

## Cardinia Planning Scheme - Amendment C238

### Am C238 Submissions

The planning scheme amendment process is a formal statutory process governed by Victorian Government legislation, specifically the *Planning and Environment Act 1987* (Planning Act).

The Planning Act contains provisions that require Council to make certain documents available for public inspection, including planning scheme amendments documents and written submissions received in relation to an amendment. The *COVID-19 Omnibus (Emergency Measures) Act 2020* (Omnibus Act) has made changes to the Planning Act, which requires documents normally open for inspection to be made available online.

Council must make a copy of every submission available online for any person to inspect until the end of two months after the amendment comes into operation, lapses or ends otherwise.

Fifteen submissions have been received in relation to Amendment C238. The submissions have been consolidated into this one document.

Personal information has been redacted from the submissions. **Personal information** means information or an opinion (including information or an opinion forming part of a database), that is recorded in any form and whether true or not, about an individual whose identity is apparent, or can reasonably be ascertained, from the information or opinion (Omnibus Act S205(4)).

*This document has been made available for the purpose of the planning process as set out in the Planning and Environment Act 1987. The information must not be used for any other purpose.*

*Under Section 22(2) of the Planning and Environment Act 1987, Council may consider late submissions.*

*By taking a copy of this document you acknowledge and agree that you will only use the document for the purpose specified above and that any dissemination, distribution or copying of this document is strictly prohibited.*

23 JULY 2020

Lorna Lablache  
E-mail: mail@cardinia.vic.gov.au

Dear Lorna

**Town Planning Scheme Amendment C238 of the Cardinia Planning Scheme**

**Your Reference: 95-10-536**

**Our Reference: Case Number 36734655 File 20PD2109**

I refer to your letter received on 9 July 2020. South East Water as the Water Supply and Sewerage Authority has no objection to the proposed amendment of the Planning Scheme.

**Please Note: As South East Water has no objection to the Scheme Amendment, we request that both your Council and Planning Panels Victoria do not provide any further correspondence to us regarding the Amendment.**

If you have any enquires please contact [REDACTED] on 9552 3373.

Yours sincerely

[REDACTED]

[REDACTED]

**Team Leader Land Development**

18 August 2020

Strategic Planning Unit  
Cardinia Shire Council  
PO Box 7  
**Pakenham 3810**

Via email: [mail@cardinia.vic.gov.au](mailto:mail@cardinia.vic.gov.au)

Dear Lorna

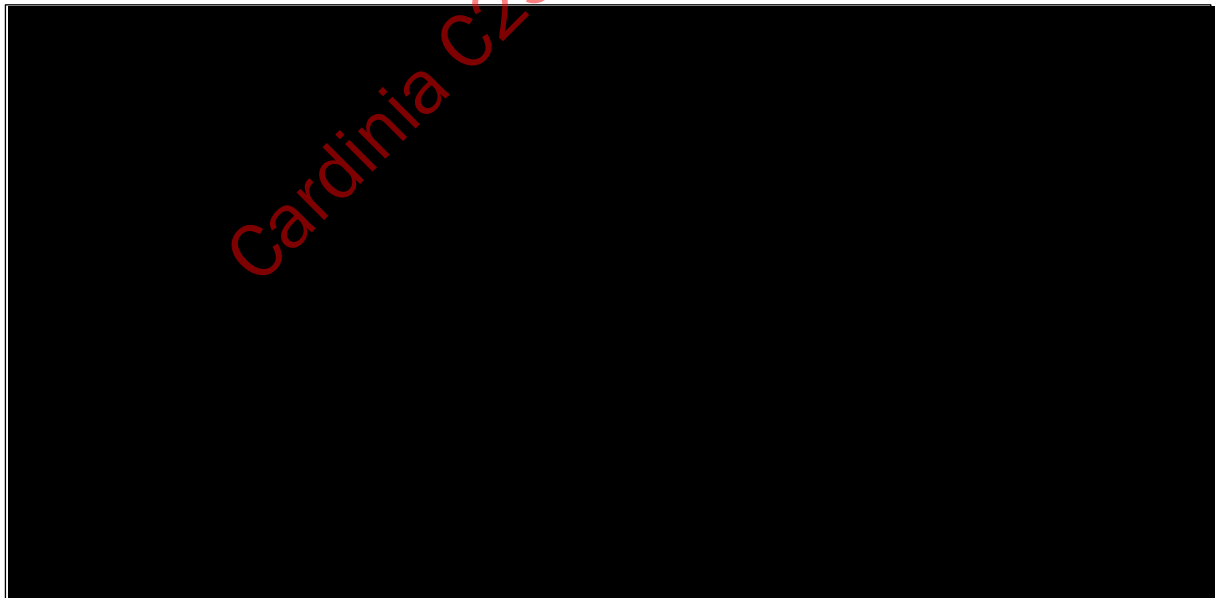
### **CARDINIA PLANNING SCHEME AMENDMENT C238**

We act for [REDACTED], the owner of land known as [REDACTED].

We have been instructed by our client to lodge a submission in relation to Cardinia Planning Scheme Amendment C238 ("the Amendment") that is generally supportive of the amendment but raises concerns relating to the indicative Development Plan as shown at Figure 1 of Schedule 19 to the Development Plan Overlay (DPO19), as well as to the future process in the approval of the Development Plan under the DPO19.

### **Background**

By way of background, our client's land is located [REDACTED].



**Cadastral Map of the Subject Site**





**Aerial photograph of the Subject Site**



The land is currently zoned Rural Living Zone - Schedule 1 (RLZ1) pursuant to the Cardinia Planning Scheme and this provides for, inter alia, a minimum subdivision area of 8 hectares. The land is also subject to an Environmental Significance Overlay (ESO1) that relates to the Northern Hills Area.

Residential land abuts the site to the east and this is zoned General Residential 1 (GRZ1)

### **Cardinia Planning Scheme Amendment C238**

As it applies to our client's land, the Amendment proposes the following:

- to rezone the land from Rural Living Zone Schedule 1 (RLZ1) to Neighbourhood Residential Zone Schedule 2 (NRZ2); and
- to apply a Development Plan Overlay Schedule 19 (DPO19) and a Development Contribution Plan Overlay Schedule 5 (DCPO5).

To facilitate these changes the Amendment will provide for the various changes to the Cardinia Planning Scheme as set out in detail in the Explanatory Report for the Amendment.

### **Submissions**

Our clients are generally supportive of the Amendment. They consider that the planning controls applying to this precinct have been something of an anomaly for many years and that the preparation of the Amendment was well overdue.

### **Zone**

The Amendment seeks to rezone the land to a Neighbourhood Residential Zone (NRZ) from Rural Living Zone. Although the surrounding residential subdivisions are in the General Residential Zone, our clients acknowledge that the NRZ is an appropriate zone for this precinct for the reasons set out in the documentation prepared in support of the Amendment.





### *Development Plan Overlay*

A Development Plan Overlay (DPO19) is also proposed as part of the Amendment and this approach is also considered to be appropriate given the fragmented ownership arrangements and the need to provide for an overarching plan to guide the future subdivision and development of the precinct.

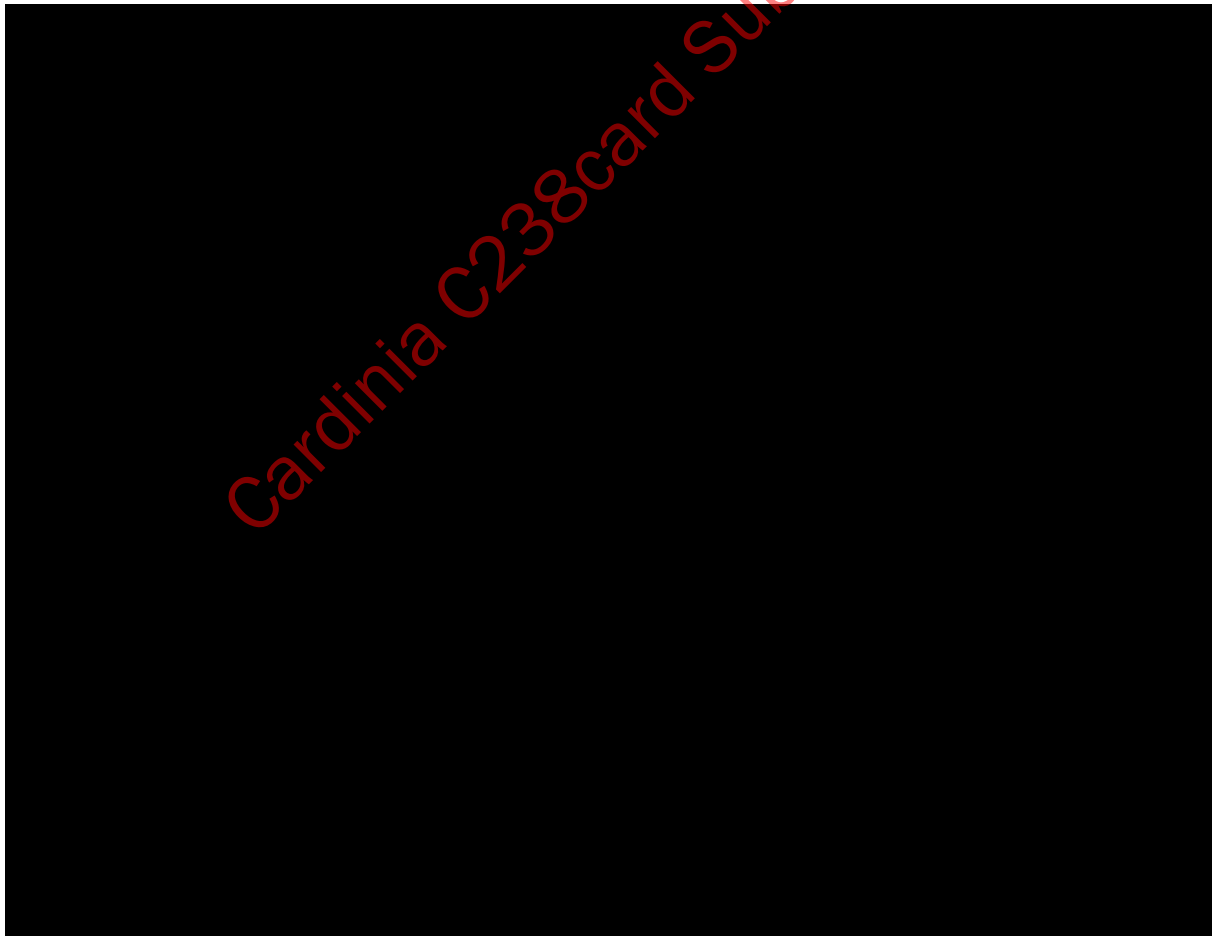
The Development Plan (DP) is to be generally in accordance with Figure 1 of the DPO19 that shows an indicative development layout for the DPO19 area. Any future DP must be *generally in accordance with Figure 1 of this Schedule*.

