115 Key Lane: Lot 3 on PS746980A ('**Lot 3**')

The land is formerly known as 335 McGregor Road, Pakenham (Lots 1, 2 and 3 on PS746979J).



The approval of the CMREP Development Plan proceeded several years of broader planning work, including:

- **Amendment C160** (6 September 2011) introduced the Special Use Zone (Schedule 5) and the Development Plan Overlay (Schedule 16) into the Cardinia Planning Scheme. This resulted in the parent site being rezoned from the Green Wedge Zone.
- **Amendment C217** (19 January 2017) introduced an Incorporated Document into the Scheme. This amendment allowed the use of 335 McGregor Road, Pakenham (parents site) for a Motor Recreation and Education Park. The purpose of this document was for a site specific control to override the use provisions of Clause 57 Metropolitan Green Wedge (which otherwise prohibited this use and development).
- **Amendment VC148** (31 July 2018) was since approved to introduce changes to the Victorian Planning Provisions (VPP), which now sees the clause relating to Metropolitan Green Wedge Land now found at Clause 51.02. This clause continues to prohibit a motor racing track and associated ancillary uses on the land that is outside the Urban Growth Boundary. The Incorporated Document can be found at the Schedule to Clause 72.04.
- **335 McGregor Road, Pakenham** (the parent site), which is wholly owned by Cardinia Shire Council, was subdivided into the lot configuration as described above. This was approved on 4 December 2017 on Plan of Subdivision PS746980A. A summary of each lot is as follows:
 - **Lot 1** is currently leased from Cardinia Shire Council by the Pakenham Auto Club.
 - **Lot 2** is currently leased from Cardinia Shire by the Koo Wee Rup Motorcycle Club under a recreation licence.

- **Lot 3** was resolved to be sold to Podium 1 Pty Ltd following the issuance of a planning permit.

It is acknowledged that Council is involved with this proposal in several aspects, including being the landowner with a contract to sell the land, an economic driver to create investment in the region, as well as the responsible authority in assessing this planning permit application. This report provides an assessment of the merits of this planning application only. Nonetheless, a background into Council's involvement to date is relevant for context:

- Council purchased the parent site in 2004. At a Special Council Meeting on 23 July 2018, Council resolved to sell Lot 3 on PS746980A, which if approved, will see the development of the land in keeping with the zoning of the land and significant investment into the local economy. The proceeds from the sale of land will be injected into capital works for the Koo Wee Rup and District Motorcycle Club and the Pakenham Auto Club.
- Podium 1 Pty Ltd have submitted a planning application for Stage 1 of the CMREP, the merits of which are assessed in this report.

Subject Site

Distinct from the land subject to the Development Plan, the subject site for the purposes of the assessment of the Stage 1 planning permit is 75 and 115 Key Lane, Pakenham (Lot 2 and Lot 3 on PS746980A) i.e. excluding 21 Key Lane being Lot 1 on PS746980A. Lot 2 has an area of 49.7ha and Lot 3 has an area of 64.43ha, a combined total of 114.13ha.

Native vegetation on site is predominately confined to the areas around the McGregor Road drain and Toomuc Creek and within three of the farm dams. Six canopy trees are also present on site. Potential habitat for Southern Brown Bandicoot and Growling Grass frog are also present on site. Large sections of the site have been disturbed by agricultural activities, primarily grazing. These areas are devoid of native vegetation and instead see exotic pasture grasses.

Lot 2 currently contains numerous tracks and temporary clubrooms/shipping containers which facilitate motor racing activities for the Koo Wee Rup Motorcycle Club. Toomuc Creek bisects the western portion of the lot, running north to south. The McGregor Road Drain bisects the lot approximately midway through. A major electricity easement, containing pylons and transmission lines is located within a 140 metres wide easement in the southern area of Lot 2.

Lot 3 will be sold to Podium 1 Pty Ltd if planning permission is provided for this proposal. The McGregor Road Drain bisects the centre of the site. Approximately five dams are present on this lot. At its closest point, Lot 3 is located 60 metres from Toomuc Creek.

Surrounding area (current conditions)

At present, the immediate surrounding areas are predominantly used for agriculture (grazing), with ancillary dwellings supporting the agricultural activity. This surrounding land is zoned either Urban Growth Zone (which is in place to manage the transition of non-urban land into urban land and is subject to future precinct structure plan) or Green Wedge Zone (which is provided for the use of agriculture and conserve green wedge areas).

The surrounding area can be described as follows:

North: Land immediately to the north forms part of the Urban Growth Zone and is predominately used for agricultural activities. Toomuc Creek and McGregor Road Drain flow from the north into the subject site. Approximately 850m north of the site are the McGregor Road on/off ramps to

the Princes Freeway. Beyond the freeway, at approximately 1.3km, is the established residential area of Pakenham.

East: Land immediately to the east also forms part of the Urban Growth Zone, predominately used for agricultural purposes. Beyond this, approximately 1km east of the subject site, is an emerging industrial estate in the vicinity of Corporate Terrace.

South: Land immediately and further south of the subject site is located within Green Wedge Zone, used predominately for agricultural activities.

West: Land immediately and further west of the site also forms part of the Urban Growth Zone, predominately used for agricultural purposes.

Surrounding area (future conditions)

In the coming years, the surrounding area will undergo widespread change, with the current semi-rural conditions expected to convert to employment generating land uses with the associated major infrastructure upgrades. Future employment generating land uses will ultimately infill the areas to the north, east and west of the site. The future Precinct Structure Plans (PSPs) are yet to be fully developed, being the Pakenham West, Pakenham South Employment and the Cardinia Road precincts. Ultimately, it is envisaged that these PSP areas will not be residential.

Other future changes include significant arterial road development and other major road upgrades, including the north-south Koo Wee Rup Bypass (Stage 1A) , with land set aside on Lot 2, encumbered by the PA01, as well as the future Greenhills/Thompsons road extension (bordering Lot 1 and 3 to the north).

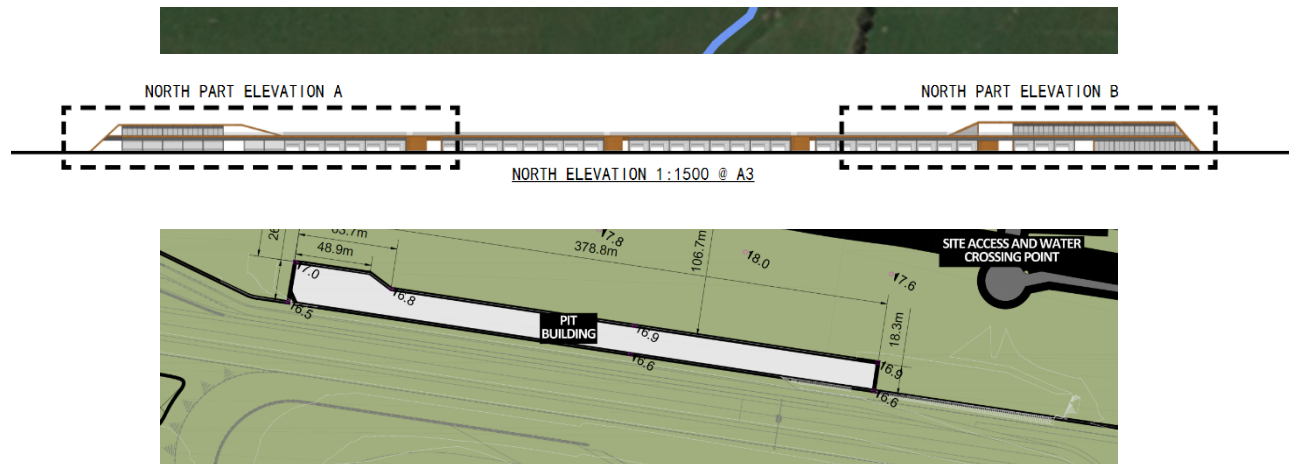
Proposal

This application is for Stage 1 of the CMREP, comprising the use and development of the land for a motor racing track, the removal of native vegetation and associated works.

The project will primarily occupy the land at No. 115 Key Lane (indicated in red boundary below). Components of the stormwater management system will be located on No. 75 Key Lane. In combination, these two allotments form the subject land of the application (indicated in blue boundary below).



The building is proposed to be contemporary in design, clad with Corten steel, aluminium wall panels, a concrete and aluminium roof, glass balustrade and electric roller shutter doors. Steel staircases will feature as main access points between floors, with the exception of a lift for access to race control.



It is proposed to use the motor racing track (excluding set up/pack down times) during the following times:

- Monday to Thursday: 8.00am to 6.00pm
- Friday to Sunday and public holidays outside daylight savings: 8.00am to 6.00pm
- Friday to Sunday and public holidays during daylight savings: 8.00am to 8.00pm
- Friday or Saturday for a maximum of two events per calendar month: 6.00pm to 11.00pm

Any use of the track outside these operating hours is proposed to be subject to additional approval from Council, subject to the assessment of relevant noise management reports.

It is proposed to submit an Event/Patron Management Plan as a condition of permit which will set out patronage numbers for each calendar year, subject to approval by Council. This is proposed to occur once the operator has booked in events into the race calendar each racing season.

Stormwater Management System

The proposal includes works associated with a stormwater management system across the subject site (Lots 2 and 3) which will provide for the treatment and passage of stormwater flows from the upstream catchment north of Key Lane, diverted around and throughout the site, to an existing outfall midway along the southern boundary of Lot 2.

A Storm Water Management Plan (SWMP) has been submitted with the proposal and addresses specific drainage objectives as set out in the section 173 agreement between Council and Melbourne Water Corporation. Stormy Water Solutions prepared this SWMP, which provides the drainage strategy for the subject site, including an interim wetland arrangement for Lot 2 (approved in principle by Melbourne Water).

The plan has been informed by the previous masterplan and advice from Melbourne Water. It proposes a series of outfall drains and wetlands throughout the site, including Lot 2. The drainage strategy provides the plan for the treatment of stormwater via the following strategies:

- Augmenting the McGregor Road Drain, which runs north to south through the subject site by diverting the flow along a new vegetated waterway which runs along the eastern boundary of Lot 3, into Lot 2 which connects to an interim wetland channel. This will flow

into wetlands beyond the second set of pylons within Lot 2, with the outlet located central to the southern boundary of Lot 2.

- Diverting a small percentage of the McGregor Road Drain flow into the subject site for additional treatment and to provide landscape wetland features within the site;
- Retrofitting waterways, sediment ponds and wetlands along the McGregor Road Drain to perform flood conveyance, flood reduction and stormwater treatment functions; and
- Using the “lower” water levels of the wetland systems to facilitate site drainage outfall and outfall for upstream and adjacent catchments.

It is also noted that unless Section 173 Agreement AR283639T is ended, amended or ceases, all stormwater management, maintenance and obligations must comply with this agreement.

Native Vegetation Removal

It is proposed to remove 9.37ha of native vegetation (being Plains Grassy Wetland EVC, listed as endangered in the Gippsland Plains bioregion) which also serves as habitat for a significant fauna species (Growling Grass Frog), three native scattered trees and potential impacts to Southern Brown Bandicoot movement corridor (being the Toomuc Creek corridor).

Future applications

The future applications for development will include additional facilities and will be subject to separate applications and are to be generally in accordance with the approved Development Plan prior to any planning permission being granted.

Planning Scheme Provisions

The following lists the relevant provisions of the Cardinia Planning Scheme against which this application is being assessed.

Planning Policy Framework (PPF)

- Clause 11 Settlement
 - Clause 11.01-1S Settlement
 - Clause 11.03-2S Growth Areas
- Clause 12 Environmental and Landscape Values
- Clause 14.02 Water
 - Clause 14.02-1S Catchment planning and management
 - Clause 14.02-2S Water quality
- Clause 13.03-1S Floodplain management
- Clause 15.01 Built environment
- Clause 15.03 Heritage values
- Clause 17 Economic development
 - Clause 17.02-2S Out of centre development
 - Clause 17.04-1R
 - Clause 17.04-1S
- Clause 18
 - Clause 18.02-3S
 - Clause 18.02-4S
- Clause 19
 - Clause 19.02-3R
 - Clause 19.03-3S
- Clause 21.02-1 Catchment and coastal management

- Clause 21.02-2 Landscape
- Clause 21.02-3 Biodiversity
- Clause 21.02-7 Aboriginal cultural heritage
- Clause 21.02-8 Resource conservation
- Clause 21.04 Economic Development
- Clause 21.04-5 Tourism
- Clause 21.05-2 Freeways, declared arterial roads
- Clause 21.05-3
- Clause 21.06 Particular Uses and Development

Zoning and Overlays

- Special Use Zone (Schedule 5 – Cardinia Motor Recreation and Education Park)
- Development Plan Overlay (Schedule 16 – Cardinia Motor Recreation and Education Park)
- Floodway Overlay
- Land Subject to Inundation Overlay
- Public Acquisition Overlay (Schedule 1)

Relevant Particular/ General Provisions and relevant incorporated or reference documents

The relevant provisions/ documents are:

- Clause 52.06 Car Parking
- Clause 52.17 Native Vegetation
- Clause 65 Decision Guidelines
- Cardinia Shire's Liveability Plan 2017-2029

Planning Permit Triggers

The proposal the use and development of the land for a Motor Racing Track, the removal of native vegetation and associated works (Stage 1) requires a planning permit under the following clauses of the Cardinia Planning Scheme:

- Pursuant to Clause 37.01-4 (Special Use Zone – Schedule 5) a planning permit is required for the development of a motor racing track.
- Pursuant to sub-Clause 1.0 of Schedule 5 to the Special Use Zone, a planning permit is required for the use of a motor racing track.
- Pursuant to Clause 44.04-2 (Land Subject to Inundation Overlay) a planning permit is required for building and works.
- Pursuant to Clause 44.03-2 (Floodway Overlay), a planning permit is required for works (earthworks, construction of wetlands and the internal road system).
- Pursuant to Clause 45.01-1 (Public Acquisition Overlay), a planning permit is required for works (construction of an internal road leading from McGregor Road along the southern boundary of the site)
- Pursuant to Clause 52.17-1 (Native Vegetation), a planning permit is required for the removal of native vegetation.