[REDACTED]

Based on the land summary in the draft Development Contributions Plan (DCP), the Net Developable Area (NDA) for [REDACTED] in the indicative DP is [REDACTED]

[REDACTED]

An excerpt from Vic Map is provided below that shows 1 metres contour across the precinct with the site highlighted



**Contour Map at 1 metre Contours**



In the explanatory documents, the justification for the varying lot density designations is that the Council considers that larger lots can accommodate the slope better than smaller lots. [REDACTED]

[REDACTED] As such it is submitted that the extent of slope on the site does not preclude the subdivision of lots of an average size of 400sqm.

We also submit that land within the precinct that is closer to the Princes Highway and the services and a facilities along the highway, including the township and schools, are more suited to accommodate greater density. In addition, the character of the area includes medium density housing along the Highway. As such the designation of the entire lot at [REDACTED] for Medium Density Lots has strong strategic support on this basis.

The second issue regarding the DP is that following the approval of the Amendment, a DP will still need to be prepared and approved before subdivision and housing development can occur (notwithstanding Part 2 and the first section of Part 3 of the DPO19).

The Objectives of the DPO19 includes the following (among other objectives):

- *To guide an integrated and coordinated design approach to an area with fragmented land ownerships*

In the FAQs page the following is noted about this process.

#### **Q. Is there a Glismann Road Area Development Plan?**

No, not yet.

Currently there is no development plan(s) prepared for the Glismann Road Area.

DPO19 states that a development plan for the Glismann Road Area can be:

- completed for the whole of the site or
- in two parts; (1) all lots on the west side of Glismann Road and (2) all lots on the east side of Glismann Road.

The development plan(s) for the Glismann Road Area must be generally in accordance with Figure 1 of DPO19 (which is included in this FAQ).

#### **Q. Who prepares a Development Plan?**

A development plan may be prepared by a Council or by a planning consultant on behalf of a private landowner or a group of landowners.

The development plan will need to be prepared in consultation and collaboration with council, agencies and affected landowners in order to achieve a co-designed approach to developing the vision statement, objectives, requirements and guidelines that will guide development.

Our clients see the approach outlined above as problematic and is likely to result in the process of having a DP prepared and approved being very difficult as a result of the fragmented ownership in the precinct.

It gives rise to the situation, which has occurred in other municipalities, where in the event that Council do not facilitate the DP approval process, issues can arise that result in the ultimate approval of the DP becoming extremely difficult and inequitable. Such issues can include:

- Some owners who want to proceed with DP and some who do not, who may actively seek to frustrate the process;
- In the event that those who want the DP process to proceed, facilitate the process, these owners end up paying the lion's share of the costs associated with the process while others effectively "get a free ride".



- The difficulties in co-ordinating a group of separate owners who may have differing objectives and priorities as well as managing the consultation process required by the DPO19.

In terms of orderly planning, the Council must take the lead and facilitate the approval of the DP, either "in-house" or via a consultant engaged by Council. If Council do not have the resources to undertake this work, then a cost item can be added into the DCP to fund the subsequent DP process, noting that there is already an allocation in the DCP to "Planning" costs.

#### *Development Contributions Plan Overlay*

The Development Contributions Plan Overlay (DCPO) is proposed and a draft Development Contribution Plan (DCP) has been prepared by Urban Enterprises. The draft DCP requires a payment of \$418,810.86 per hectare of NDA for roads, open space and planning costs along with \$892.62 per lot for community infrastructure.

It is noted that the land budget at Appendix A of the draft DCP is based upon the indicative plan provided at Figure 1 of the DPO19.

[REDACTED]

Having regard for the contributions required under the DCP, together with remainder of the development costs involved in the subdivision of the land, it is submitted that unless the lot yield on the site is increased the feasibility of subdividing our client's land is marginal

This reiterates the earlier submission that DPO19 being reviewed in relation to our client's land in order that the density of lots across their lot be increased.

We thank you for your consideration of this submission however please contact the undersigned on ph. [REDACTED] (email: [REDACTED]@graykinnane.com.au) should Council have any queries regarding the correspondence.

Yours faithfully

[REDACTED]

**GrayKinnane**

<b>Amendment C238 – Submission 003</b>
<b>Q1. Please tick to indicate you have read our privacy collection notice</b>
Yes
<b>Q2. Give reasons why you support or not support this amendment.</b>
I expect a greater effort to protect the large old growth trees in the valley that will be destroyed as part of the amendment. The current areas under protection to not take into consideration just how much biodiversity will be lost by their removal.
<b>Q3. Are there any changes to the amendment that would address your concerns?</b>
<p>I would also like to address the additional road access to the Mahon ave property. If you proceed with that additional road access, it will mean the Mahon ave property has the ability to build a through road that connects the Glismann road development to Mahon avenue.</p> <p>Mahon avenue property values are currently attached to the proximity to the school as well as the fact that is a no through road, making the street safer and lowering through traffic. This amendment will impact potential through traffic.</p> <p>I would also like to address the biodiversity impact issue that will arise due to the lack of restriction to removal of old growth trees.</p> <p>I would also like to address the impact on the 'vista' due to a lack of trees and green space being preserved. Part of the appeal of Beaconsfield it it's rich flora and fauna, by only preserving small parcels of land, the amendments do not accurately reflect the level of impact the green space has on property appeal, and land and property value.</p>
<b>Q4. Provide further comment here or upload images or documents below the text box</b>
<b>Q5. Upload files here (if desired)</b>

12 September 2020

Dear Sir/Madam,

Re: Cardinia Planning Scheme Amendment C238

Thank you for opportunity to respond to this very detailed and extensive Amendment C238.

I oppose this Amendment in its current form due to the following concerns.

1. As stated in your introductory letter, dated 6 July 2020, the DPO will facilitate an integrated design within an area of fragmented ownership. However, we have been informed that we cannot develop in isolation. As stated in the PPN23, 'the DPO has no public approval process for the plan. The DPO normally applies to development proposals that are not likely to significantly affect third party interests, self contained sites where ownership is limited to one or two parties and sites that contain no existing residential population and do not adjoin established residential areas.' How can an integrated design be implemented when we, 21 different landowners, with different intentions, do not have the right to view a DP. There is no notification process, there's no process for exhibiting a DP, or making submissions. A DPO removes notice requirements and third party review rights from planning permit applications. Is this fair and reasonable?

Also stated in the PPN23, an IPO enables third parties to be involved in the process of making or changing the plan. For this reason, the IPO should normally be used for sites that are likely to affect third party interests and sites comprising multiple lots in different ownership. Would this not be a fairer process considering we are 21 landowners, not 1 or 2 developers?

My recommendation would be to use both a DPO and an IPO for democratic fairness. This would enable individuals to have a say on a plan that will directly affect them.

2. Am C238 FAQ2, states that, 'a DP submitted to Council for approval will need to include evidence that landowners within the DP area have been consulted and aware of the DP.' However there is no text within the DPO19 that discusses consultation between landowners prior to Council considering the DP. On the contrary it states the opposite, that notice requirements and third party review rights will be removed from planning permit applications.

We need clarification not contradiction. Please amend to allow third party review rights.

3. Referring to Traffic Report page 67, the footpath [REDACTED]. Please remove this. I also object to the roundabout [REDACTED]. This can only be a dangerous hazard caused by excess traffic. [REDACTED] incline would result in an elevation of the left hand turn road [REDACTED], creating a very high retaining wall on our boundary. This I would not removed by the DPO.
4. I would like to be consulted in the areas which will directly affect me when development occurs. The boundary fence between the front of my property and Glismann Road will require a cut or infill. Either way, a retaining wall of some sort is evident. I'd like to be involved in the decision making process as to the material used and height of the wall, as it will directly affect my property, privacy and visual image. The same applies to the boundary fence between my property [REDACTED].
5. Contaminated Land concern. I refer to the Meinhardt Report which discloses #2 Glismann Road as medium PfC due to infilling. [REDACTED] is rated as low PfC, however it received the same infill at the same time as # 2. I therefore recommend the same rating be applied to both properties.

In summary, my major concern is the fact that the current plan does not allow or permit an avenue to object to plans which will directly affect my property and my privacy. There are no appeal rights if I disagree with a DP. I would like my democratic right to 'have a say' in areas which directly affect my property and my privacy to be included in the final Amendment C238.

Yours sincerely



Cardinia C238card Submission

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**From:** [REDACTED]  
**Sent:** Saturday, 12 September 2020 16:56  
**To:** MailAtCardinia  
**Cc:** [REDACTED]  
**Subject:** Cardinia Planning Scheme Amendment C238

Lorna Lablache  
Principal Strategic Planner  
Cardinia Shire Council

Dear Lorna,

We write to you and to the Cardinia Shire Council by way of a "Formal Submission" for the Cardinia Shire Council to consider and respond to regarding the Cardinia Planning Scheme Amendment C238.

We **do not support** the Cardinia Planning Scheme Amendment C238 for the following reasons;

1. The non protection of environmental areas and biodiversity
2. Loss of landscape and heritage values.
3. No capability of land servicing
4. Subdivision and lot design is not of an attractive setting and does not offer high amenity and efficient infrastructure.
5. Several lots, within the said area (Glismann Road), found to be of "Low" and "Medium" land/soil contamination. Any disturbance in the future shall potentially result or put at risk the health of the residents in the surrounding residential area.
6. Reduces existing open space area considerably.
7. The need to maintain the "Green Wedge" put in place by the Victorian government in 2002 in order to protect, conserve and enhance the character of open rural and scenic non urban landscapes. Furthermore, maintaining Green Wedges was a part of Labor's 2014 Vic govt election platform and it's policy Keeping it Liveable Plan for Communities, a commitment that was made to protect Melbourne's Green Wedges and has no plans to support amendments to expand the boundaries nor rezone, applications to increase the subdivision of Green Wedge land nor applications that shall lead to the development of small inappropriate lots within the Green Wedges.
8. Enhances high density housing within a small area. High density housing is for inner metropolitan areas, in today's climate or current circumstances there is an abundance and an oversupply of high density housing that is currently available for occupancy and requires filling before land/housing does located 45 kms from the Melbourne CBD.
9. Current infrastructure within and surrounding Glismann Road Area does not cater Nor support for additional residential housing and traffic.
10. Loss of natural wildlife and it's natural habitat. Wildlife includes several types of bird wildlife such as Rosellas, Kookaburras and others
11. Adverse impact on the environment.
12. Loss in value to the existing properties surrounding the Glismann Road Area caused by High Density.
13. Council has backflipped on their original (2014) position to support applications of this nature.
14. Concerns with the alleged reports regarding the serious corruption allegations surrounding the corruption around planning and property development involving councillors, state MPs and prominent developers planners and consultants.
15. Loss of privacy.

## SUBMISSION 5

Should you or any member of the Cardinia Shire Council wish to discuss the matter further please do not hesitate to contact.



Kind Regards,



Cardinia C238card Submission



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**From:** [REDACTED]  
**Sent:** Sunday, 13 September 2020 16:11  
**To:** MailAtCardinia  
**Subject:** Amendment C238

Attn:Lorna Lablache - Principal Strategic Planner

Hello Lorna,

In relation to above mentioned subject, rezoning of the Glismann Road development project.

We reside at [REDACTED] and are not in favour of the rezoning of the land [REDACTED]. We would like to think that Council would be keeping the blocks sizes in accordance with what we currently have in our estate.

We purchased in our Estate for it's big block sizes, space, lovely Avenue of trees in our streets to walk along and enjoy, plus the views of the open space at the back of our property.

We are of the mind that what is proposed would have a detrimental effect on our property that backs on to the proposed subdivision, and would devalue our property.

Proposing smaller blocks at the rear of us will bring more people to the park and playground areas that currently exist in Janet Bowman Blvd, creating a lot more congestion, especially around the oval and park area plus more traffic. As you would be aware, there is nowhere near enough parking at present for the playground. A suggestion would be to include an open space area in the eastern section of the proposed Glismann Road Development.

Please revisit your plans to enlarge the block sizes to the properties that back on to Janet Bowman & Woods Point plus insert an open space area on eastern section as another option for the community to enjoy.

Progress is part of a developing community, we know, but we are not in favour of the plan submitted in this amendment and would hope you to take into consideration our views.

Kind regards

[REDACTED]

PO146.01  
Proposed Amendment C238

14<sup>th</sup> September 2020

Ms. Lorna Lablache  
Principal Strategic Planner  
Cardinia Shire Council  
Via Email: [mail@cardinia.vic.gov.au](mailto:mail@cardinia.vic.gov.au)

Re: **Proposed Amendment C238 – Cardinia Planning Scheme**

Dear Ms Lablache,

Axiom Planning & Design act on behalf of [REDACTED], the registered proprietors of land at [REDACTED] (subject site). The subject site is one of the 21 lots affected by proposed amendment C238 to the Cardinia Planning Scheme.

We write to advise you that we do not support the amendment in its current form. We do not object to the premise of the amendment, and note that with specific alterations, it would be supported.

Specifically, it is submitted that the property at [REDACTED] should be excluded from proposed amendment C238. It is not a 'rural living lifestyle lot', [REDACTED]. It is considered an inappropriate inclusion to the amendment.

The following formal reports have been completed in support of this submission:

- Planning Report and Formal Submission, Axiom Planning & Design, 14.09.2020
- Civil Engineering Report and Concept Plans, Civil Made, 12.09.2020
- Traffic Engineering Report and Assessment, One Mile Grid, 10.09.2020

These are large documents and will be submitted separately via dropbox link. Alternatively, they can be submitted by hand once Covid-19 restrictions are eased.

Should you have any questions or require further information, please do not hesitate to contact me directly via my details provided below.

Sincerely,

[REDACTED]

Principal Planner

Direct: [REDACTED]

Email: [REDACTED]

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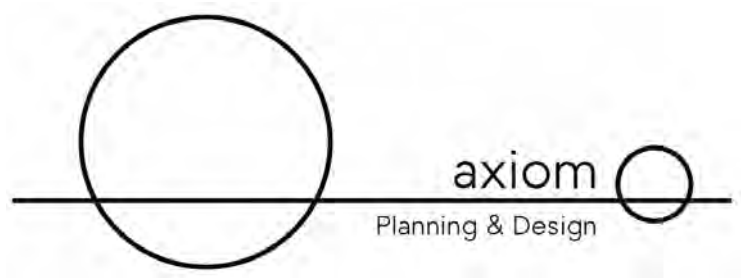
Axiom Planning & Design

A: 10/23-27 Docker Street, Elwood VIC 3184 | ABN: 82768652950

CARDINIA PLANNING SCHEME  
PROPOSED AMENDMENT C238  
GLISMANN ROAD PRECINCT

SUBMISSION ON BEHALF OF THE APPLICANT

APPLICANT	[REDACTED]
RESPONSIBLE AUTHORITY	CARDINIA SHIRE COUNCIL
SUBJECT LAND	[REDACTED]
ADVOCATE FOR THE APPLICANT	[REDACTED] AXIOM PLANNING & DESIGN



## Executive Summary

### Subject Site

[REDACTED]

Beaconsfield VIC 3807

### Applicant

[REDACTED]

Registered Proprietors of [REDACTED] Beaconsfield

### Advocate

[REDACTED]

Axiom Planning & Design

### Associated Documents

Please note that this submission should be read in conjunction with the following reports:

- o Civil Engineering Report and Concept Plans, Civil Made, 12.09.2020
- o Traffic Engineering Report and Assessment, One Mile Grid, 10.09.2020

### Current Planning Controls

Table 1. Planning Controls	
Zone	[REDACTED]
Overlays	[REDACTED]

### Proposed Planning Controls

Table 2. Proposed Planning Controls	
Zone	Clause 32.09: Neighbourhood Residential Zone – Schedule 2
Overlays	Clause 43.04: Development Plan Overlay – Schedule 19
	Clause 45.06: Development Contributions Plan Overlay – Schedule 5

Axiom Planning & Design

A: 2/1 Ormond Esplanade, Elwood VIC 3184 | ABN: 82768652950

## 1. Nature of Submission

Proposed amendment C238 to the Cardinia Planning Scheme is not supported in its current form. We do not object to the premise of the amendment, and note that with specific alterations, it would be supported.

Specifically, it is submitted that the property at [REDACTED] (the subject site) should be excluded from proposed amendment C238. It is not a 'rural living lifestyle lot', [REDACTED] [REDACTED] It is considered an inappropriate inclusion to the amendment for reasons outlined through this submission.

## 2. Site & Surrounds

### 2.1 Location

The subject site is located at [REDACTED] Beaconsfield, approximately [REDACTED] walking distance to the Beaconsfield 'Activity Centre Core' (Figure 1).

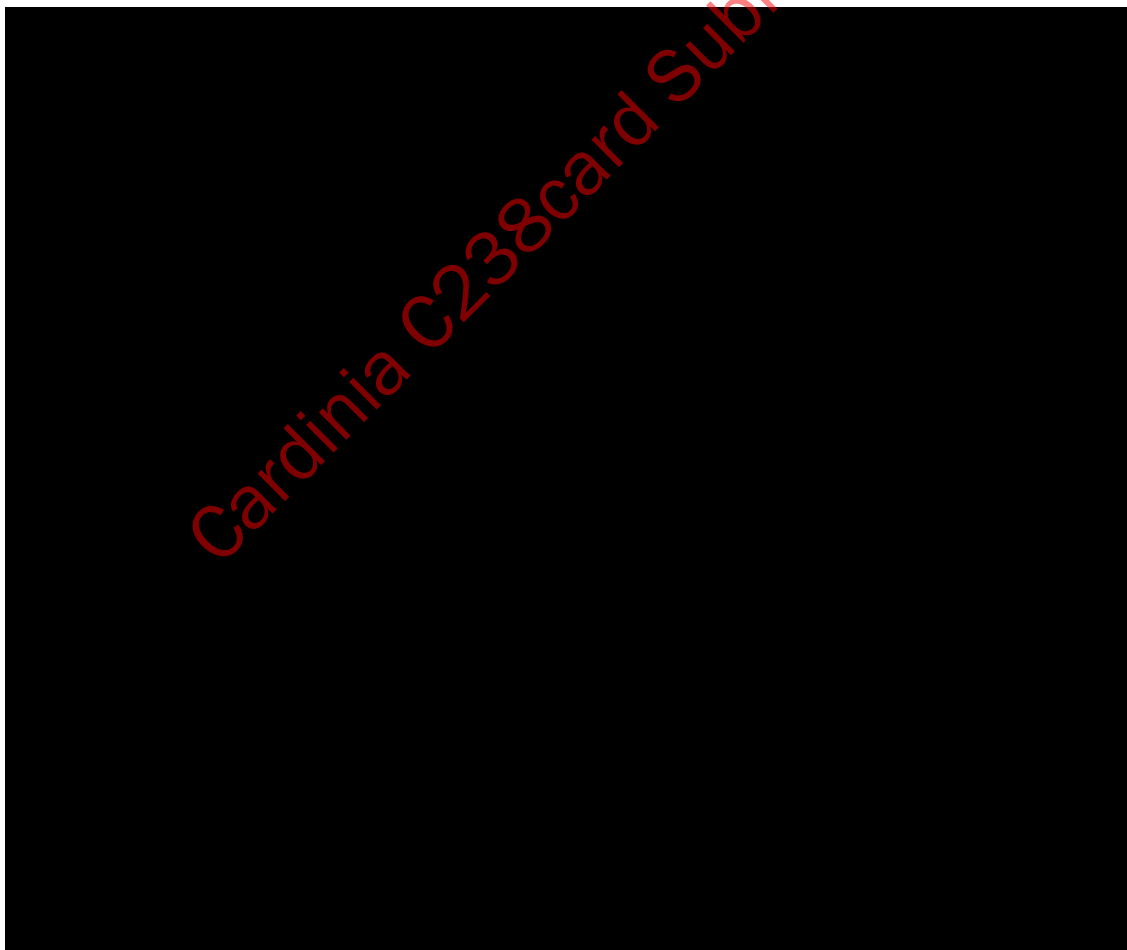


Figure 1. Location within Beaconsfield Township (*Beaconsfield Structure Plan, December 2013*, Cardinia Shire Council, Figure 3: Existing Conditions Summary – edited by Axiom)