Development Plan Overlay Requirements

Pursuant to Clause 43.04-2 (Development Plan Overlay), a planning permit must not be granted to use land, construct a building or carry out works until a development plan has been prepared to the satisfaction of the Responsible Authority. Pursuant to the same clause, any permit granted must be generally in accordance with the development plan and include any conditions or requirements specified in a schedule to this overlay.

Council resolved to approve the Development Plan for the Cardinia Motor Recreation and Education Park ('CMREP') under the Development Plan Overlay (Schedule 16) on 12 December 2019.

Development Plan Overlay (Schedule 16) requires a condition on any permit granted for land uses associated with the Motor Recreation and Education Park relating to the use and development of the site being undertaken in accordance with the management plan and environmental management plan approved as part of the development plan.

Public Notification

Pursuant to Clause 43.04-3 of the Cardinia Planning Scheme, once a Development Plan is prepared to the satisfaction of the Responsible Authority, all subsequent planning permit applications are exempt from public notification requirements of the proposal are exempt from the notice requirements of Section 52(1)(a), (b) and (d) of the *Planning and Environment Act 1987*.

Referrals

Department of Environment, Water, Land and Planning (DELWP)

The application was referred to DELWP as a recommending authority pursuant to Clause 55 of the Act. DELWP provide no objection to the proposal and require conditions relating to native vegetation offsets to be placed upon any permit issued.

Minister for Planning

The application was self-referred by Podium 1 Pty Ltd to the Minister for Planning on 1 April 2020 under the *Environment Effects Act 1978*. Although sitting outside the *Planning and Environment Act 1987*, it was pertinent that the proponent should ask the Minister administering the EE Act 1978 as to whether an Environment Effects Statement (EES) was required to be prepared for the project.

The '*Ministerial guidelines for assessment of environment effects under the Environment Effects Act 1978*' state this referral should occur prior to a planning permit being issued for the project. Despite the EES referral process sitting outside the P&E Act 1987, it was strongly advised by DELWP this occurs prior to the issuance of a planning permit, as to mitigate the risk of the Minister directing Council to refer the project under the *EE Act 1978*. Given the significance and scale of this project, it was considered by both the applicant's ecologist (Ecology and Heritage Partners) and DELWP that the project could have a significant effect upon the environment.

The Minister for Planning issued a decision on the referral on 14 June 2020 under section 8B(3)(b) of the *Environment Effects Act 1978* that an EES is not required for the following reasons:

- *The project site is subject to a specific land use planning framework that supports the development of a motorsport facility and is surrounded by land intended for future commercial development. Except for potential adverse effects on native vegetation*

and biodiversity values, the environment effects of the project are unlikely to have the extent or complexity to warrant an environment effects statement.

- The proposed removal of 9.468 ha of native vegetation, including 9.37 ha of endangered Plains Grassy Wetland ecological vegetation class, has the potential to result in significant impacts to habitat and dispersal corridors of threatened flora and fauna, particularly Growling Grass Frog.*
- Uncertainties remain regarding the extent of potential adverse effects on the biodiversity values within the project site and adjacent conservation areas and the efficacy of the project's proposed avoidance, mitigation and management measures.*
- The conditions set out through this decision provide the most appropriate means for ensuring adequate consultation and rigour is applied to the examination of these potentially significant impacts, related uncertainties and to the development of avoidance and mitigation measures. These conditions will also ensure subsequent planning or approval processes are well informed.*
- Potential adverse effects on Aboriginal cultural heritage and historical heritage values can be addressed through the respective statutory requirements under the Aboriginal Heritage Act 2006 and Heritage Act 2017.*
- Other residual potential effects should be readily addressed through respective statutory requirements, under the Planning and Environment Act 1987 and Environment Protection Act 1970 (to be superseded by the Environment Protection Amendment Act 2018 from 1 July 2021).*

The referral is, however, subject to conditions:

- An environment report must be prepared in consultation with DELWP and completed to the satisfaction of the Minister for Planning.
- Prior to the commencement of works, a flora and fauna management plan must be prepared in consultation with and to the satisfaction of DELWP.
- The design of drain diversion, wetlands and associated drainage infrastructure needs to be completed to the satisfaction of DELWP.
- The environment report and flora and fauna management plan will be completed to inform the planning approval process under the *Planning and Environment Act 1987*.

DELWP have consented to a set of appropriate conditions being placed upon any planning permit issued for Stage 1 of CMREP which reflect the above conditions to be complied with prior to the commencement of any works on site. Such conditions include the preparation of an environment report or flora and fauna management plan; amended plans to be submitted should either of the aforementioned reports require; and ensure all use and development on site be undertaken in accordance with these reports.

Environment Protection Agency (EPA)

The application was referred to the Environment Protection Agency as a statutory referral for the Works Approval as it relates to the wastewater discharged from the site. No objection to the proposal was made and no conditions are required to be placed upon any permit issued. A note is required to be placed upon any permit issued outline the requirements for work approval in accordance with the *Environment Protection (Scheduled Premises and Exemptions) Regulations 2017*.

Melbourne Water

The application was referred to Melbourne Water as a statutory referral and had no objection to the proposal subject to conditions. Conditions related to the lodgement of plans for

earthworks, storm water systems and connections and building heights above AEP flood levels. The owner must also enter into an agreement with Melbourne Water for the acceptance of stormwater from the subject land into Melbourne Water's drainage system.

AusNet Transmission

The application was referred to AusNet Transmission Group as it relates to the transmission line easement which traverses the southern portion of Lot 2. The proposal is supported subject to conditions relating to how the easement is to be managed and used, including:

- No buildings to be permitted within this area
- Limiting the type of vehicles which may park on the land.
- Height restrictions on light poles.
- Strict requirements for any roads which are placed within the easement.
- How the easement will be utilised during construction.

Discussion

Planning Policy Framework

Clause 11 (Settlement) of the PPF sets out the community's expectation that among other things, the planning system will provide zoned and serviced land for recreation and will avoid land-use conflicts and environmental issues by separating incompatible uses. Furthermore, the provision indicates that planning should seek to take advantage of existing settlement patterns and investments in infrastructure and services.

Clause 11.01-1S (Settlement) provides numerous strategies in support of the objective "*to promote the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements*". The strategies include to:

- *Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks*
- *Provide for growth in population and development of facilities and services across a regional or sub-regional network.*
- *Plan for development and investment opportunities along existing and planned transport infrastructure.*

Policy for growth areas at **Clause 11.03-2S** seeks to ensure that urban growth occurs in a planned fashion. This includes maximising the efficiency of land conversion, ensuring that urban growth is accompanied by supporting infrastructure, and protecting and managing sites of natural resource, heritage, cultural and environmental significance. The proposal is generally consistent with Clause 11 as it provides for appropriately zoned land for motor recreation.

Biodiversity considerations are emphasised in **Clause 12 (Environmental and Landscape Values)**. This requires that biodiversity values be identified, and protected, conserved and/or managed appropriately. Decision-making processes are required to account for the impacts of land use and development on biodiversity. This includes ensuring that there is "*...no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation*" by way of the "three-step" approach to native vegetation management, being to "avoid" impacts where possible, and, where avoidance is not wholly possible, to "minimise" and "offset" native vegetation removal. The proposal is generally consistent with Clause 12 as the land has been assessed by the Minister for Planning which determined that an EES was not required to be prepared and biodiversity impacts may be adequately addressed via conditions under the EES

referral and planning permit conditions. Further discussion pertaining to this can be found above in the referrals section.

Clause 14.02 (Water) seeks to achieve the following objectives:

- *“To assist the protection and restoration of catchments, water bodies, groundwater, and the marine environment”* (Clause 14.02-1S (Catchment planning and management); and
- *“To protect water quality”* (Clause 14.02-2S (Water Quality)).

These provisions require decision-making to consider the effects of development on water quantity and quality. This includes protecting potable water supply catchments, providing vegetated riparian corridors and ensuring that discharges of contaminated run-off is captured and treated to protect ground-and surface water quality.

Given the site is partially subject to flooding overlays, **Clause 13.03-1S (Floodplain management)** is a relevant policy. It seeks to manage flood hazards and protect the flood storage and environmental values associated with floodplains. Of note, the policy seeks to ensure that:

- Land uses involving the storage of environmentally hazardous materials (e.g. various fuels and other chemicals used in motor racing) are designed to ensure that floodplain contamination does not occur; and
- The impacts of flooding are not intensified by development (e.g. by inappropriate reductions of floodplain storage capacity or inappropriate diversion or intensification of flood flows).

The proposal is generally consistent with Clauses 13 and 14, with extensive consideration to the implication of the proposed works on water systems on site, but on adjoining properties and the wider catchment areas. These discussions have been amongst Council’s engineers, Melbourne Water and Podium 1’s consultants and appropriate conditions will be placed upon any permit issued to ensure the appropriate stormwater management system is implemented as the project evolves.

Objectives and strategies pertaining to the design and quality of the built environment are set out at **Clause 15.01 (Built Environment)**. This provision encourages the design and construction of new buildings to respond to site context, including through consideration of the private-public interface, climate, landscape, natural features and the amenity of the public realm. The proposal is generally consistent with Clause 15 with the proposed buildings being contemporary in design and given the context of the site, will not have a detrimental visual impact upon any adjoining properties or significant landscape features of the surrounding area.

Clause 15.03 requires heritage values (pre-and post-contact) to be identified, assessed, documented, retained, protected and conserved where appropriate. It is a requirement for planning permits to align with the recommendations of any relevant approved Cultural Heritage Management Plan. The western areas of Lots 2 and 3 are within a mapped area of Potential Aboriginal Heritage Sensitivity. It is noted that Aboriginal cultural heritage was dealt with under Amendment C160, with Aboriginal Affairs Victoria approving the Cardinia Motor Recreation & Education Park Cultural Heritage Management Plan (reference 11147) on 30 September 2010.

Clause 17 (Economic Development) includes strategies supportive of the development of business clusters and the facilitation of *“...investment in Melbourne’s outer areas to increase local access to employment”*. Generally, new commercial development is encouraged to locate within nominated activity centres. Out-of-centre development is generally discouraged (**Clause**

17.02-2S), albeit this general discouragement is unlikely to extend to a proposal of this nature, given the particular operational and functional requirements and siting considerations that must be taken into account. To this end, the proposal supports the objectives seeking to development Melbourne as a desirable tourist destination and encouraging investment in tourism activities (**Clause 17.04-1R and 17.04-1S**).

The operation of the transportation system, and particularly, the road system and car parking, are relevant considerations under **Clauses 18.02-3S and 18.02-4S**. These provisions seek to ensure that land use and transport planning are integrated, insofar as the Scheme contemplates that major commercial developments include integrated transport plans, that road improvements will be undertaken to “*ensure access to jobs and services in growth areas and outer suburban areas*” and that new development sets aside adequate land for car parking, that is designed to address safety, efficiency and amenity considerations. Extensive consideration has been given to the existing and future road network surrounding the subject site, with significant arterial road development and other major road upgrades set to occur, including the north-south Koo Wee Rup Bypass (Stage 1A) , with land set aside on Lot 2, encumbered by the PA01, as well as the future Greenhills/Thompsons road extension (bordering Lot 1 and 3 to the north).

Given the scale and standard of facility that is proposed, the objectives and strategies for cultural facilities at **Clause 19.02-3R and 19.03-3S** are pertinent. These provisions envisage that the planning system will support the development and accessibility of arts, recreation and other cultural facilities, including sport facilities, to “*maintain and strengthen Melbourne’s distinctiveness as a leading cultural and sporting city with world-class facilities*”. The proposal is generally consistent with Clause 19 as it provides for motor recreation on the appropriately zoned land.

The provisions of the MSS and LPPF support and provide local interpretation and application of the board principles in the PPF. Within Cardinia, local policy at **Clause 21.02-1 (Catchment and coastal management)** responds to Clauses 13 and 14 of the PPF insofar as the Scheme seeks to protect and improve the environmental health of waterways through riparian revegetation and buffers, construction and erosion management, stormwater capture and treatment.

The proposed is consistent with **Clause 21.02-2 (Landscape)** which notes the values associated with Cardinia’s landscapes and includes a specific strategy to “*recognise the landscape values associated with rural land including areas south of the Princes Highway*”. The policy encourages the use of locally appropriate external materials and colours in new building design, as well as sensitive building siting having regard to topography and significant views.

The proposed is consistent with **Clause 21.02-3 (Biodiversity)** which supports Clause 12.01 (Biodiversity) of the PPF. The provision notes the range and presence of State and nationally significant species in Cardinia, and the need to ensure that habitat values are maintained, including through “*...a net gain in the quantity and quality of native vegetation in the municipality*”. Supporting strategies seek to protect areas with ecological/habitat significance and encourage “*the retention and re-establishment of native vegetation*” including the protection and enhancement of the habitat of threatened flora and fauna and the management of pest plants and animals. The proposal is generally consistent with Clause 21.02-3 as the land has been assessed by the Minister for Planning which determined that an EES was not required to be prepared and biodiversity impacts may be adequately addressed via conditions under the EES referral and planning permit conditions. Further discussion pertaining to this can be found above in the referrals section.

The proposed is consistent with **Clause 21.02-7 (Aboriginal cultural heritage)** which reinforces Clause 15.03 of the PPF, noting the objective to protect and manage significant cultural heritage

sites and ensure that Cultural Heritage Management Plans are prepared as required. As noted above, cultural heritage was dealt with under Amendment C160 for this application.