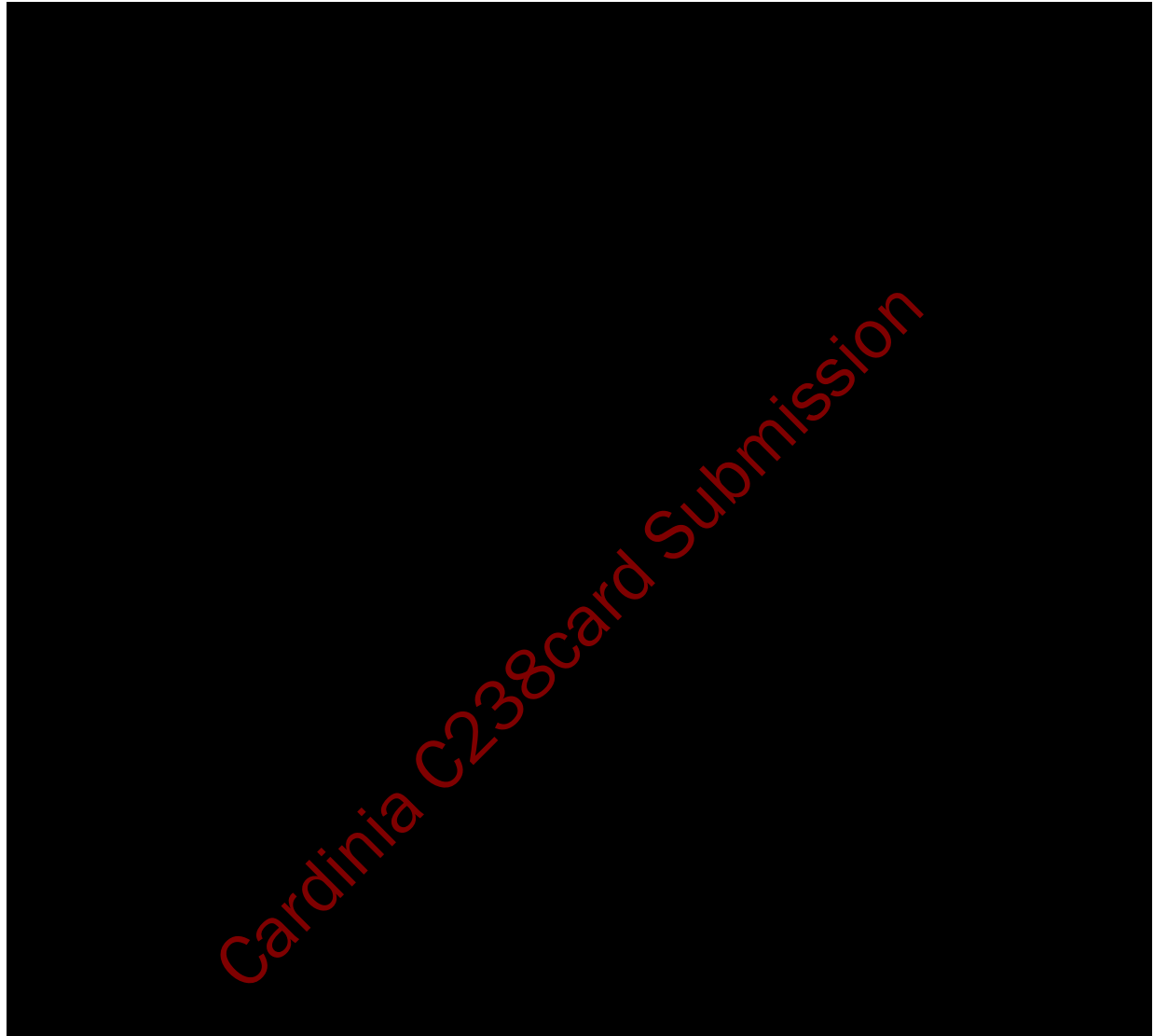


Figure 2. Locality (Nearmap, 2020 – edited by Axiom)

Beaconsfield is located within the Casey-Cardinia Growth Area for metropolitan Melbourne and has been recognised as part of a metropolitan growth corridor since 1971. *The Casey-Cardinia Growth Area Framework Plan* was released by the State government in 2006. The purpose of the framework plan is to set long term strategic planning directions to guide the creation of more sustainable communities.

### 3. Site Description

#### 3.1 Title

The subject site is described in [REDACTED]. A copy of the Certificate of Title and associated plan is contained at Appendix A of this submission.

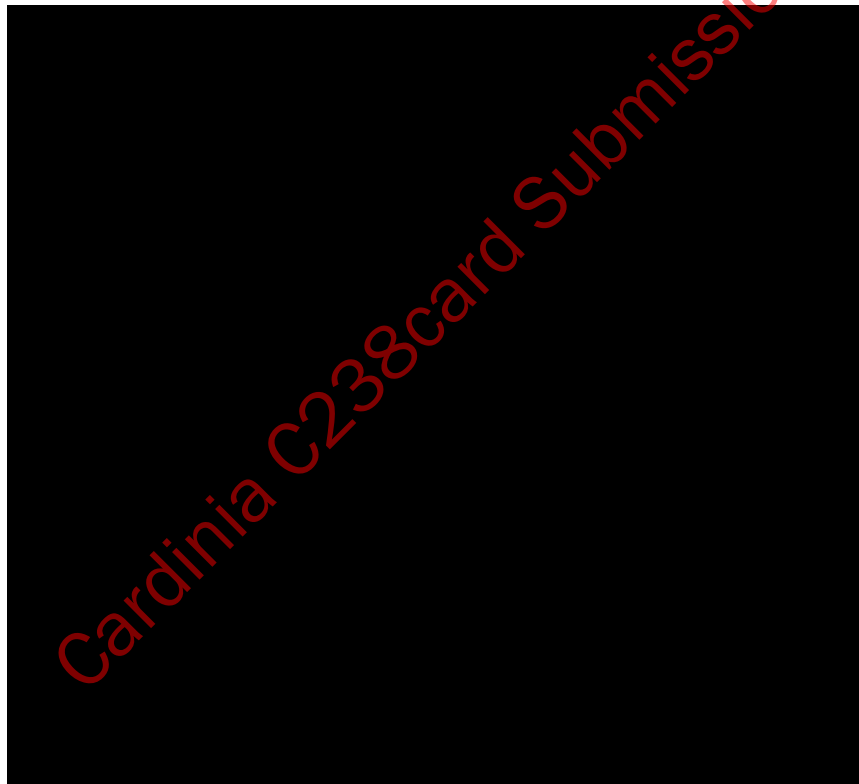


Figure 3. Area & Dimensions (VicPlan, Victoria State Government, 2020 – edited by Axiom)

#### 3.2 Encumbrances



No caveats, covenants, or other restrictions encumber the Title.

### 3.3 Existing Development

Due to Covid-19 restrictions, Axiom has been unable to undertake a site visit. Nonetheless, various permitted consultants have visited the site and a description of the site has been provided by the applicant. Various background reports obtained for the purpose of the proposed amendment have also provided descriptions of the subject site.

[REDACTED]

An aerial image of the site is contained at Figure 4, below.

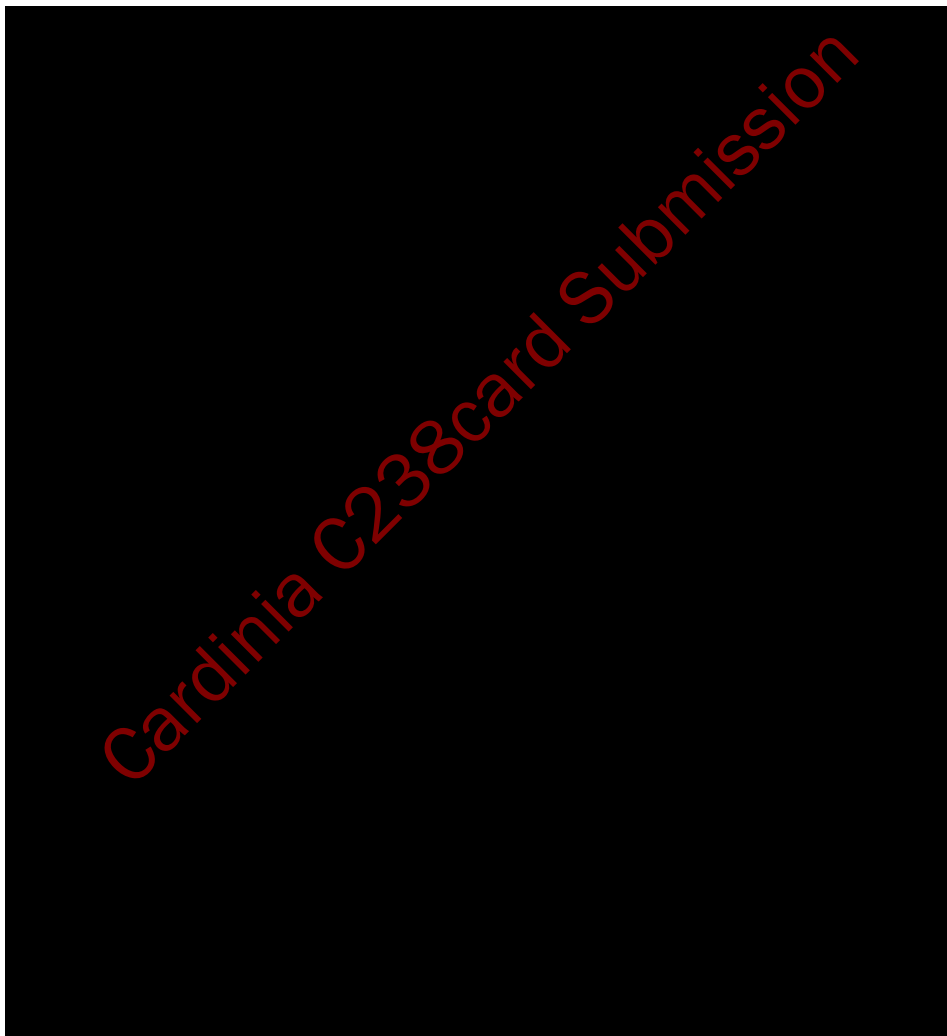


Figure 4. Arial Image (Nearmap, Photography Date 28.04.2020 – edited by Axiom)



### 3.4 Existing Topography,

Detailed site topography is provided in a Feature and Level Survey by MJ Reddie Surveys, contained at Appendix B of this submission.



Figure 5. Topography (LASSI, Victoria State Government, 2020)

### 3.5 Vegetation, Hydrology & Ecology

A Biodiversity Assessment of the subject site was undertaken by Ecology and Heritage Partners, October 2010, as part of the background studies for the proposed amendment. The purpose of the biodiversity assessment was to provide an accurate account of the ecological values within the precinct.

At the time of the assessment, the subject site was found to contain no native vegetation, with all planted trees exotic species. In addition, it was found to contain no significant flora species, targeted as part of the assessment.

Targeted fauna surveys were also undertaken [REDACTED]

The assessment concluded by stating, “*the study area is highly modified and dominated by exotic vegetation*”, “*no national or state significant flora species or habitats were recorded within the study area*” and, “*no national or state significant fauna species were recorded during the general and detailed targeted surveys*”.

## 4. Site Context

### 4.1 Adjoining Land Use & Development

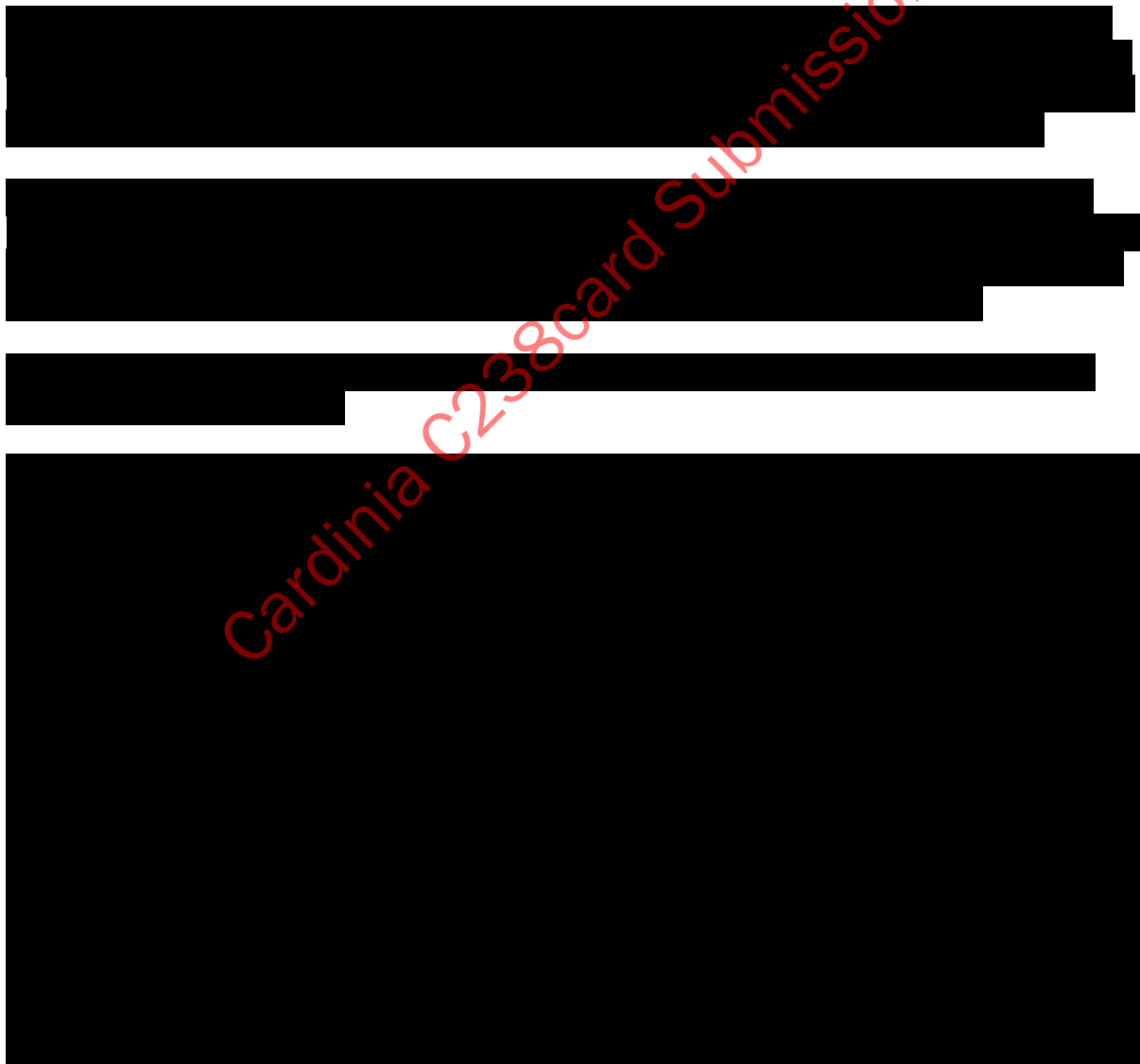


Figure 6. Surrounding Zoning (VicPlan, Victoria State Government, 2020 – edited by Axiom)



Figure 7. Greater Vicinity (Nearmap, 2020 – edited by Axiom)

## 4.2 Surrounding Subdivision & Lot Size

Medium density residential developments are becoming more common in the area,

This transition is likely an outcome of changes to Planning Policy over recent years, which among other things, recognises the importance of residential growth at higher densities within structured settlement boundaries. The importance of housing diversity, including smaller dwellings and lot sizes to cater for an aging population and increase housing affordability, has also been acknowledged through policy changes.

This change is realised within the *Beaconsfield Structure Plan, December 2013*, which states at Section 12.1 – Residential Growth:

*“It is important that the housing in Beaconsfield caters for all members of the community, now and into the future. For this reason, a diversity of housing options should be made available. It has been identified that there is a need for more housing which caters to ageing persons, to enable the older residents of the community to stay in Beaconsfield over time. Council’s Municipal Strategic Statement also recognises the need to provide a diversity of housing types and densities around activity centres, creating a choice of housing to meet the needs of existing and future residents.”*

*The predominant housing type in Beaconsfield at the moment is large detached dwellings that accommodate families with children. This means that Beaconsfield is currently under providing for the ageing community, but also for lone person households, one parent families, and couples without children, all of which are demographic groups which are predicted to rise in the coming years."*

The changing dwelling density and diversity is illustrated at Figure 7, below, which shows recently approved, or currently proposed, medium and higher density subdivision located close to the Activity Centre Core and within the General Residential Zone, in blue.



Figure 8. Increasing Dwelling Diversity and Changing Lot Density  
(VicPlan, Victoria State Government 2020 – edited by Axiom)

### 4.3 Neighbourhood Character

Presently, no style guide for existing or future residential areas exists to provide clarification on the key preferred character outcomes for residential areas in Beaconsfield. The Background Paper to the *Beaconsfield Structure Plan, December 2013* states:

*“There is a significant concentration of separate houses in Beaconsfield, which is consistent with a greater degree of similarity in residential land uses. The predominant housing market role of Beaconsfield is providing opportunities for families which is supported by the strong concentration of separate houses and the lower number of one parent families, couples without children and lone person households.”*

[REDACTED] Lots contain large detached dwellings of either one or two storeys, constructed of brick with peaked roofs. Generally, front setbacks are generous and well landscaped, with low or no front fencing. The roadside nature strip is generally grassed, with occasional small trees. Large, well established trees are rare within the roadside streetscape.

### 4.4 Character Change

It is clear that a moderate degree of character change is occurring within [REDACTED] in vicinity of the subject site. New, more modern developments are taking place [REDACTED], with reduced front setbacks and low slope or flat roofs and rendered facades. [REDACTED]

Nonetheless, it is clear that there is still need for greater diversity in housing choice within Beaconsfield. Analysis of the types of dwellings in Beaconsfield in 2016 provided by Profile .id shows that 87.8% of all dwellings were separate houses, 12.2% were medium density dwellings, and there were no high density dwellings (Figure 9, overleaf). Profile .id states:

*“Dwelling Type is an important determinant of Beaconsfield Precinct’s residential role and function. A greater concentration of higher density dwellings is likely to attract more young adults and smaller households, often renting. Larger, detached or separate dwellings are more likely to attract families and prospective families. The residential built form often reflects market opportunities or planning policy, such as building denser forms of housing around public transport nodes or employment centres.”*

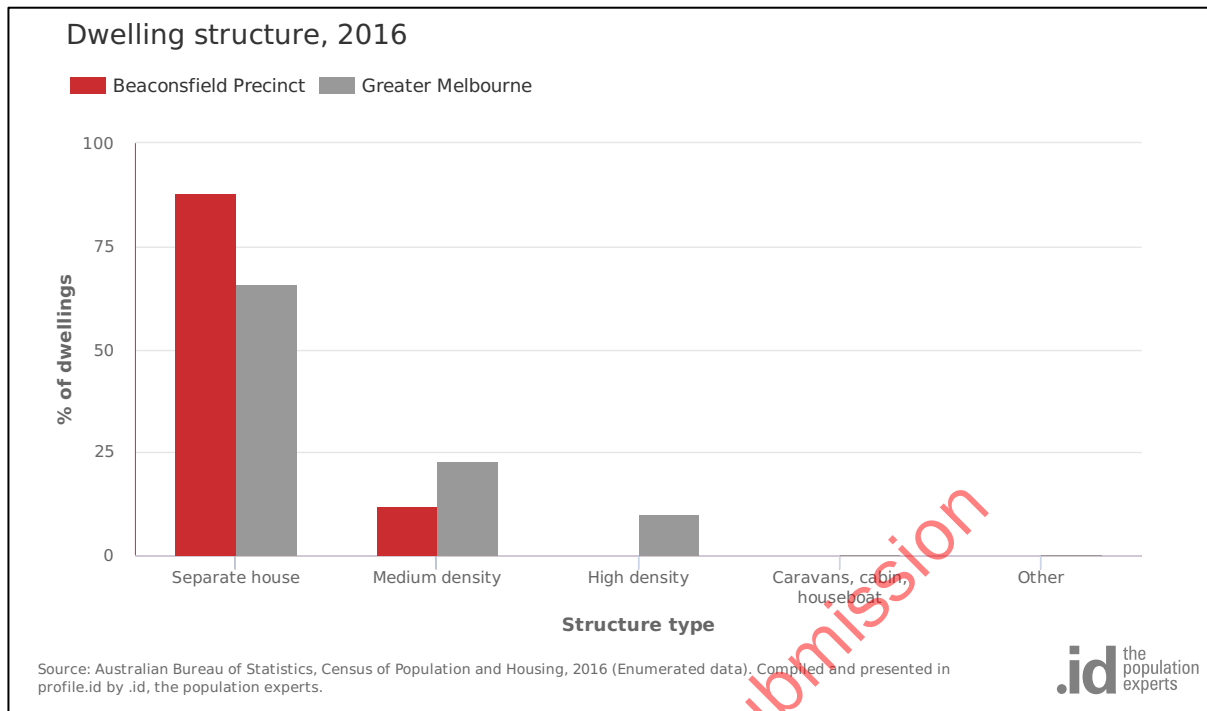


Figure 9. Dwelling Diversity (Profile .id, 2020)

## 4.5 Community Amenity & Infrastructure

The subject site is located within walking distance of the Beaconsfield 'Activity Centre Core', which contains services and facilities required by the community. These include a medical centre, veterinary hospital, banks, local ambulance depot, CFA Fire Station, grocery stores and retail outlets, takeaway food premises and restaurants, motels, a post office and hairdresser, among others.