Local economic development policies are at **Clause 21.04 (Economic Development)** of the Scheme. These build on Clauses 11 (Settlement), 14 (Natural Environment) and 17 (Economic Development) of the PPF. Policy identifies that with the significant population growth in Cardinia, there is a need to develop a diversified employment base, supported by infrastructure, land releases and transport linkages. As such, strategies seek to facilitate the supply and development of employment land (i.e. within the PSPs adjoining the site), infrastructure and road development and delivery, and to advocate for and support the establishment of, access to skills and training and educational facilities. The proposal is entirely consistent with Clause 21.04 as it will deliver significant employment opportunities and will trigger upgrades to key infrastructure and road networks.

Clause 21.04-5 (Tourism) notes that tourism is an important economic contributor to the local economy and seeks to protect areas with high landscape values (e.g. “the rural outlook from key tourist routes”). Among other strategies, Council policy is to:

- *“Facilitate the development of recreational facilities and events that attract people into the municipality”.*
- *“Support the development of tourist accommodation within the municipality which does not adversely impact on the environment or affect the amenity of local residents”.*
- *“Ensure that tourism development is of a scale and design that is compatible with the locality and minimises adverse impacts on the environment”.*

The proposal is entirely consistent with Clause 21.04-5 as it will attract visitors at a local, national and international scale.

Clause 21.05-2 (Freeways, declared arterial roads) builds on Clause 18.02 (Movement Networks) of the PPF and notes that a key issue is “*designating and managing future declared arterial roads (e.g. McGregor Road)*”. Further strategies immediately relevant to the site are those that seek to provide for arterial road upgrades including:

- *“Provide for the timely future upgrading of interchanges with the Pakenham bypass to meet increasing traffic demands at Beaconsfield, Officer South Road, Cardinia Road and McGregor Road”.*
- *“Provide for the extension at Thompsons Road from Cranbourne through to Koo Wee Rup Road”.*

With regards to local roads, such as Key Lane, Clause 21.05-3 notes Council’s intention to prioritise local road upgrades based on a consideration of various factors, but ultimately to “*ensure access to new development is not allowed from an unused or unconstructed road unless no other option is available for access to land via the existing road network*”. Taking into account the ultimate scale of the project, it is noted that strategies to Objective 2 to Clause 21.05-3 include to “*ensure that development that will significantly increase the amount of traffic or heavy vehicles using the local road network be located where access is available from a declared arterial road, local arterial road or collector road*”. The proposal is entirely consistent with this policy.

Clause 21.06 (Particular Uses and Development) of the MSS seeks to complement Clause 15 (Built Environment and Heritage) of the PPF. The proposal seeks to develop a high-quality, functional and safe built environment having regard to the site context,

Although the subject site is identified on Map 1: Cardinia Green Wedge Precincts to Clause 22.05-3 as being within “*Precinct 1: Agriculture, horticulture and soil-based food production,*” it

is considered that the Clause 22.05-4 Application Requirements are not relevant to this proposal. Given the site-specific provisions that apply to the site, which were delivered through two Planning Scheme amendment processes (with the latter Amendment C217/C224 pursued specifically to ensure that green wedge planning provisions would not compromise the intended use and development of the site).

Special Use Zone (Schedule 5 – Cardinia Motor Recreation and Education Park)

The purposes of Schedule 5 to the Special Use Zone are:

- *To provide for the use and development of a motor recreation and education facility.*
- *To provide for complementary recreation and community uses.*

Pursuant to sub-clause 1.0, the use of a Motor Racing Track requires a permit. Pursuant to 37.01-4 (Special Use Zone), a planning permit is required for buildings and works unless a schedule to the zone specifies otherwise. Schedule 5 does not specify otherwise, thus planning permission required for both the use and development.

The use of the land for a motor racing track is entirely consistent with the purpose of this policy for the following reasons:

Hours of Operation and Patron Management

The cumulative impact of all events and meetings held on site will be carefully managed through the implementation of an Event and Patron Management Plan which will require approval for all types of events (ordinary events and major events) prior to the use commencing. The plan will outline the number or ratio of patrons which can be accommodated by on-site facilities, associated staffing arrangements and a break down in the number of patrons, events based on noise level and hours of operation for both ordinary and major events.

It is proposed to use the motor racing track (excluding set up/pack down times) during the following times:

- | | |
|--|--------|
| • Monday to Thursday: | 8.00am |
| to 6.00pm | |
| • Friday to Sunday and public holidays outside daylight savings: | 8.00am |
| to 6.00pm | |
| • Friday to Sunday and public holidays during daylight savings: | 8.00am |
| to 8.00pm | |
| • Friday or Saturday for a maximum of two events per calendar month: | 6.00pm |
| to 11.00pm | |

These hours of operation have been informed through research of similar facilities within the country, advice from experts in the field having regard to the context of the site, balanced with the feasibility of operating such a facility. A mechanism will be built into the Noise Management Plan which allows additional hours of operation to be considered to the satisfaction of Council. Consideration of these hours will be informed by the approved Acoustic Report, any noise-related complaints which may arise during the use of the motor track, and/or any peer reviews by suitably qualified persons to the discretion of the Council officers.

Noise Attenuation and Mitigation

An acoustic report prepared by Marshall Day Acoustics was submitted with the application in support of the overall Development Plan. It is noted that, in Victoria, there are no policies or guidelines which set mandatory requirements or noise limits for competition motor sports noise. In lieu of this, noise from this facility will be managed in accordance with the recommendations

of a detailed acoustic report which is required to be submitted to Council for approval prior to the use commencing.

It is noted that planned changes of land use in the surrounding area are expected to involve a reduction in the number of sensitive receiver locations near to the site. Longer term background noise levels in the area are also likely to change as a result of the introduction of new road traffic routes. For these reasons, the implementation of a Noise Management Plan is appropriate, as to allow flexibility in line with changes to the land use of the surrounding areas.

The Noise Management Plan will be required to be prepared in accordance with the recommendation of the Acoustic Report, which will identify all noise sensitive locations which are to be protected, appropriate maximum permissible noise levels for each class of event, monitoring and compliance strategies, complaints procedures. A mechanism requiring the periodic review of the plan will be included as to take into account the evolving development on site and within the surrounding area.

Traffic Impacts

Extensive consultation and discussions regarding traffic impacts upon nearby road networks have occurred between Council officers, the Department of Transport (formerly VicRoads) and the applicant's traffic engineers.

It is noted that land directly north of the site and south of the Princes Freeway is earmarked to be developed as the Pakenham West Employment Precinct, however the commencement of this Precinct Structure Plan (PSP) has not been scheduled. To the west, the Cardinia Road Employment Precinct was approved by the Minister for Planning in 2010. The land immediately to the east has been identified as the Pakenham South Employment Precinct, a PSP which is being undertaken by Council.

The following future road network upgrades have been identified in the surrounding area:

- McGregor Road as a future 4-6 lane arterial road between Princes Highway and Watson Road. Signalisation of the Greenhills Road/McGregor Road intersection is to occur as part of this upgrade, with this proposal triggering the Key Lane leg modified as a fourth signalised leg of the McGregor Road / Greenhills Road intersection.
- The alignment of a future Koo Wee Rup Bypass is proposed to bisect the site within the mapped Public Acquisition Overlay partially encumbering Lot 2.
- Key Lane (Thompsons Road/Greenhills Road), is currently a local road, which will ultimately become subservient when Thompsons Road is constructed, which is proposed to be a dual carriageway, arterial road connecting the Western Port Highway and Koo Wee Rup Road.

Taking into consideration these future road networks, conditions of this permit will require the appropriate plans to be submitted to and approved by the responsible authorities. This includes the submission of a Traffic Impact Assessment Report (which will deal with car parking, traffic flow, loading and waste collection and broader road network access arrangements), a functional layout plan of the relevant parts of the intersection upgrade (with all costs to be borne by the developer) and the submission of a Major Event Traffic Management Plan for the appropriate management of the road network during larger-scale events (including overflow parking on and off-site).

A condition will also ensure the installation of adequate lighting of the upgraded roadways, any pedestrian/cycle paths and the internal car parking areas in accordance with Australian Standard 1158.1 to the satisfaction of the Responsible Authority.

Landscaping

Conditions will be placed upon any permit issued requiring a landscape plan to be submitted to and approved by the Responsible Authority. This landscaping must be completed before the use commences and be maintained in perpetuity.

Development Plan Overlay (Schedule 16 – Cardinia Motor Recreation and Education Park)

The Development Plan Overlay provides a framework for the broad configuration of a project/site to be approved by way of a Development Plan. Clause 43.04-2 states that a permit must not be granted until a development plan has been prepared to the satisfaction of the responsible authority.

Council resolved to approve the Development Plan for the Cardinia Motor Recreation and Education Park ('**CMREP**') under the Development Plan Overlay (Schedule 16) on 12 December 2019. The approved Development Plan provides the framework in which future planning permits will be assessed. Upon completion, the development will include a motor racing track, pit facilities, driver education centre, hotel, commercial developments (restaurants, offices and function centre), sport shooting range and associated works, including car parking and drainage works.

Clause 43.04-2 states that any permit granted for the land must be generally in accordance with the approved development plan.

This proposal sits within Precinct A (Circuit) and Precinct C (Pit Buildings) of the approved Development Plan. The proposed stormwater management system (including wetlands) is also located within the indicative wetlands areas shown on the plan (for both interim and final wetland treatments). The location of the proposed use and development is therefore consistent with the approved Cardinia Motor Recreation and Education Park Development Plan.

Floodway Overlay and Land Subject to Inundation Overlay

Flood Overlay

The extent of the Flood Overlay is applied to areas which have "*...the greatest risk and frequency of being affected by flooding*". This is in contrast the LSI0 (as discussed below), which is used to identify land in a flood storage or flood fringe area that would be affected by a 1-in-100-year flood. The purpose of the Flood Overlay also includes maintaining flood storage capacity, minimising flood damage, protecting the environmental health of waterways, wetlands and floodplains and reflecting any relevant declarations under Division 4, Part 10 of the *Water Act 1989*.

Pursuant to Clause 44.03-2, a planning permit is required to construct or carry out works, including roadworks, if the water flow path is redirected or obstructed. It is noted that an exemption from permit requirements applies to flood mitigation works, but only if these are carried out by the responsible authority or floodplain management authority. As such, while the proposed wetlands will have a flood mitigation function, they are not exempt, given the proponent is a private entity.

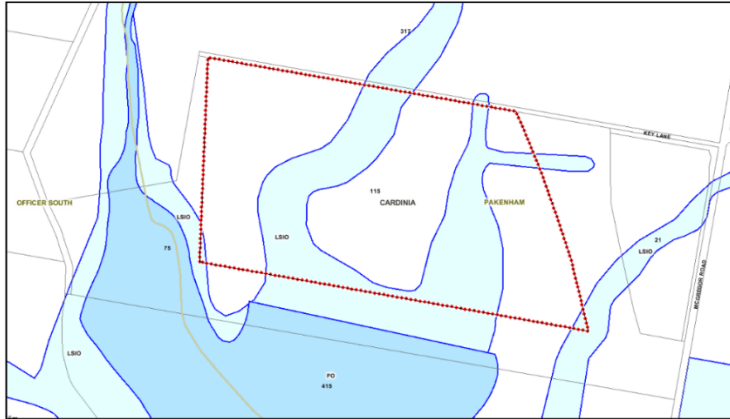
Applications under the Flood Overlay are exempt from notice and review requirements (Clause 44.03-5) and must be referred to the floodplain management authority (Melbourne Water) pursuant to Clause 44.03-6.

As can be seen in the image below, the Flood Overlay mapped area only covers a portion of Lot 2. Works proposed within this overlay triggering planning permission comprise earthworks, the construction of wetlands (associated with the stormwater management system) and the internal

road system. No habitable structures will be located within the extent of the overlay. The application was referred to Melbourne Water and Council's engineers.

Land Subject to Inundation Overlay

The Purposes of the LSIO include the identification of land affected by a 1-in-100-year flood, the maintenance of floodplain functions and management of effects on flood levels and velocities, the protection of water quality and environmental health, and to reflect relevant declarations under the Water Act 1989. Similar planning permit requirements apply under Clause 44.04-2 of the LSIO as under the FO.



An application under the LSIO is exempt from notice and review requirements (Clause 44.04-6) and must be referred to the floodplain management authority (in this case, Melbourne Water) pursuant to Clause 44.04-7.

As can be seen in the image below, the LSIO mapped area only covers a portion of the subject site, being part of Lots 2 and 3. The proposed race track and stormwater management system are located partially within this overlay and therefore trigger referral to Melbourne Water.

Discussion

Melbourne Water have required conditions to be placed upon any permit issued requiring agreements to be entered into as they relate to Melbourne Water's drainage systems, engineering drawings, survey plans, site management plan to be submitted for approval, and standard conditions relating flood levels.

Council's engineers have required conditions to be placed upon any permit issued requiring plans to be submitted which generally accord with the functional layout plan prepared by "Stormy Water Solutions", for both interim and ultimate storm water treatment, with the approval of Melbourne Water and the Responsible Authority.

Public Acquisition Overlay (Schedule 1)

The purpose of the Public Acquisition Overlay (Schedule 1) is to identify land which is proposed to be acquired by a public authority, this case a road for public purposes, to ensure this is reserved and any use or development does not prejudice this purpose.

A planning permit is required for works within the PAO, being the construction of an internal road on Lot 2, leading from McGregor Road along the southern boundary of Lot 3. VicRoads have provided support for this internal road to traverse the PAO area, however once the bypass in place, this access may no longer be accommodated or restored access. Given the bypass is not occurring for some time, it is considered appropriate to approve this internal access road in the interim.

Relevant Particular/ General Provisions and relevant incorporated or reference documents

52.06 Car Parking

Clause 52.06-5 does not set out a car parking requirement for the use of a motor racing track. As such, parking must be provided to the satisfaction of Council. As such, prior to the use and development commencing, a Traffic Impact Assessment Report (TIAR) must be submitted to the satisfaction of both Council and the Department of Transport as the responsible road authorities. The TIAR will deal with car parking, traffic flow, loading and waste collection and broader road network access arrangements.

52.17 Native Vegetation

Pursuant to Clause 52.17-1 (Native Vegetation), a planning permit is required for the removal of native vegetation. It is proposed to remove 9.37ha of native vegetation (being Plains Grassy Wetland EVC, listed as endangered in the Gippsland Plains bioregion) which also serves as habitat for a significant fauna species (Growling Grass Frog), three native scattered trees and potential impacts to Southern Brown Bandicoot movement corridor (being the Toomuc Creek corridor). The ecological features of the site are shown on the plan below, with a large portion of the mapped patches of Plains Grassy Wetland and the three scattered trees to be impacted.



The application was referred to DELWP as a recommending authority. DELWP provide no objection to the proposal and require conditions relating to native vegetation offsets to be placed upon any permit issued.

Cardinia Shire's Liveability Plan 2017-2029

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

- Improved social cohesion, as the application will assist in bringing communities and people together
- Reduce financial vulnerability, as the proposal will generate a significant number of jobs both during construction and in an ongoing capacity.

The proposal is generally consistent with Cardinia's Liveability Plan, providing a community facility that brings people together and generates significant jobs during construction and from an on-going operational perspective. Refer to assessments against Clause 17 Economic Development and Clause 21.04 above for details assessment regarding economic benefits.

Other relevant legislation

For completeness, the following legislation has also been considered in the preparation of the planning permit application:

Environment Protection and Biodiversity Conservation Act 1999 (Commonwealth)

As the site is not within the Melbourne Strategic Assessment (MSA) area, the proponent has considered the possibility that a referral, and theoretically, an assessment, under the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC) for effects on Matters of National Environmental Significance (MNES) may be required. Council lodged a referral in accordance with the EPBC in December 2012 in relation to the site, with the then-Commonwealth Department of Sustainability, Environment, Water, Population and Communities (ref. 2013/6733).

The proposed action was *“To construct a motor recreation and education facility”*. The Department issued a decision on 11 April 2013 stating that the proposed action was not a controlled action. Given the passage of time, consideration has been given to whether the proposal should be re-referred. The observations/potential of occurrence, of MNES, are recorded in section 4.1.1 of the Flora and Fauna Assessment. Ultimately, the Assessment concludes that *“Pending the results of the Growling Grass Frog targeted surveys, a referral to the Commonwealth Environment Minister may be required for assessment and approval”*. Targeted Growling Grass Frog surveys have subsequently been undertaken. The species was not observed as occurring on-site. As such, no referral under the EPBC was undertaken by the proponent.

Environment Effects Act 1978

The Environment Effects Act 1978 requires that projects with the potential to cause a significant effects on the environment should be referred to the Minister for Planning, for consideration of whether an Environment Effects Statement process should be followed in lieu of the planning permit application process.

As discussed above, the application was self-referred by Podium 1 Pty Ltd to the Minister for Planning on 1 April 2020. The Minister for Planning issued a decision on the referral on 14 June 2020 under section 8B(3)(b) of the *Environment Effects Act 1978* that an EES is not required, subject to conditions.

Environment Protection Act 2017

The Environment Protection Act 2017 provides a framework for the management of emissions to air, land and water, waste management and obliges certain land uses (“Scheduled Premises”) to obtain a works approval or license. “Scheduled Premises” include bulk fuel storage facilities, premises that discharge more than 500kg of Co2 per day to the atmosphere. As such, any necessary approvals will be obtained in line with the EPA.

Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2018

As noted previously, the site has previously been the subject of a CHMP, which revealed that the site has low potential Aboriginal Heritage Sensitivity. This was dealt with under Amendment C160, with Aboriginal Affairs Victoria approving the Cardinia Motor Recreation & Education Park Cultural Heritage Management Plan (reference 11147) on 30 September 2010.

Conclusion

Given the above assessment, the proposal for Stage 1 of the Cardinia Motor Recreation and Education Park is considered to be consistent with the relevant policies of the Planning Policy Framework, including the zone, overlays, particular provisions and decision guidelines. It is also considered to be generally in accordance with the Cardinia Motor Recreation and Education Park Development Plan,

The recommendation is that Council, having considered all the matters required under Section 60 of the Planning and Environment Act 1987 in relation to Planning Application No. T190147, grant a permit in respect of the land known and described as 75 Key Lane (Lot 2 on PS746980A) and 115 Key Lane (Lot 3 on PS746980A), Pakenham for the Use and Development of a Motor Racing Track and the Removal of Native Vegetation subject to the following conditions:

Conditions

Amended Plans Required

1. Prior to the commencement of the use and development, amended plans to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plans will be endorsed and will then form part of the permit. The plans must be drawn to scale with dimensions and the plans must be generally in accordance with the plans submitted with the application but modified to show:
 - (a) Any modifications required as a result of the environment report approved by the Minister for Planning under Condition 2 of this Permit.
 - (b) Any modifications required as a result of the flora and fauna management plan approved by the Secretary of DELWP under Condition 3 of this Permit.
 - (c) Any modifications required as a result of recommendations within the Acoustic Report approved by the Responsible Authority under Condition 4 of this Permit.
 - (d) The fully dimensioned racetrack layout.
 - (e) The location for bin storage and collection of garbage.

Plans Required

Environment Report

2. Prior to the endorsement of plans under condition 1 of the permit, an environment report must be prepared in consultation with the Department of Environment, Land, Water and Planning (DELWP) to the satisfaction of the Minister for Planning and approved by the Minister for Planning. The report needs to examine and document:
 - (a) the predicted impacts (direct and indirect), on biodiversity values within the site and surrounding areas, including loss of habitat, noise disturbance and impacts on habitat connectivity, particularly associated with:
 - (i) listed flora and fauna species under the *Flora and Fauna Guarantee Act 1988* and *Environment Protection and Biodiversity Conservation Act 1999* including; Growling Grass Frog, Southern Brown Bandicoot, Latham's Snipe, Dwarf Galaxias and Variable Groundsel;
 - (ii) listed communities under the *Flora and Fauna Guarantee Act 1988* and *Environment Protection and Biodiversity Conservation Act 1999* including; Seasonal Herbaceous Wetlands, Plains Grassy Wetland and Swampy Riparian Woodland;
 - (iii) nearby wetlands, waterways and waterbodies;

- (b) the results of targeted surveys for Latham's Snipe and Dwarf Galaxias that must be undertaken by suitability qualified persons and completed in consultation with DELWP, which should confirm the suitability of method and timing applied; and
- (c) assessment of project design refinements and mitigation measures to avoid and minimise adverse environmental effects, including for the project layout and timing of events.

Flora and Fauna Management Plan

- 3. Prior to the commencement of works under condition 1 of the permit, a flora and fauna management plan must be prepared in consultation with DELWP to the satisfaction of the Secretary of DELWP and approved by the Secretary of DELWP. The flora and fauna management plan needs to be informed by the assessments included within the environment report approved under condition 2 of this Permit and must include detailed measures to avoid, minimise and mitigate potential impacts on flora and fauna within the project site and adjacent conservation areas during construction and operation of the project including:
 - (a) measures to mitigate noise disturbance on fauna within the project site and in adjoining surrounding areas;
 - (b) measures for providing habitat suitable for Growling Grass Frog and other native fauna along and within constructed waterways and waterbodies;
 - (c) measures to mitigate pollutants and contaminated run-off from entering waterways;
 - (d) measures to prevent and control weeds (non-native species) and pest (non-native) animals;
 - (e) rehabilitation and revegetation to establish suitable native flora species across the site, particularly along Toomuc Creek, McGregor Road drain and the constructed wetlands, including suitable measures to avoid impacting fauna during works;
 - (f) a program for on-going monitoring and adaptive management of listed communities and listed species of flora and fauna within the project site.

Acoustic Report

- 4. Prior to the use and development commencing, a detailed Acoustic Report prepared by a suitably qualified acoustic engineer must be submitted to and approved by the Responsible Authority. The report must detail noise impacts associated with the use, provide recommendations on noise management, attenuation and mitigation techniques. Response must be provided to the noise impacts associated with any biodiversity values within the site and surrounding areas, as informed by the Environment Report approved under Condition 2 of this permit and the Flora and Fauna Management Plan approved under Condition 3 of this permit, to the satisfaction of the Responsible Authority.

Noise Management Plan

- 5. Prior to the use and development commencing, a Noise Management Plan prepared by a suitably qualified person must be submitted to and approved by the Responsible

Authority. The Noise Management Plan must be informed by the recommendations of the Acoustic Report as approved under Condition 4 of this permit and must detail:

- a. Description of all noise sensitive locations that the noise management plan is designed to protect, including any location-specific considerations (e.g. private agreements where relevant).
- b. Description and definitions of the activities permitted and any applicable exclusions,
- c. Permitted hours of operation for each respective activity (including patron entry/exit and bump-in/bump-out times) in accordance with the Event and Patron Management Plan approved under Condition 6 of this permit.
- d. Permitted frequency of events, (or a method for determining the permitted frequency of events) that is informed by the frequency, duration and volume level that will impact noise sensitive locations, particularly for high noise level events.
- e. Details of when and the manner in which notice of certain events are to be published or distributed to members of the public.
- f. Maximum permissible noise levels and methods for each respective activity or events (or class of events) of monitoring compliance (where relevant).
- g. Details of measures to be implemented to manage noise, including noise monitoring.
- h. Identification of individuals responsible for the management and implementation of the noise management plan.
- i. A complaint response procedure, including how these are received from the public and responded to.
- j. Details of any planned or periodic noise management plan reviews, including a comprehensive review of the noise management plan within 12 months of the commencement of the use.
- k. Details of any public address systems and other amplified noise.

to the satisfaction of the Responsible Authority.

Event and Patron Management Plan

6. Prior to the use and development commencing, an Event and Patron Management Plan must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be consistent with the recommendations of the Acoustic Report and Noise Management Plan as approved under Conditions 4 and 5 respectively and include:

- a. Details of the number/ratio of patrons which can be accommodated by on site facilities, for the purposes of distinguishing between ordinary and major events.

Ordinary Events

- b. Staffing and other measures which are designed to ensure the orderly arrival and departure of patrons.
- c. The training of staff in the management of patron behaviour.
- d. Staff communication arrangements
- e. Signage to be used to encourage responsible off-site patron behaviour.
- f. Security measures
- g. A breakdown in the number of patrons expected at each type of ordinary event.
- h. A breakdown in the number of ordinary events based upon noise levels

- i. A breakdown in hours of operation for each type of ordinary event.

Major Events

- j. The ratio at which patronage numbers exceed the limitation of on-site facilities at which point triggers the implementation of the following additional requirements for a major event.
- k. A breakdown in the number of patrons expected at each type of major event.
- l. A breakdown in the number of major events based upon noise levels
- m. A breakdown in hours of operation for each type of major event
- n. Security measures.
- o. A summary of additional on-site requirements for major events

to the satisfaction of the Responsible Authority.

Major Event Traffic Management Plan

7. Prior to any major events (as defined in the notes of this permit) occurring at this site, a Major Event Traffic Management Plan (METMP) must be submitted to the satisfaction of Council and the Department of Transport. Initially it must be supplied to Council's Traffic Engineers and the Department of Transport at least 6 months prior to the inaugural major event occurring, then for all subsequent events at least 3 months prior to the event (or notification of use of this METMP). This METMP (or a suitable modified, mutually agreed variation) must be utilised in all events over and above the regular traffic generation as identified in the development's masterplan Traffic Impact Assessment Report. The METMP must include the following as a minimum:
 - a. Information of event size, patron numbers and event activities anticipated (The METM could be broken down into events of different categories / sizes if desired).
 - b. Assess and provide mitigation measures for direct site access
 - c. Assess and provide mitigation measures for traffic flow / accessibility in the surrounding road network including Keys Lane, McGregor Road, Greenhills Road and the Monash Freeway, including any traffic management plans for the locations
 - d. Assess and provide mitigation measures for parking issues, including additional on and off-site (overflow) parking requirements where parking generation is expected to exceed the formal on-site parking provision, including parking management plans
 - e. Assess other impact on the surrounding road network
 - f. Investigate and implement strategies for additional bus or public transport access, to reduce the reliance on private vehicles.

Traffic, Car Park and Intersection Design Plans

8. Prior to the use and development commencing, a Traffic Impact Assessment Report (TIAR) must be submitted to the satisfaction of both Council and the Department of Transport as the responsible road authorities. When approved the TIAR will be endorsed and will then form part of the permit. All works must be undertaken in accordance with the approved TIAR.
9. Prior to the endorsement of the Function Layout Plan as approved by the Responsible Authority under Condition 10 of this permit, detailed car park design must be provided

in accordance with the recommendations within the Traffic Impact Assessment Report as approved by the Responsible Authority under Condition 8 of this permit.