There are numerous sporting clubs, public parks, recreational reserves, walking and cycling trails. Beaconsfield Railway Station, which provides services connecting to the Melbourne CBD, is located less than a kilometre from the subject site. There are a multitude of bus stops providing for different bus routes in close vicinity to the subject site and throughout the area. Facilities within the local area are illustrated at Figure 9, overleaf.



Figure 10. Community Amenity & Infrastructure (Melway, 2020)

## 5. Background & Concept Proposal

### 5.1 Purpose of Proposed Amendment C238

The Explanatory Report for the proposed amendment infers that the purpose of C238 is to promote increased residential densities within the Glismann Road Area – a currently underutilised area of land within the Town Centre of Beaconsfield. This is in support of State Planning Policy that encourages infill development in locations close to existing infrastructure and community amenities, therefore maximising their use, reducing urban sprawl and the environmental impacts of increasing car travel, among other things.

We fully support the objective outlined above and see it as an essential way forward to improve quality of life for Victorians and protect our most valuable environmental assets. In addition, increased residential density allows for a mix of housing types and lot sizes, which in turn, helps create a local population large enough to support a vibrant community.

Higher density and a mix of housing produces a more diverse range of residents, and this increased population, density, and vibrancy, tends to mean a broader range of services can be supported within walking or cycling distance. Housing diversity also supports older residents, by providing suitable and affordable housing options as they age – all within walking distance of destinations they are familiar with.





It is not disputed that the subject site has certain constraints, namely a steep terrain, however, this does not preclude it from development at “urban densities”. Irregular lot dimensions are common and not considered a constraint to development. [REDACTED]



The subject site is afforded with excellent views of the surrounding area due to its unique terrain. This is something that can be utilised and maximised with an appropriately designed development. Locations within the site that benefit most from the terrain and provided with the greatest outlooks are within the northern portion of the site. Locations that are also provided with significant views are situated on the western boundary. These locations are highlighted in Figure 12, below.

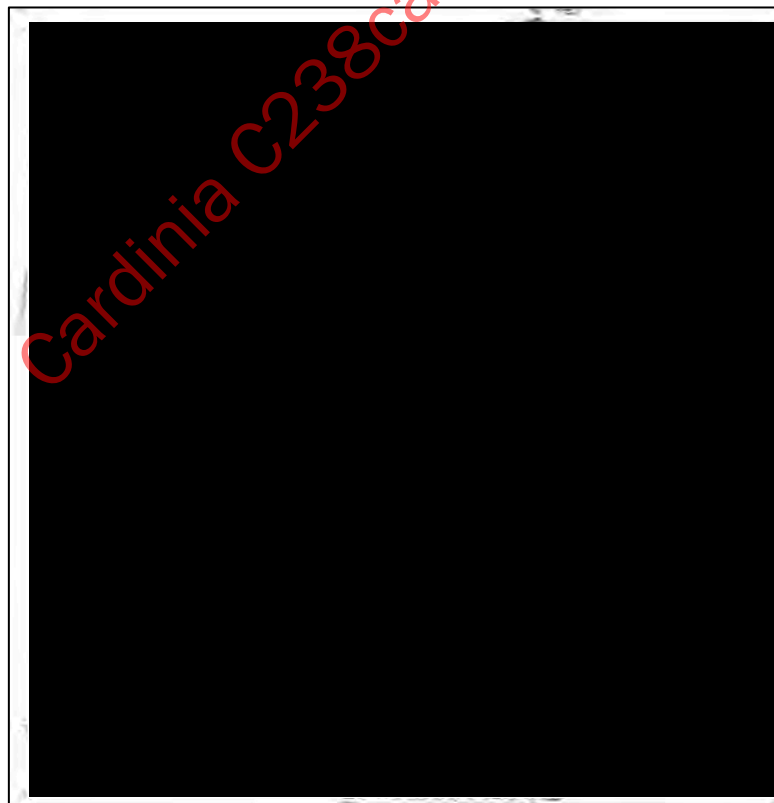


Figure 12. Significant View Line Areas (MJ Reddie Surveys, 2020 – edited by Axiom)

### 5.2.1 Lot Density

A Development Plan Overlay is proposed to be incorporated as part of Planning Scheme Amendment C238. A copy of the proposed 'Glismann Road Development Plan' is included at Figure 13, below.



Figure 13. Proposed Glismann Road Development Plan (Cardinia Shire Council, 2020 – edited by Axiom)

The subject site has been designated to provide an average lot size of 800 square metres, which is labelled 'standard density'. We contend that 800 square metres is not 'standard density', but rather, low density. Residential density of 15 dwellings per hectare is considered the 'conventional' residential density across Victoria. Notwithstanding, residential densities in recent years have increased from 15 dwellings per hectare, to an average of 18 dwellings per hectare in growth areas. A provision of 800 square metre lots provides a density of 12 dwellings per hectare, well below 'standard'.

When considering the purpose of the proposed amendment, which is to increase current residential densities in the Beaconsfield town centre, it is questioned why the subject site, [REDACTED] would have planning controls applied requiring an average lot size well below the standard residential density in growth areas.

### 5.2.2 Proposed Roads & Infrastructure

A traffic assessment and report has been completed by One Mile Grid and included at Appendix C of this submission. Among other things, it discusses the impact of the road proposed within the subject site as part of the amendment. The report states:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

The important outcome of the above assessment is that although portrayed as only a minor road connection on the proposed Development Plan, it would not be minor at all. It would in fact require a massive amount of earthworks and take up considerable developable area, at a great cost to the land owners. The cost would be borne by the landowners of the subject site [REDACTED] as this infrastructure item has been excluded from the proposed DCP. A copy of the DCP Item Plan is included at Figure 14, overleaf.

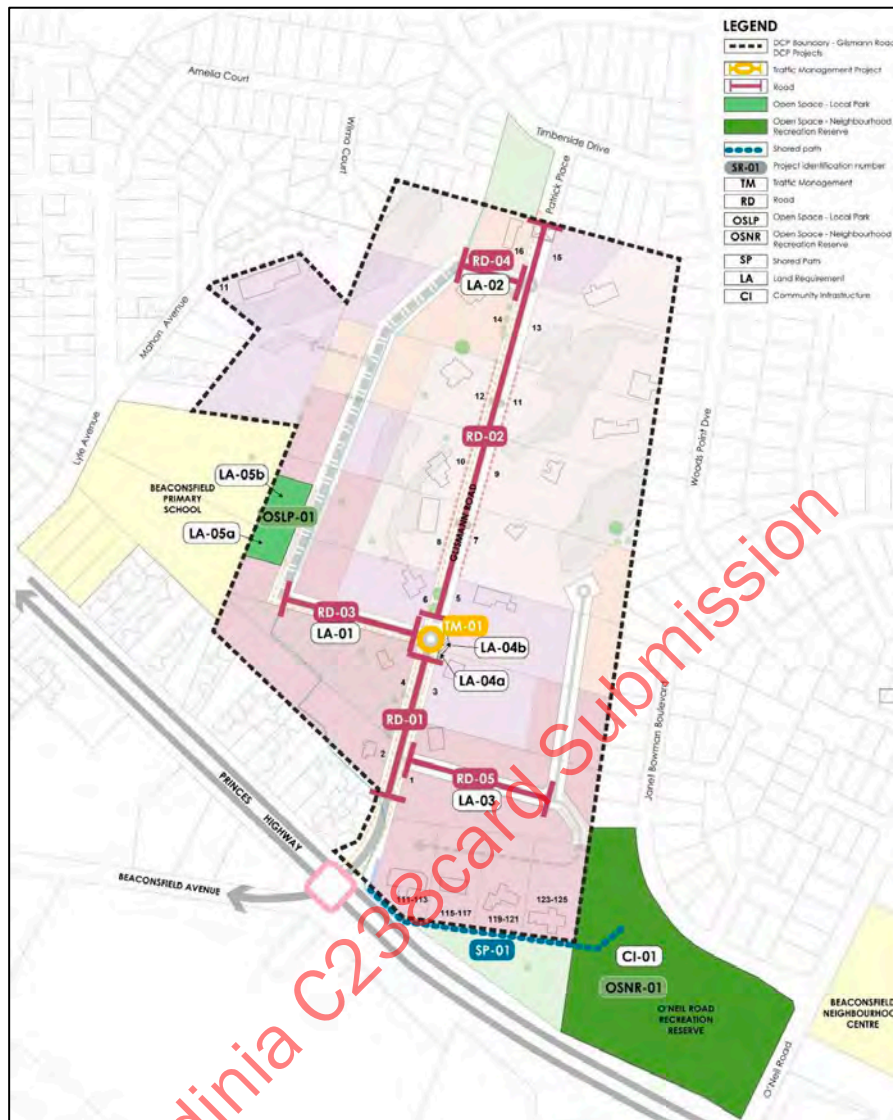


Figure 14. Location of Proposed DCP Items (Development Contributions Plan (Draft) June 2020, Urban Enterprise & Cardinia Shire Council)

The Draft DCP states at Section 5.2: Development Infrastructure Items – Local Roads:

*“This DCP includes local roads due to the fragmented nature of landownership and the need to equitably apportion the cost of local infrastructure that is needed to support multiple landowners and beneficiaries across the DP area.*

*The DCP also funds elements of the required upgrade to Glismann Road which are not commonly required for a local access road due to topographical conditions of the land in this section of the road.”*

It appears however, that the 'equitable apportionment of cost' stated above, only applies to select landowners, with others totally disregarded. Such is the case with the proposed road [REDACTED] [REDACTED] would in fact carry a great cost burden.

In addition to having to carry the cost for the required public road into the subject site, the subject site landowners also have to contribute to infrastructure items within the 'Glismann Road Area' that they will not use or require. As stated in the report by One Mile Grid:

[REDACTED]

[REDACTED]

[REDACTED]

### 5.3 Current Zoning & Concept Proposal

[REDACTED], a Planning Permit application can still be made for the subject site under the [REDACTED] [REDACTED] at any time until the amendment is approved by the Minister of Planning and incorporated into the Planning Scheme.

[REDACTED]

[REDACTED]

[REDACTED]

It was discerned from these two references that Council included the subject site within the proposed amendment with the aim of:

- o Increasing development potential
- o [REDACTED]
- o Ensuring regard to the site's visual sensitivity

It was also ascertained that concerns over development potential arose from:

- o Irregular lot dimensions
- o 'Significant constraints'

As no further detail was provided in regard to these 'significant constraints', we gather it is in reference to the site's topography.

We contend that these claims are easily refuted, and have done so via a civil engineering assessment and concept development plan, completed by Civil Made and included at Appendix D of this submission. In addition, a traffic assessment of the concept development was undertaken by One Mile Grid, previously referenced and contained at Appendix C. A preliminary planning assessment is also included at Section 5.3.3 of this submission.

The Concept Development Proposal was undertaken not only to illustrate the benefit of excluding the subject site from the proposed amendment, but also to demonstrate how the subject site can be utilised to its maximum potential [REDACTED], benefiting Cardinia Shire, Beaconsfield Township, the local community and future residents.

### 5.3.1 Concept Proposal & Civil Engineering

The development outcome of the engineering assessment is a twenty-one (21) lot subdivision with a common property road reserve and six (6) visitor car parks. This equates to a residential density of 16 dwellings per hectare, which accords with State Planning Policy for growth areas. Specifically, Clause 11.03-2S of the Cardinia Planning Scheme, which encourages average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seeks an overall increase in residential densities to more than 20 dwellings per net developable hectare.

The average lot size is approximately 500 square metres, however, this is made up of excellent lot diversity, with lots varying in size from 870 square metres to 303 square metres. Particular care was given when determining appropriate lot dimensions and locations, to ensure the best outcome for the land and its future residents was provided.

The report by Civil Made states:

*"It was important during the design process for the concept layout to consider the future owners and ensure the lot size and particularly the grade across the lot was suitable to build on."*

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*This was an interactive process which required changing lot boundaries, lot orientation and lot sizes to ensure the right grades were achieved and to ensure we reduced the need for significant number of retaining walls on the project.*

*Consideration was also given to road width and access points for each lot to ensure the final layout was consistent with engineering standards including service vehicle access for Waste Collection and CFA Access."*

A copy of the Concept Development is included at Figure 15, below.

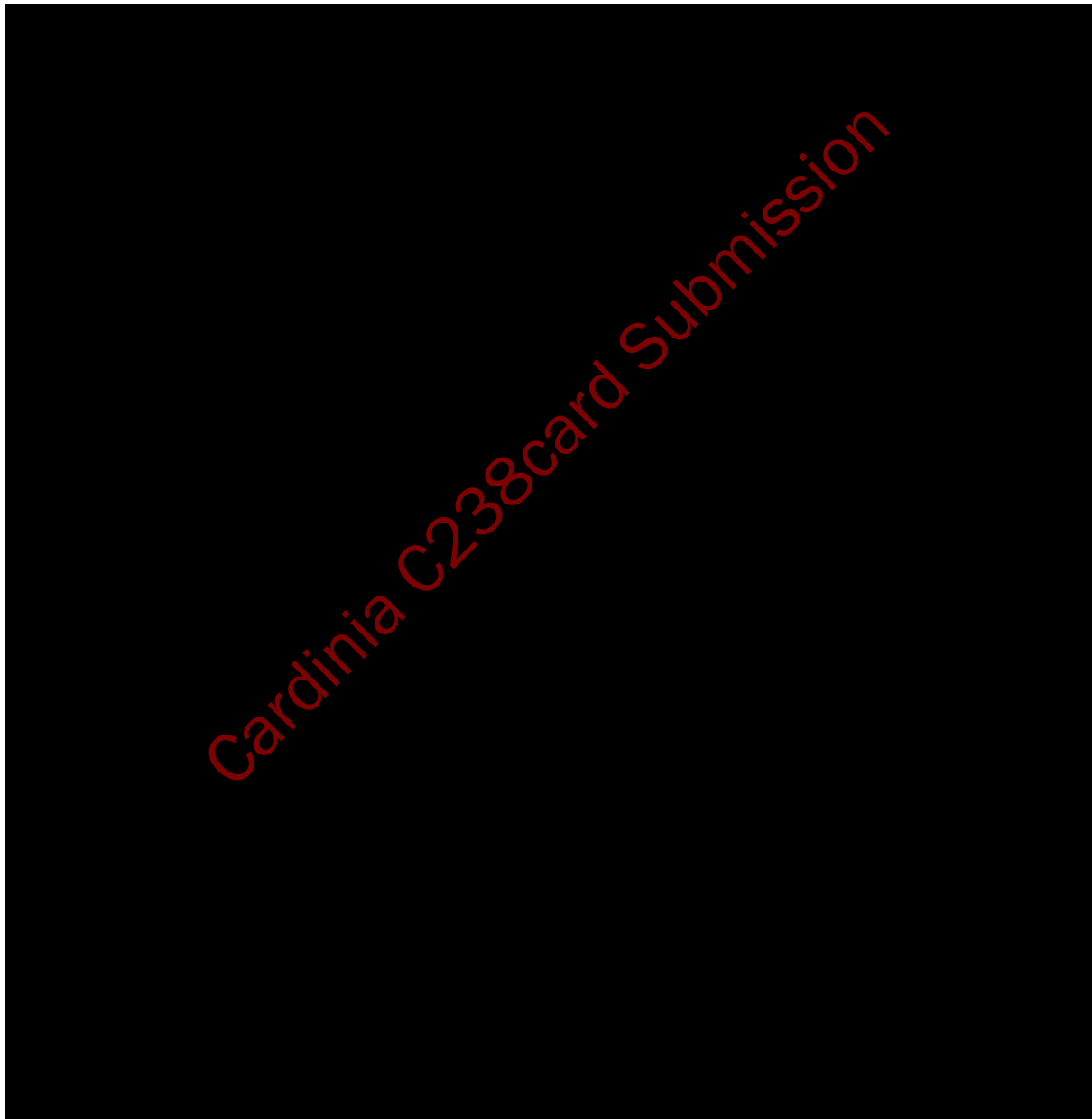


Figure 15. Concept Layout (Civil Made, 12.09.2020)

A complete set of long and cross sections of the proposed development are included in the set of Concept Plans and described in the Civil Engineering Report by Civil Made at Appendix D of this submission. In general, smaller lot sizes have been provided where the land is relatively flat, making it easier to build on. In moderately steep areas, mid-size lots between 400 and 600 square metres have been provided. In regard to these lots, the engineering report states:

*"These large lot sizes with larger frontages make it the easier to build on as they allow any future purchaser to marginally bench and batter their site without affecting adjacent lot owners."*

The largest lots have been provided in the steepest section of the site. It is envisioned that dwellings on these lots will be architecturally designed over split levels, to take full advantage of the excellent views afforded them.

The road is designed primarily with a 9.5 metre road reserve, which is a generous width for a common property road. It has a pavement width and turning circle able to accommodate Waste Collection and CFA vehicles, and a 1.7m nature strip on either side of the road, which provides sufficient space for landscaping and waste collection. In regard to road grades, the engineering report states:

*"The location of the road was chosen to reduce the impact of the steep site topography."*

*"The overall average grade is approx. 14.4% (1 in 7m) which meets minimum requirements for service vehicles used for Waste Collection and CFA Access."*

*"We have proven that the road design can be completed to standard engineering principles and subject to detail design, can provide access to all properties."*

A complete and thorough servicing assessment is included as part of the engineering report by Civil Made. It shows that the site can be provided with all required services.

In totality, the range of lot sizes, generous road reserve with nature strips for landscaping, and comparatively moderate lot yield for such a development, will provide a subdivision appealing to a wide range of purchasers and ensure a visually sensitive and character appropriate development.

It is clear from the engineering assessment and Concept Development that the subject site can be appropriately and sensitively developed at "urban densities", without its inclusion in proposed Amendment C238.



### 5.3.2 Traffic Assessment

To ensure the proposed access arrangement and roadway forming part of the concept proposal was appropriate, an assessment of the design was undertaken by One Mile Grid. The complete assessment can be viewed at Appendix C of this submission.

The report assesses the [REDACTED] site access which will be in accordance with the Planning Scheme requirements, in addition to the Australian Standards. The assessment states:

*"It is considered that the exclusion of the subject site from the Development Plan does not impact on the ability (from a vehicle access perspective) for residential development to occur on the subject site."*

In regard to the internal roadway, the One Mile Grid assessment states:

*"The example development proposal includes the provision of a private driveway connecting [REDACTED] and is considered to provide a suitable outcome for internal connection."*

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

### 5.3.3 Planning Assessment

[REDACTED], the proposed concept development can meet all requirements of the GRZ1, which requires at Clause 32.08-3 that a vacant lot created at less than 400 square metres must contain at least 25% garden area. This can be managed via building envelopes or building design guidelines incorporated into any future plan of subdivision. The proposed subdivision must also meet the requirements of Clause 56 of the

Cardinia Planning Scheme. With detailed design, we submit that the concept proposal can easily meet the requirements of Clause 56. Table 3, below, provides a short summary.