10. Prior to the endorsement of the Function Layout Plan as approved by the Responsible Authority under Condition 11 of this permit, detailed intersection design (interim and ultimate) are required to be submitted to and approved by the Responsible Authority, in accordance with the recommendations within the Traffic Impact Assessment Report as approved by the Responsible Authority under Condition 8 of this permit.
11. Prior to the use or development commencing, a Functional Layout Plan must be submitted to and approved by the Responsible Authority. When approved, the functional layout plan will be endorsed and will then form part of the permit. The functional layout plan must show:
 - a. A fully dimensioned road layouts, including widths of street reservations,
 - b. Topography and existing features, including contours for the subject land and any affected adjacent land,
 - c. Car park layout on site.
 - d. Identification by survey of all trees (or group of trees) existing on the subject land, including dead trees and those that overhang the subject land from adjoining land,
 - e. Details of tree protection zones (TPZs) for all trees to be retained in the subject roadways,
 - f. All trees proposed for removal from the subject roadways clearly designated,
 - g. Typical cross-sections for each street, dimensioning individual elements, services offsets and any other identified spatial requirement,
 - h. Location and alignment of existing / proposed / future kerbs, property boundaries, footpaths, shared paths, bus stops and traffic control devices,
 - i. The proposed minor drainage network and any spatial features requiring access,
 - j. The major drainage system, including any watercourse or piped elements showing preliminary sizing,
 - k. Overland flow paths (100 year ARI) to indicate how excess runoff will safely be conveyed to its destination,
 - l. Drainage outfall system (both interim and ultimate), indicating legal point of discharge and any access requirements for the construction and maintenance,
 - m. A table of offsets for all utility services and street trees,
 - n. Preliminary location of reserves for electrical kiosks if required.
 - o. Preliminary street lighting layout.
 - p. Intersection designs for the McGregor Road / Greenhills Road / Keys Lane intersection showing:
 - i. 26m B Doubles for all turning movements at this intersection.
 - ii. Consent from both the Shire of Cardinia and Department of Transport as both the current and future road authorities for this intersection as a Major Traffic Control Item (as per the Road Safety Regulations).
 - iii. Intersection layouts and accompanying SIDRA analysis for the:
 - a. GW controlled double offset staggered T intersection (based upon the South East Business Park intersection upgrade plans), AND
 - b. Signalised double offset staggered T intersection (based upon the most recent Pakenham South Employment PSP, with the Keys Lane leg modified as a fourth signalised leg of the McGregor road / Greenhills Road intersection).

Construction Environmental Management Plan

12. At least 14 days before any works start, a site-specific Construction Environmental Management Plan (CEMP) to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved the CEMP will be endorsed and will then form part of the permit. All works must be undertaken in accordance with the approved CEMP. The CEMP must address all environmental risks and include:
- a. Temporary stormwater management including sedimentation control,
 - b. Provision of pollution and contamination controls including noise and dust,
 - c. Location of stockpiles and stockpile management,
 - d. Location of site office and facilities,
 - e. Equipment, materials and goods management,
 - f. Tree protection zones, trees to be retained and trees to be removed;
 - g. Details of what vegetation has been approved for removal on site (in accordance with Condition 39 of this permit) and what vegetation is to be retained.
 - h. A Fauna Management Plan to the satisfaction of the Responsible Authority and DELWP. This plan must outline steps taken to mitigate impacts to wildlife that may be displaced/injured during works. A suitably qualified wildlife handler or zoologist is to be present when felling trees/ removing native vegetation. If native fauna species are located, they are to be salvaged and relocated in accordance with all relevant legislation and approvals.
13. Prior to the use and development commencing, a Waste Management Plan (WMP) prepared by a suitably qualified person must be submitted to and approved by the Responsible Authority. When approved the WMP will be endorsed and will then form part of the permit. All works must be undertaken in accordance with the approved WMP.
14. Before a certificate of practical completion is issued, “as constructed” digital road and drainage information in AutoCAD format with all Xrefs binded into the drawings and showing any amendments during construction, must be submitted for all civil works where Council is the Responsibility Authority.
15. Before the development starts, a landscape plan prepared by a person suitably qualified and experienced in landscape design to the satisfaction of the Responsible Authority must be submitted to and approved by the Responsible Authority. When approved, the plan will be endorsed and will then form part of the permit. The plan must be drawn to scale with dimensions and three copies must be provided. The plan must show:
- a. *A survey (including botanical names) of all existing vegetation to be retained and/or removed.*
 - b. *Buildings and trees (including botanical names) on neighbouring properties within three metres of the boundary.*
 - c. *Details of surface finishes of pathways and driveways.*
 - d. *A planting schedule of all proposed trees, shrubs and ground covers, including botanical names, common names, pot sizes, sizes at maturity, and quantities of each plant.*

- e. *Landscaping and planting within all open areas of the subject land.*

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

Actions Required

16. Prior to the commencement of the use, the following roads must be upgraded in accordance with detailed construction plans and specifications submitted to and approved by the Responsible Authority that include a full depth sealed road pavement and appropriate roadside drainage:
 - a. McGregor Road between the Pakenham Bypass and Greenhills Road, (if not already upgraded) and the section of McGregor Road between Greenhills Road and Keys Lane.
 - b. Keys Lane between McGregor Road and the agreed site access point.
 - c. The intersection of McGregor Road, Greenhills Road and Keys Lane.
17. Prior to the commencement of the use, all proposed internal areas set aside on the approved plan/s for access, circulation and car parking must be constructed with concrete, asphalt or other approved hard surfacing material, drained and the parking areas delineated to the satisfaction of the Responsible Authority.
18. Prior to the commencement of the use, outfall drainage works must be designed and constructed in accordance with plans and specifications submitted to and approved by Melbourne Water and the Responsible Authority. These plans must be generally in accordance with the functional layout plan prepared by "Stormy Water Solutions", for the ultimate storm water treatment, drawing number 1863/SWMP/1, revision D, dated 14/03/2019, or as otherwise amended with the approval of Melbourne Water and the Responsible Authority. Stage 1 development, outfall drainage works must be designed and constructed in accordance with the "Stormy Water Solutions" interim arrangements shown in drawing number 1957/SWMP/1.
19. Prior to the commencement of the use, lighting of the upgraded roadways, any pedestrian/cycle paths and the internal car parking areas must be designed and installed in accordance with Australian Standard 1158.1 to the satisfaction of the Responsible Authority.
20. Prior to laying the base course asphalt on any affected roadway, CCTV results for the full length of all stormwater drainage pipes where Council is to become the asset owner, must be submitted for assessment. The submitted information is to be to the satisfaction of the Responsible Authority.
21. Prior to a certificate of practical completion being issued for any works where Council is the Responsible Authority, the permit holder must provide survey enhanced "as constructed" GIS data for the drainage, road and footpath information components of the subdivision, in accordance with the current version of D-SPEC and R-SPEC. Council's preferred format for the submission of the graphical data is in "MapInfo Native Format". A secondary format is "MapInfo MID/MIF". Grid Co-ordinates must be MGA zone 55 (GDA 94). Please refer to the A-SPEC website for further information: www.a-specstandards.com.au

General

22. The use and development as shown on the endorsed plans and reports must not be altered without the further written consent of the Responsible Authority.
23. The use and development must be continued and completed to the satisfaction of the Responsible Authority.
24. The use and development must be undertaken in accordance with the Environment Report approved under Condition 2 of this permit to the satisfaction of the Responsible Authority and DELWP. No alterations to the report may occur without the prior written consent of the Responsible Authority and DELWP.
25. The use and development must be undertaken in accordance with the Flora and Fauna Management Plan approved under Condition 3 of this permit to the satisfaction of the Responsible Authority and DELWP. No alterations to the plan may occur without the prior written consent of the Responsible Authority and DELWP.
26. The use and development must be undertaken in accordance with the Acoustic Report approved under Condition 4 of this permit to the satisfaction of the Responsible Authority. No alterations to the report may occur without the prior written consent of the Responsible Authority.
27. The use and development must be undertaken in accordance with the Noise Management Plan approved under Condition 5 of this permit to the satisfaction of the Responsible Authority. No alterations to the report may occur without the prior written consent of the Responsible Authority.
28. The use and development must be undertaken in accordance with the Event and Patron Management Plan approved under Condition 6 of this permit to the satisfaction of the Responsible Authority. No alterations to the report may occur without the prior written consent of the Responsible Authority.
29. Traffic management measures as per the TIAR (as approved under condition 8 of this permit) and the METMP (as approved under condition 7 of this permit) must be implemented to the satisfaction of the Responsible Authority.
30. Prior to the use commencing, or by such later date as is approved by the Responsible Authority in writing, the landscaping works shown on the endorsed plans must be carried out and completed to the satisfaction of the Responsible Authority.
31. The landscaping shown on the endorsed plans must be maintained to the satisfaction of the Responsible Authority and used for no other purpose. Any dead, diseased or damaged plants are to be replaced.
32. The development must not have an unreasonable detrimental impact upon the amenity of the area, including works associated with construction, through the:
 - a. Transport of materials, goods or commodities to or from the land.
 - b. Appearance of any building, works or materials.
 - c. Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
 - d. Presence of vermin.
 - e. Hours of construction activity.

to the satisfaction of the Responsible Authority.

Hours of Operation

33. Subject to the conditions of the Noise Management Plan under Condition 5 of this permit, the use for motor vehicle racing (excluding patron entry/exit and bump in/out) may operate within the following hours unless otherwise approved by the Responsible Authority:

- | | |
|---|--------|
| a. Monday to Thursday: | 8.00am |
| to 6.00pm | |
| b. Friday to Sunday and public holidays outside daylight savings: | 8.00am |
| to 6.00pm | |
| c. Friday to Sunday and public holidays during daylight savings: | 8.00am |
| to 8.00pm | |
| d. Friday or Saturday for a maximum of two events per calendar month: | 6.00pm |
| to 11.00pm | |

to the satisfaction of the Responsible Authority.

Development Plan Overlay (Schedule 16) Condition

34. The use and development of the site must be undertaken in accordance with the management plan and environmental management plan approved as part of the development plan, as amended or superseded from time to time, to the satisfaction of the Responsible Authority.

Engineering Conditions

35. Stormwater works must be provided on the subject land so as to prevent overflows onto adjacent properties.

36. All roads used for the purpose of haulage of imported or exported materials for construction must be:

- a. Approved in writing by the Responsible Authority for the submitted haulage strategy, at least seven days prior to the commencement of use;
- b. Maintained in accordance with the Responsible Authority's maintenance intervention levels, or as requested by the Responsible Authority if the road deteriorates during the haulage period; and
- c. Reinstated to the satisfaction of the Responsible Authority.

37. No fill or excavated material for or from this development is to be carted/hailed into or from the site without first obtaining the further written consent from Council's Engineering Department at least seven (7) days prior to the cartage/haulage works commencing to the satisfaction of the Responsible Authority.

38. All costs associated with the Keys Lane leg intersection upgrade (including the intersection upgrade initially and the future signalised intersection upgrade and any additional land acquisition required) are borne by the developer / operator of the motorsports complex. The developer must enter into a section 173 to this effect to satisfaction of the Responsible Authority.

DELWP Vegetation Removal Conditions

39. Prior to works commencing, the permit holder must advise all persons undertaking the vegetation removal or works on site of all relevant permit conditions and associated statutory requirements or approvals.
40. Prior to works commencing, the applicant must provide a Native Vegetation Report to the Responsible Authority for approval of the extent of Native Vegetation to be removed under this permit. The total area of native vegetation proposed to be removed is to be confirmed to the satisfaction of the Responsible Authority once further investigation and planning (as outlined in the conditions of this permit) has occurred.
41. Prior to the removal of any native vegetation, evidence that the required offset, as detailed in the Native Vegetation Report approved under Condition 40 of this permit, has been secured must be provided to the satisfaction of the Responsible Authority. This evidence must be one or both of the following:
 - a. an established first party offset site including a security agreement signed by both parties, and a management plan detailing the 10-year management actions and ongoing management of the site, and/or
 - b. credit extract(s) allocated to the permit from the Native Vegetation Credit Register.
42. A copy of the offset evidence must be endorsed by the Responsible Authority and will then form part of this permit. Within 30 days of endorsement of the offset evidence, a copy of the endorsed offset evidence must be provided to Planning Approvals at the Department of Environment, Land, Water and Planning, Port Phillip, regional office.
43. Within six (6) months of the conclusion of the permitted clearing of native vegetation under this permit, the offset requirements can be reconciled with the written agreement of the Responsible Authority and the Department of Environment, Land, Water and Planning.

Melbourne Water Conditions

44. Prior to the construction of buildings and works, the Owner shall enter into and comply with an agreement with Melbourne Water Corporation for the acceptance of surface and storm water from the subject land directly or indirectly into Melbourne Water's drainage systems and waterways, the provision of drainage works and other matters in accordance with the statutory powers of Melbourne Water Corporation.
45. Prior to the construction of buildings and works, Engineering drawings are to be submitted to Melbourne Water for review and approval, showing existing and proposed surface levels. Any earthworks must be done such that the volume of fill does not exceed the volume of cutting. Volume calculations must be submitted with these drawings, and must demonstrate that flood levels will not be increased as a result of the development, to the satisfaction of Melbourne Water.
46. A Certified Survey Plan is to be submitted after the completion of earthworks to demonstrate compliance with accepted Engineering drawings, for the purpose of ensuring appropriate flood plain management, to the satisfaction of Melbourne Water.
47. At least 21 days before construction commences a Site Management Plan detailing pollution and sediment control measures during construction must be submitted to Melbourne Water for review and acceptance, to the satisfaction of Melbourne Water.

48. Melbourne Water approval must be obtained for any new or modified stormwater connection to Melbourne Water's drains or watercourses.
49. All floors of sheds or workshop facilities or any other non-habitable building(s) must be set a height of 300mm above the 1% AEP flood level, to the satisfaction of Melbourne Water.
50. All floors of office or function rooms, warehouses or any other habitable building(s) must be set to a minimum height of 600mm above the 1% AEP flood level, to the satisfaction of Melbourne Water.
51. Post construction of new building(s), a Certified Survey Plan is to be submitted to Melbourne Water for review and acceptance, demonstrating compliance with Melbourne Water's minimum flood level requirements.
52. Unless otherwise agreed, any new fences must be of an open style (50 percent open up to the applicable 1% AEP flood level) for the purpose of flood flow conveyance, to the satisfaction of Melbourne Water.
53. Any open space area intended to act as a stormwater overland flow path must be designed and constructed to comply with the floodway safety criteria either as outlined in Melbourne Water's Land Development Manual, or where appropriate to Council's requirements and standards.
54. Environmental, geological, ground water, and any other relevant investigations must be undertaken to ensure that the existence of flora and fauna of importance, areas of rock, prevailing groundwater or any other conditions do not inhibit the use and construction of works associated with the development.
55. Stormwater runoff from the subdivision must achieve State Environment Protection Policy (Waters of Victoria) objectives for environmental management of stormwater as set out in the 'Urban Stormwater Best Practice Environmental Management Guidelines (CSIRO) 1999'.

AusNet Conditions

56. No part of the proposed buildings, including eaves, awnings, canopies, shelters and the like, is permitted on AusNet Transmission Group's easement.
57. The proposed car park must be used only by domestic and small commercial vehicles not exceeding 3 metres in height. Parking, loading, unloading and load adjustment of large commercial vehicles is not permitted on the easement.
58. The use of vehicles and equipment involved in construction work on the easement must not exceed 3 metres operating height without prior written permission from AusNet Transmission Group Pty Ltd.
59. Any lighting poles erected on the easement must not exceed 3 metres in height and must be designed so as to allow lanterns to be lowered to ground level for servicing. Higher poles may be permitted subject to available conductor to ground clearances at this site. Power to lighting poles must be installed underground.
60. Approval must be obtained from AusNet Transmission Group as to the position and/or suitability of any roads that are proposed within the AusNet Transmission Group easement.

In this regard, the applicant must make contact with AusNet Transmission Group (LMG@ausnetservices.com.au) at an early stage to ensure that any road proposals within a transmission line easement are acceptable to AusNet Transmission Group.

There are strict requirements regarding roads in transmission easements including road length, clearance to existing and future towers and overhead conductors as well as safety within road reserves.

61. Details of proposed road construction and the installation of services within the easement must be submitted to AusNet Transmission Group and approved in writing prior to the commencement of work on site.
62. Gates must be installed in any new boundary fences that cross the easement to enable access for AusNet Transmission Group vehicles.
63. Scaffolding is not permitted on the easement.
64. All trees and shrubs planted on the easement must not exceed 3 metres maximum mature growth height.
65. The storage of flammable materials, including that within waste bins, is not permitted on the easement.
66. Natural ground surface levels on the easement must not be altered by the stockpiling of excavated material or by landscaping without prior written approval from AusNet Transmission Group.
67. All services traversing the easement must be installed underground.
68. The use of construction equipment including cranes that have the ability to extend into the easement are not permitted.
69. Details of all future works within the easement must be submitted to AusNet Transmission Group and approved in writing prior to the commencement of work on site.

Permit Expiry

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

- a. The development is not started within three (3) years of the date of this permit.
- b. The development is not completed within five (5) years of the date of this permit.
- c. The use has not commenced within two (2) years of the development being completed.

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

DELWP Note:

- (i) Within the area of native vegetation to be retained and any tree protection zone associated with the permitted use and/or development, the following is prohibited:
 - 1. Any vehicle or pedestrian access, trenching or soil excavation, and
 - 2. Storage or dumping of any soils, materials, equipment, vehicles, machinery or waste products, and
 - 3. Entry or exit pits for underground services, and
 - 4. Any other actions or activities that may result in adverse impacts to retained native vegetation.

EPA Note:

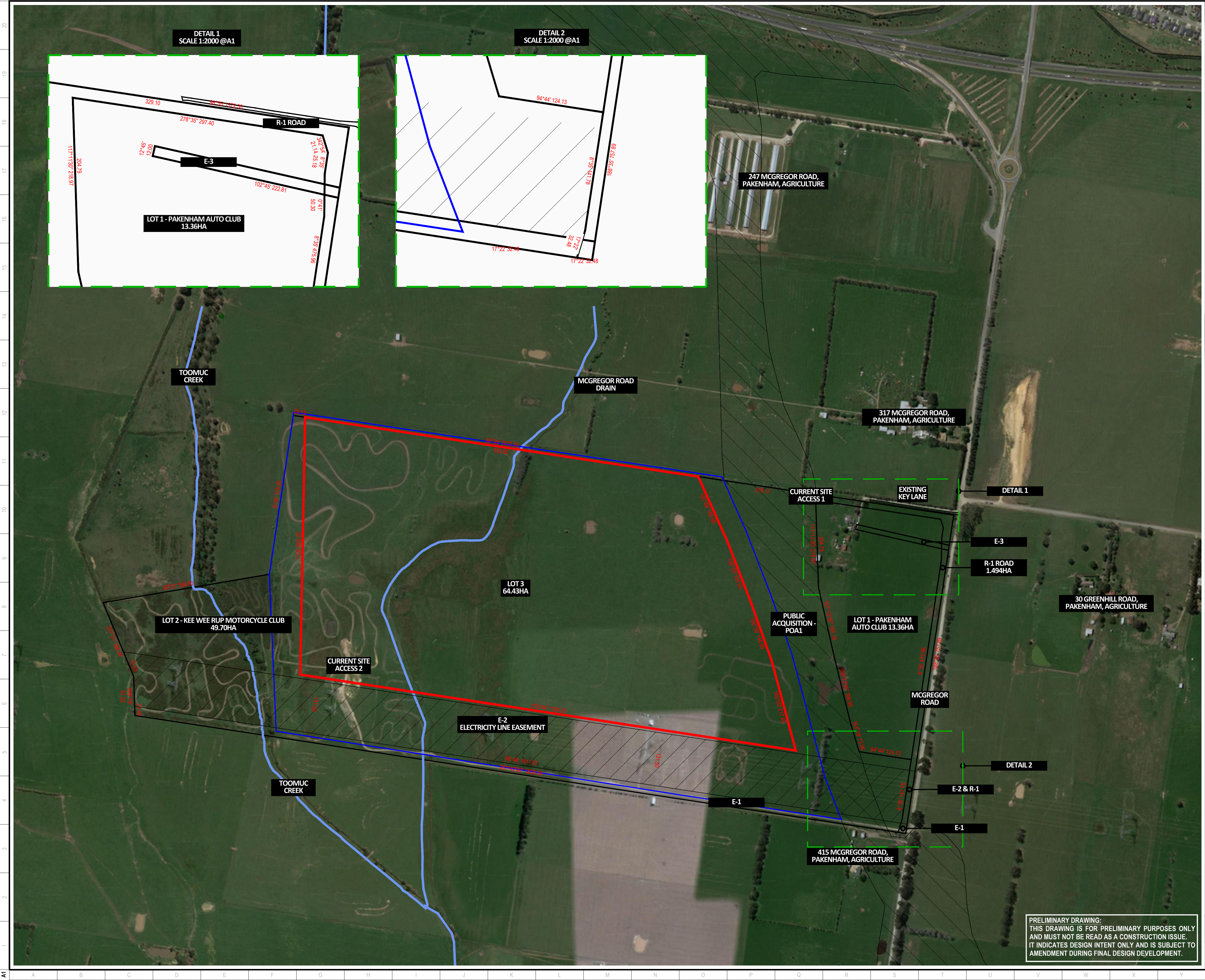
- (ii) This permit is not an EPA works approval or licence. The permit holder must ensure that any obligations or duties that arise under the Environment Protection Act 1970 are met. This may include obtaining a works approval or licence prior to the commencement of works.

Other Notes:

- (iii) It is acknowledged that the time and upgrade of the Keys Lane leg of the future signalised intersection is unknown and will be determined by development in the adjacent PSP.
- (iv) It is noted that noise associated with commercial uses outside of competition motorsport is assessable under Victorian EPA Publication 1411 *Noise from Industry in Regional Victoria* (NIRV).
- (v) **Major Event** is defined by any event whereby the ratio of patrons exceeds the limitations of the on-site facilities. This ratio is stated in the approved Patron and Event Management Plan approved under Condition 6 of this permit.
- (vi) **Ordinary Event** is defined by any event whereby the ratio of patrons is below the limitations of the on-site facilities. This ratio is stated in the approved Patron and Event Management Plan approved under Condition 6 of this permit.
- (vii) **Daylight Savings** is defined by the period referred to in a proclamation made in accordance with the *Summer Time Act 1972* (Vic)



Attachment 1: Site, Floor, Elevation Plans and Materials Schedule



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IN ASSOCIATION WITH:

 
Member of the Surbana Jurong Group

 
STRATEGY & PERFORMANCE

SUB-CONSULTANT'S PROJECT NUMBER: N/A



GENERAL NOTES:

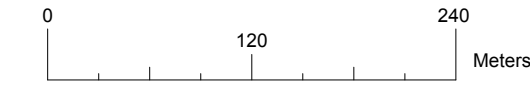
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DRAWING NOTES:

1. Lot 1 & Lot 2 are under 3rd Party Ownership

DRAWING KEY:


-  PROJECT AREA
-  LOT 3 BOUNDARY


0 120 240 Meters

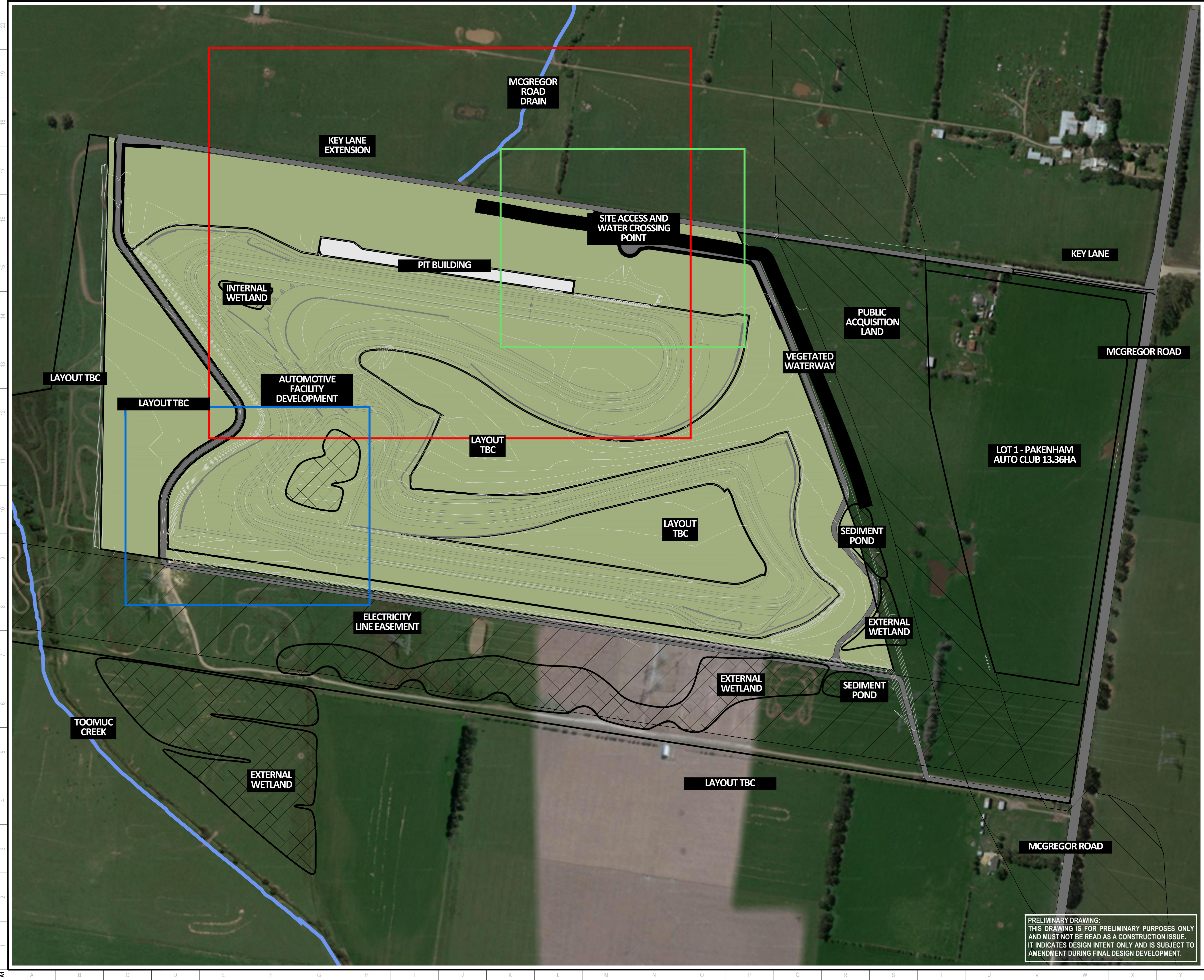


DRAWING REFERENCES:


- 171-00 - Logo Block
- 171-01-01-0004-A - CAD Background Image SD

A	INITIAL ISSUE	DESCRIPTION	12/03/19	DATE	JW	BY	DB	AUTH									
Client																	
																	
Project Title																	
CARDINIA MOTOR RECREATION AND EDUCATION PARK - STAGE 1																	
Drawing Title																	
EXISTING CONDITIONS PLAN																	
Designed	Drawn	Checked	Approved	Date													
JW	JW	DB	DB	12/03/19													
Drawing Number			Scale @ A1		Rev												
171-01-01-0011			1:4000		A												
Stage:																	
01 - VISION PLAN																	

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SMEC

Member of the Surbana Jurong Group



MI ASSOCIATES


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DRAWING NOTES:
1. Contours are shown with 0.25m intervals.
2. All dimensions shown are preliminary and are subject to change.
Drawing Key:
171-01-01-0014 - Planning - Pit Building Detail
171-01-01-0015 - Planning - Access off Key Lane Detail
171-01-01-0016 - Planning - Circuit Section Detail

0 75 150
Meters



DRAWING REFERENCES:
171-00 - Logo Block
171-01-01-0004-A - CAD Background Image SD
171-01-02-0001-AD - Site Plan - No Plot 1

A	INITIAL ISSUE	12/03/19	BR	DB
REV	DESCRIPTION	DATE	BY	AUTH

Client

1

podium

Project Title

CARDINIA MOTOR RECREATION AND EDUCATION PARK - STAGE 1

Drawing Title

PLANNING DRAWINGS
SITE DEVELOPMENT PLAN
SECTION LOCATIONS

Designed	Drawn	Checked	Approved	Date
	BR	JW	DB	12/03/19

Drawing Number	Scale @ A1	Rev
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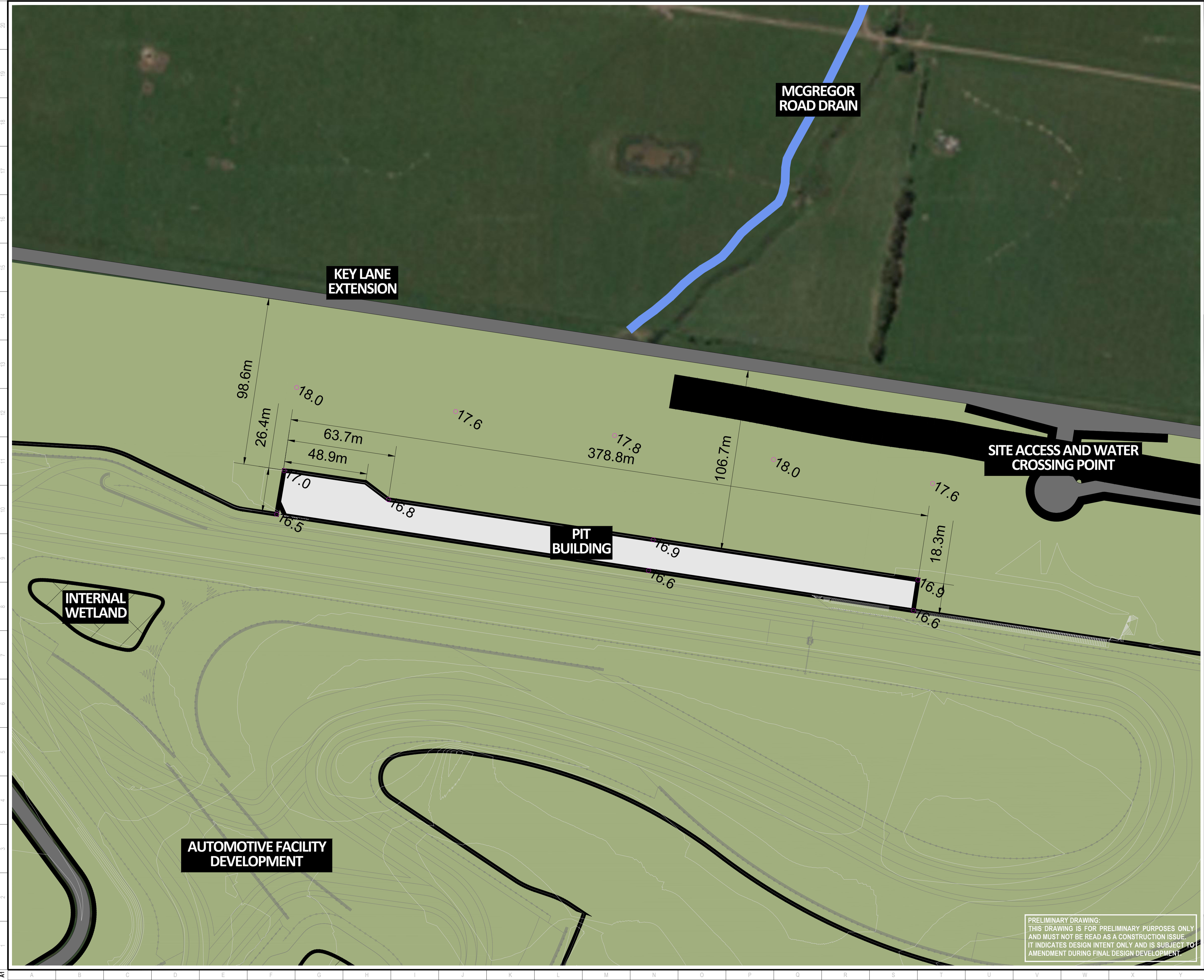
Stage:

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04080Meters



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171-00 - Logo Block
171-01-01-0004-A - CAD Background Image SD
171-01-02-0001-AD - Site Plan - No Plot 1

A	INITIAL ISSUE	12/03/19	BR	DB
REV	DESCRIPTION	DATE	BY	AUTH

Client

1

podium

Project Title

CARDINIA MOTOR RECREATION AND EDUCATION PARK - STAGE 1

Drawing Title

PLANNING DRAWINGS
SITE DEVELOPMENT PLAN
PIT BUILDING DETAIL

Designed	Drawn	Checked	Approved	Date
	BR	JW	DB	12/03/19

Drawing Number	Scale @ A1	Rev
171-01-01-0014	1:1000	A

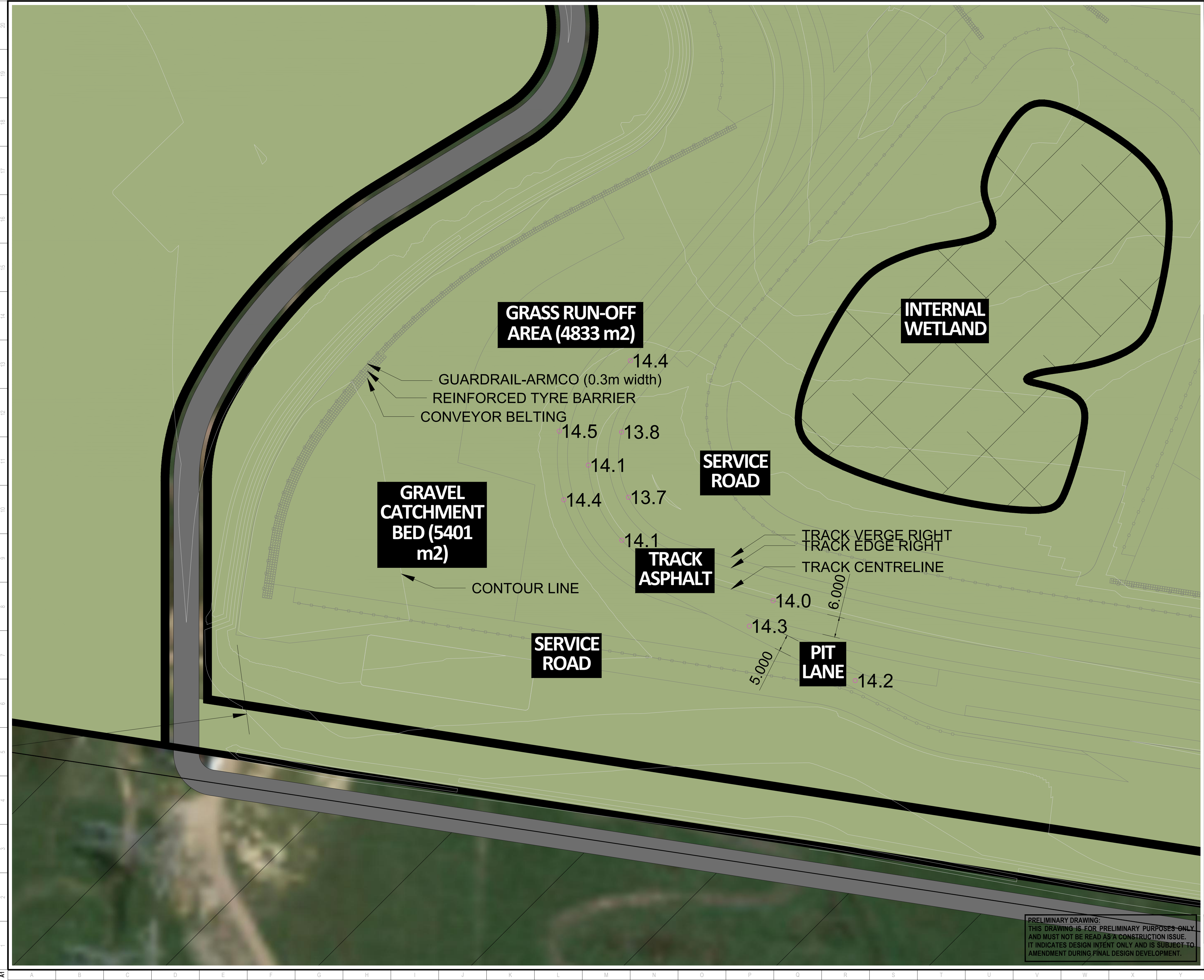
Stage:

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020 Meters



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171-00 - Logo Block

171-01-01-0004-A - CAD Background Image SD

171-01-02-0001-AD - Site Plan - No Plot 1

A

INITIAL ISSUE

12/03/19

BR

DB

Client

1 podium

Project Title

CARDINIA MOTOR RECREATION AND EDUCATION PARK - STAGE 1

Drawing Title

PLANNING DRAWINGS
SITE DEVELOPMENT PLAN
CIRCUIT SECTION DETAIL

Designed
BR

Drawn
BR

Checked
JW

Approved
DB

Date
12/03/19

Drawing Number
171-01-01-0016

Scale @ A1
1:500

Rev
A

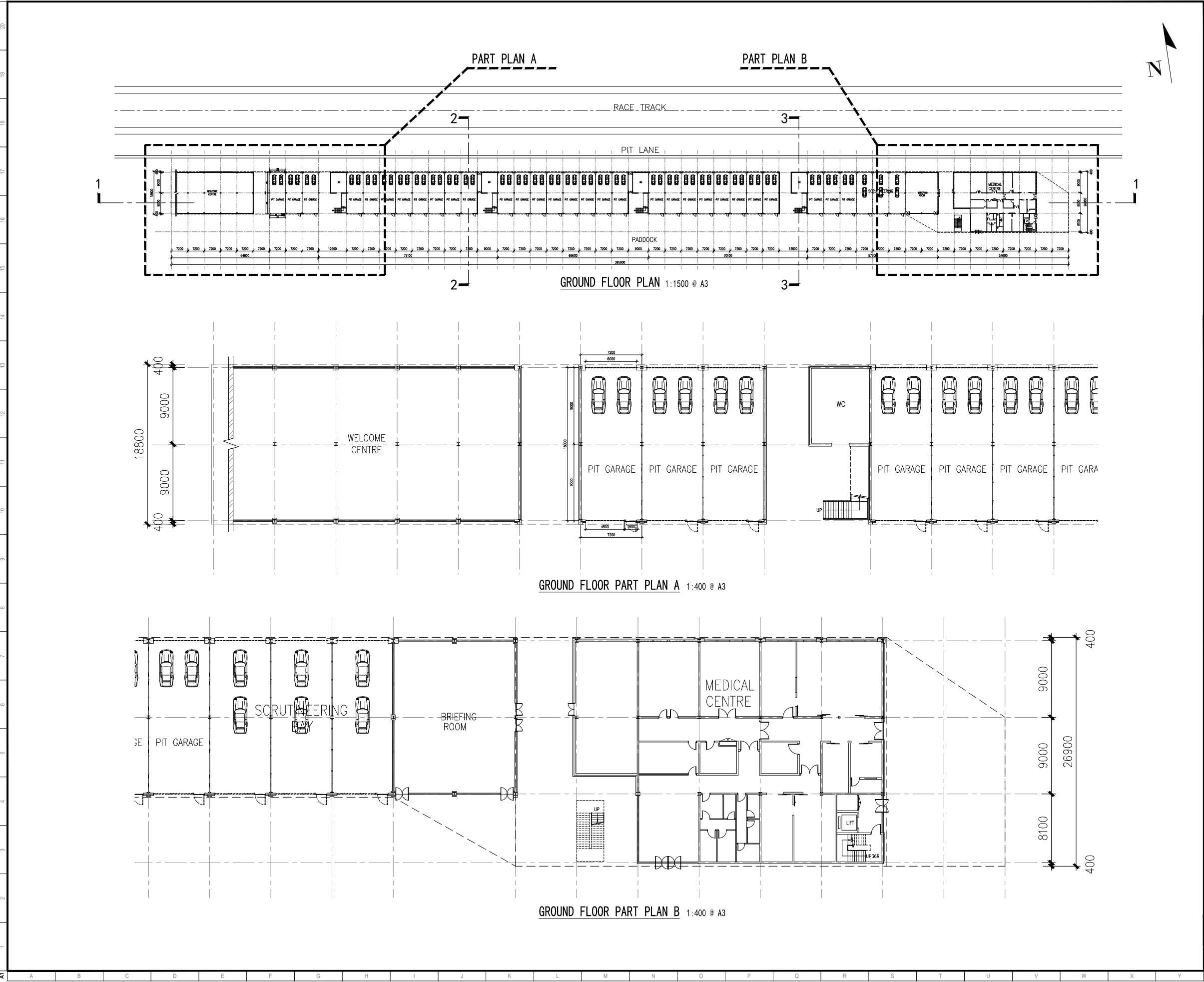
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DRAWING REFERENCES:

A	DRAFT ISSUE	04/03/19	-	-
B	SECOND ISSUE	11/03/19	-	-

REV	DESCRIPTION	DATE	BY	AUTH

Client


Project Title
Cardinia Motor Recreation and Education Park - Stage 1

Drawing Title
PIT BUILDING - GROUND PLAN

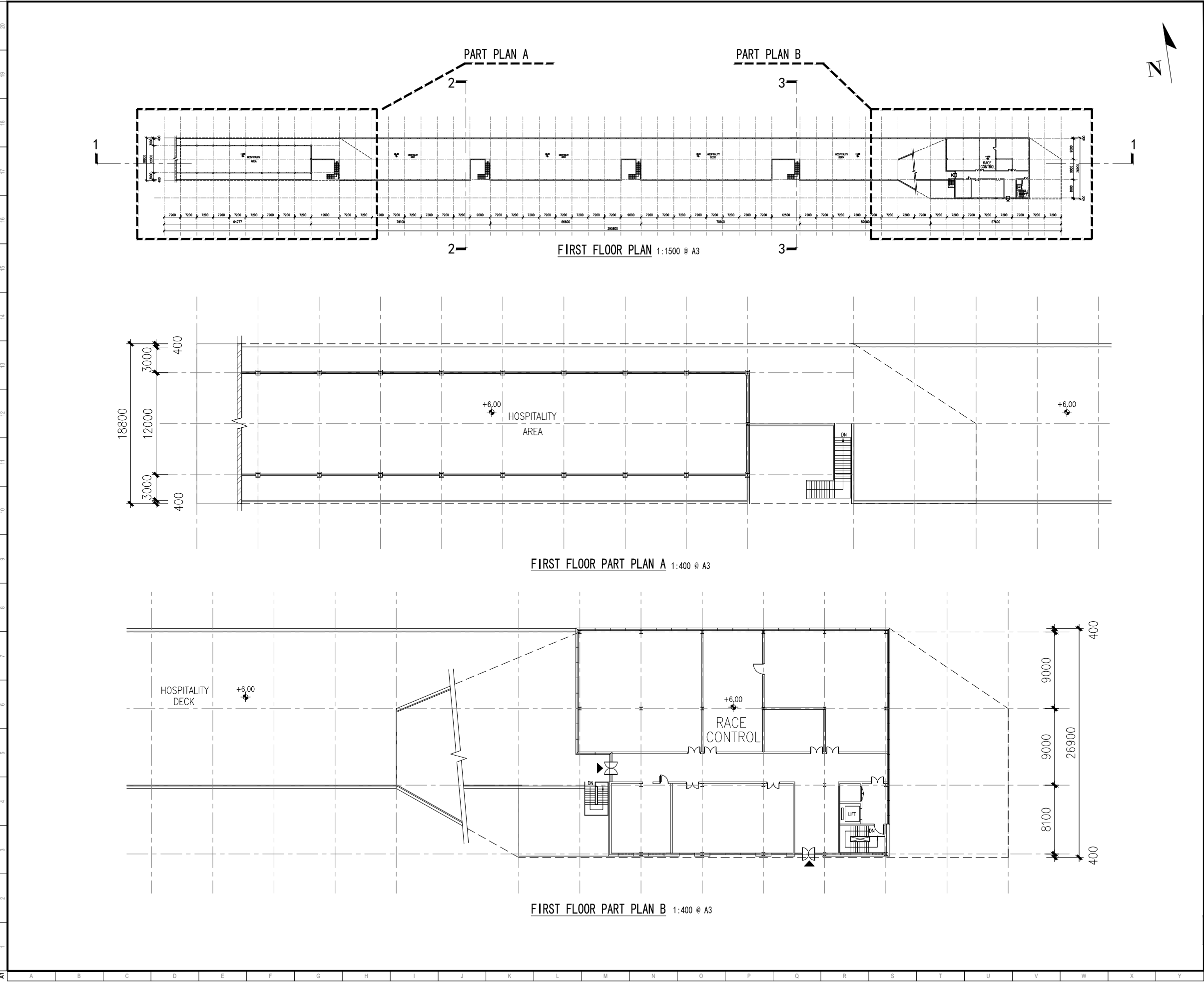
Designed	Drawn	Checked	Approved	Date
-	JW	-	-	11/03/19

Drawing Number	Scale	Rev
171-01-21-1001	VARIES	B

Stage:
01 - VISION PLAN

Ordinary Council Meeting 17 August 2020

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DRAWING REFERENCES:

A	DRAFT ISSUE	04/03/19	-	-
B	SECOND ISSUE	11/03/19	-	-
REV	DESCRIPTION	DATE	BY	AUTH

Client

Project Title

Cardinia Motor Recreation and Education Park - Stage 1

Drawing Title

PIT BUILDING - FIRST FLOOR PLAN

Designed	Drawn	Checked	Approved	Date
-	JW	-	-	11/03/19

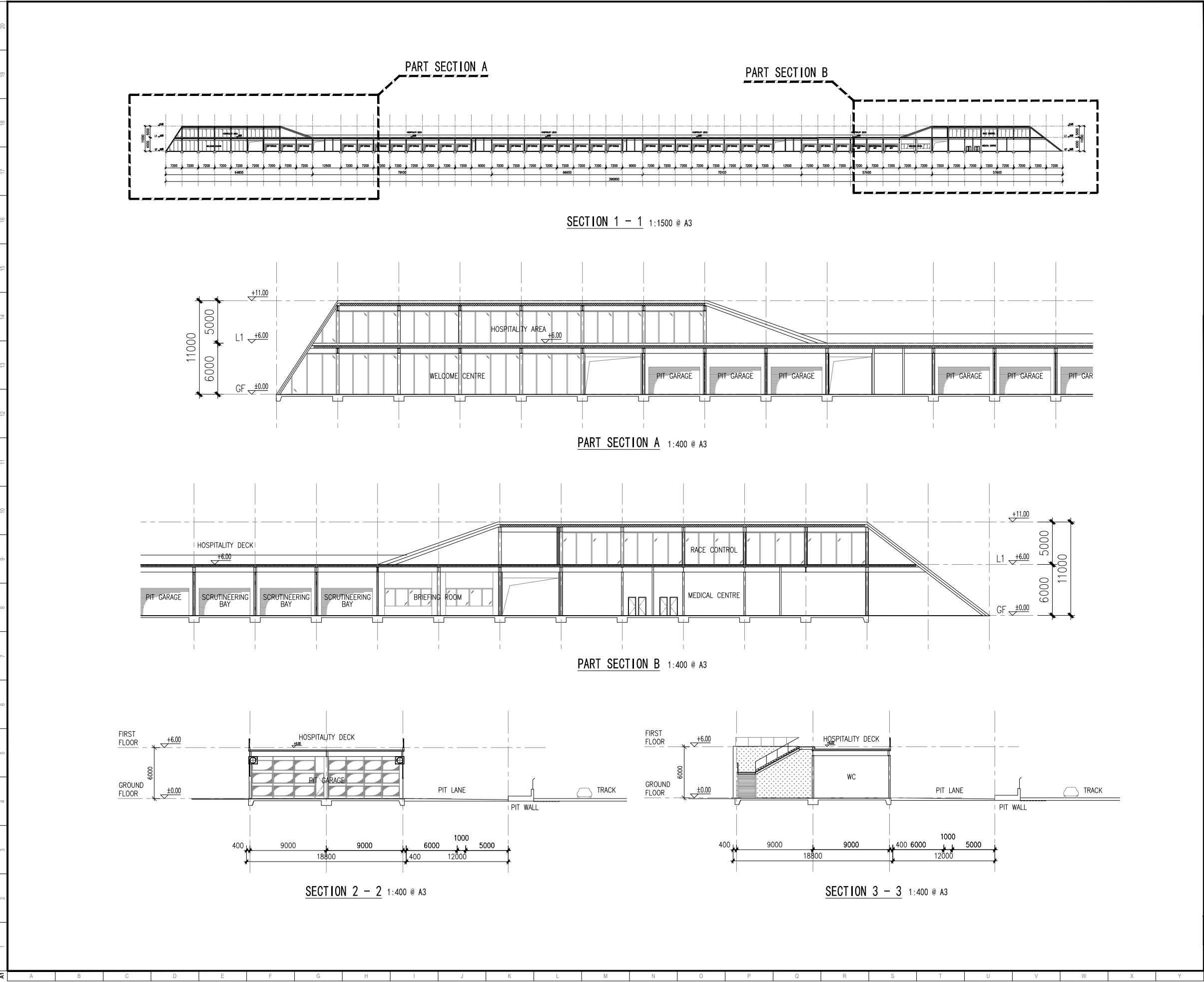
Drawing Number	Scale	Rev
171-01-21-1002	VARIES	B

Stage:

01 - VISION PLAN

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IN ASSOCIATION WITH:
gravity **SMEC**
Member of the Surface Planning Group

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3. All dimensions & levels in metres unless noted otherwise. All dimensions to be verified on site & approved by the engineer.
4. This drawing should be read in conjunction with other relevant architectural, structural, mechanical & electrical drawings and all relevant sections of the specifications.
5. The information shown on this drawing should only be used as a reference and not for construction.

DRAWING NOTES:

PRELIMINARY DRAWING:
THIS DRAWING IS FOR PRELIMINARY PURPOSES ONLY
AND MUST NOT BE READ AS A CONSTRUCTION ISSUE.
IT INDICATES DESIGN INTENT ONLY AND IS SUBJECT TO
AMENDMENT DURING FINAL DESIGN DEVELOPMENT.

DRAWING REFERENCES:

A	DRAFT ISSUE	04/03/19	-	-
B	SECOND ISSUE	11/03/19	-	-
REV	DESCRIPTION	DATE	BY	AUTH

Client

1 podium

Project Title

Cardinia Motor Recreation and
Education Park - Stage 1

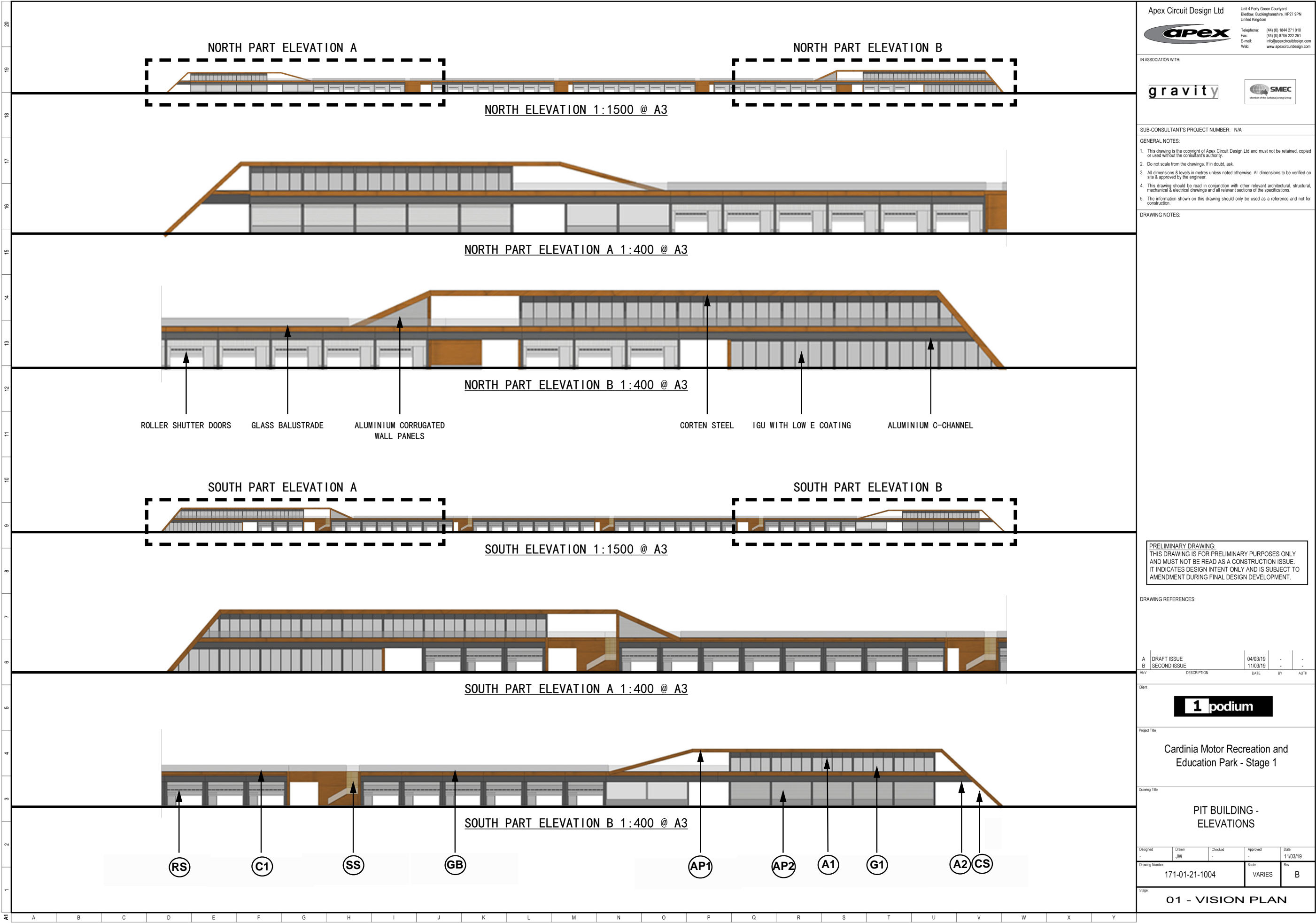
Drawing Title

PIT BUILDING -
SECTIONS

Designed	Drawn	Checked	Approved	Date
-	JW	-	-	11/03/19

Drawing Number	Scale	Rev
171-01-21-1003	VARIES	B

Stage:
01 - VISION PLAN





A1 - ALUMINIUM GRILLES



CS - CORTEN STEEL



AP1 - ALUMINIUM ROOF PANELS



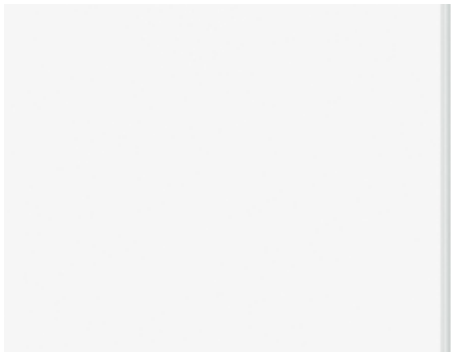
C1 - CONCRETE ROOF



GB - GLASS BALUSTRADE



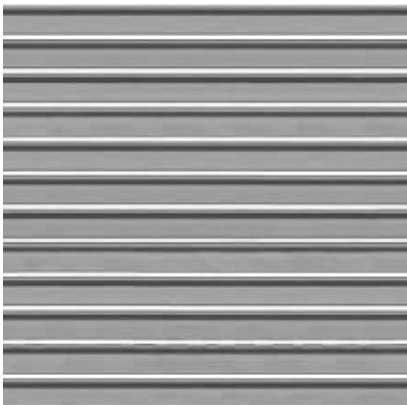
A2 - ALUMINIUM C-CHANNEL



G1 - IGU WITH LOW-E COATING



RS - ELECTRIC MOTORED ROLLER SHUTTER



AP2 - ALUMINIUM CORRUGATED WALL PANELS



SS - STEEL STAIRCASE