Table 3. Clause 56 Assessment Summary	
Liveable & Sustainable Communities	<ul style="list-style-type: none"> <li>o The proposal supports a compact &amp; walkable neighbourhood by providing substantial lot diversity within walking distance to an Activity Centre, community services, established infrastructure, reserves, parks, walking and cycling trails.</li> <li>o The moderate lot density, lot size variation, generous road reserve with space for landscaping, will provide a built environment respectful of the surrounding neighbourhood character and deliver a functional, safe and attractive development, appealing to a large demographic.</li> </ul>
Lot Design	<ul style="list-style-type: none"> <li>o The subject site is within walking distance of the 'Local Activity Centre Core' and as part of the excellent mix of lot sizes, includes smaller lots for higher density housing.</li> <li>o No proposed lot is less than 300 square metres, and all lots between 300 and 500 square metres can contain suitable building envelopes.</li> <li>o The topography of the site provides some constraint in regard to lot orientation. Notwithstanding, the long axis of lots are generally orientated in a northward direction.</li> <li>o All lots have direct street frontage.</li> </ul>
Urban Landscape	<ul style="list-style-type: none"> <li>o The proposed subdivision will provide continuous landscaping along the street reserve.</li> <li>o If implemented, Design Guidelines can provide for landscaping requirements on individual lots.</li> </ul>
Access & Mobility Management	<ul style="list-style-type: none"> <li>o Planning Scheme requirements for access and mobility have been assessed by One Mile Grid as part of their report. They concluded that the proposed access arrangement, including pedestrian and vehicle access, meets the Planning Scheme requirements.</li> </ul>
Integrated Water Management	<ul style="list-style-type: none"> <li>o Reticulated water and sewerage can service the site, with infrastructure designed in accordance with Planning Scheme and relevant authority requirements.</li> <li>o Stormwater has already been considered and discussed in the engineering report by Civil Made. Complete Stormwater Management plans will be completed upon further design detail.</li> </ul>
Site Management	<ul style="list-style-type: none"> <li>o A site management plan for the construction phase of any future subdivision will be a requirement of any future Planning Permit.</li> </ul>
Utilities	<ul style="list-style-type: none"> <li>o All utilities can be provided and will be accounted for through detailed design.</li> </ul>

The relevant State Planning Policy in respect to the proposed subdivision is outlined below. It is submitted that the concept proposal accords with each of these policies and will facilitate the objectives they aim to achieve.

- **Clause 11.02-1S Supply of Urban Land**

The Objective of Clause 11.02-1S is:

*To ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses.*

The key strategies relevant to this submission in meeting the above objective, are:

- o *Ensure that sufficient land is available to meet forecast demand.*
- o *Plan to accommodate projected population growth over at least a 15 year period and provide clear direction on locations where growth should occur. Residential land supply will be considered on a municipal basis, rather than a town-by-town basis.*
- o *Planning for urban growth should consider:*
  - *Opportunities for the consolidation, redevelopment and intensification of existing urban areas.*
  - *Neighbourhood character and landscape considerations.*
  - *The limits of land capability and natural hazards and environmental quality.*
  - *Service limitations and the costs of providing infrastructure.*
- o *Monitor development trends and land supply and demand for housing and industry.*
- o *Restrict rural residential development that would compromise future development at higher densities.*

- **Clause 11.03-2S Growth Areas**

The Objective of Clause 11.03-2S is:

*To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.*

The key strategies relevant to this submission in meeting the above objective, are:

- o *Concentrate urban expansion into growth areas that are served by high-capacity public transport.*
- o *Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.*
- o *Provide a diversity of housing type and distribution.*

- **Clause 15.01-1S Urban Design**

The Objective of Clause 15.01-1S is:

*To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.*

The key strategies relevant to this submission in meeting the above objective, are:

- *Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.*
- *Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.*
- *Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.*

- **Clause 15.01-3S Subdivision Design**

The Objective of Clause 15.01-3S is:

*To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.*

The key strategies relevant to this submission in meeting the above objective, are:

- *In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:*
  - *Creating compact neighbourhoods that have walkable distances between activities.*
  - *Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.*
  - *Reduce car dependency by allowing for convenient and safe public transport.*

- **Clause 16.01-1S Integrated Housing**

The Objective of Clause 16.01-1S is:

*To promote a housing market that meets community needs.*

The key strategies relevant to this submission in meeting the above objective, are:

- *Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land.*

- *Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people.*
- *Ensure housing developments are integrated with infrastructure and services, whether they are located in existing suburbs, growth areas or regional towns.*

- **Clause 16.01-2S Location of Residential Development**

The Objective of Clause 16.01-2S is:

*To locate new housing in designated locations that offer good access to jobs, services and transport.*

The key strategies relevant to this submission in meeting the above objective, are:

- *Increase the proportion of new housing in designated locations within established urban areas and reduce the share of new dwellings in greenfield and dispersed development areas.*
- *Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.*
- *Ensure an adequate supply of redevelopment opportunities within established urban areas to reduce the pressure for fringe development.*
- *Facilitate residential development that is cost effective in infrastructure provision and use, energy efficient, water efficient and encourages public transport use.*
- *Identify opportunities for increased residential densities to help consolidate urban areas.*

- **Clause 16.01-3S Housing Diversity**

The Objective of Clause 16.01-3S is:

*To provide for a range of housing types to meet diverse needs.*

The key strategies relevant to this submission in meeting the above objective, are:

- *Ensure housing stock matches changing demand by widening housing choice.*
- *Facilitate diverse housing that offers choice and meets changing household needs through:*
  - *A mix of housing types.*
- *Encourage the development of well-designed medium-density housing that:*
  - *Respects the neighbourhood character.*
  - *Improves housing choice.*
  - *Makes better use of existing infrastructure.*
  - *Improves energy efficiency of housing.*
- *Support opportunities for a range of income groups to choose housing in well-serviced locations.*

- o *Ensure planning for growth areas provides for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.*

- **Clause 16.01-4S Housing Affordability**

The Objective of Clause 16.01-4S is:

*To deliver more affordable housing closer to jobs, transport and services.*

The key strategies relevant to this submission in meeting the above objective, are:

- o *Improve housing affordability by:*
  - *Ensuring land supply continues to be sufficient to meet demand.*
  - *Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.*
  - *Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.*
  - *Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.*

Local Policy of Cardinia Shire Council, which forms part of their Municipal Strategic Statement and of particular relevance to this submission, is Clause 21.03 – Settlement & Housing. The following two Clauses are specifically relevant:

- **Clause 21.03-1 Housing**

The overview to Clause 21.3-1 states:

*Housing within the Cardinia Shire is currently dominated by detached dwellings in both urban and rural areas. The urban growth area in the Cardinia Shire will continue to attract predominantly young families into the foreseeable future. However, as the housing market progressively matures, and the needs of households change there will be increasing demand for more diverse forms of housing. Housing needs may differ between the townships of the municipality and the urban growth area.*

The key issues outlined in this policy, relevant to this submission, include:

- o *Providing for a diversity of housing types and densities, including increased housing density around activity centres.*
- o *Recognising the need for affordability and availability of housing choice for different income levels in both the rental and purchaser markets.*

Objective 1 of Clause 21.03-1 is:

*To encourage a diversity in housing to meet the needs of existing and future residents.*

The key strategies relevant to this submission in meeting the above objective, are:

- *Encourage a range of lot sizes and housing types in new developments that satisfy the needs and aspirations of the community.*
- *Encourage an increase in densities provided it occurs in the context of an increase in the standard of urban design, timely provision of infrastructure and is consistent with the existing and/or preferred neighbourhood character.*
- *Encourage medium density housing (average of 20 dwellings per hectare) to be located within or at the interface of activity centres and overlooking local and linear open space.*
- *Ensure residential development and subdivisions are designed with attractive streetscapes and urban character.*
- *Ensure that new development is located within a safe, attractive and well planned environment that allows residents to maximise opportunities to undertake physical activity.*

Objective 2 of Clause 21.03-1 is:

*To encourage the provision of housing to cater for groups within the community with specific housing requirements.*

The key strategies relevant to this submission in meeting the above objective, are:

- *Encourage the development of a diverse, flexible, adaptable range of housing types and tenures.*
- *Encourage development that supports ageing in place including adaptable housing.*

• **Clause 21.03-2 Urban Growth Area**

As stated at Section 2.1 of this submission, the subject site's location within Beaconsfield forms part of the Casey-Cardinia Growth Area for Metropolitan Melbourne.

Key elements of the Casey-Cardinia Growth Area Framework Plan in relation to the Cardinia Urban Growth Area and relevant to this submission, include:

- *Land for urban residential development north of the Pakenham Bypass (Princes Freeway). The population within the Cardinia growth area is expected to grow from a current population of around 35,000 people (2009) to 75,000 people by 2020, and to approximately 105,000 people in 2030.*
- *Large neighbourhood activity centres at Beaconsfield, Cardinia Road and Lakeside Boulevard.*
- *Open space corridors along Cardinia Creek, Gum Scrub Creek, Toomuc Creek and Deep Creek, including regional parklands associated with Cardinia Creek.*
- *An arterial road network including the Pakenham Bypass (Princes Freeway), Princes Highway, Thompson Road to Greenhills Road connection, Beaconsfield Emerald Road,*

*O'Sheas Road connection, Officer South Road, Cardinia Road, Pakenham Road, McGregor Road and Koo Wee Rup Road.*

- o *A principal public transport network comprising railway stations at Beaconsfield, Officer, Cardinia Road and Pakenham along the Gippsland Railway Line, and a regional bus route along the Princes Highway to the Pakenham Town Centre.*

Key principles for the development of precincts, relevant to this submission, include:

- o *To coordinate the appropriate staging and development of land.*
- o *To ensure greater housing choice, diversity and affordability.*
- o *To create vibrant well serviced activity centres.*
- o *To increase environmental sustainability.*
- o *To achieve good urban design outcomes with a strong urban character*

The Objective of Clause 21.03-2, is:

*To create a functional, attractive, safe and sustainable urban environment for the existing and future community of the Cardinia Urban Growth Area.*

The key strategies relevant to this submission in meeting the above objective, are:

- o *To provide for the development in the Beaconsfield Growth Area Precinct within the short term.*
- o *Provide for the development in the urban growth boundary area in accordance with the following approved Activity Structure Plans and Incorporated Provisions:*
  - *Beaconsfield Structure Plan (December 2013) expires 30 June 2020.*
- o *Protect areas of future urban development from inappropriate subdivision and development that limits the future orderly and efficient development of the land for urban purposes.*
- o *Provide a distinct character and identity for urban areas through retention of existing vegetation, respect for topography, appropriate streetscaping and provision of adequate open space.*

It is submitted that the concept development accords with the objectives outlined in the above two Local Policies, by implementing or facilitating the strategies included.

## 5.4 Planning Permit Application

We confirm that a Planning Permit application will be made under the [REDACTED] utilizing a concept similar, if not the same, as that illustrated within this submission and designed by Civil Made in collaboration with relevant parties. This application will be made regardless of whether Amendment C238 proceeds as proposed, with the subject site included. If such an application is not supported by Council, this can be contested and heard at the Victorian Civil and Administrative Tribunal (VCAT).



We feel strongly that the concept proposal provides an excellent planning outcome, providing lot diversity sought after through State and Local Planning Policy, and desired by current and potential residents of Beaconsfield. We have no doubt that the application will be supported and approved if heard at VCAT. Additionally, we feel that such an application ought be supported by Cardinia Shire Council.

## 6. Key Issues

It is considered that the key issues to be addressed in this submission are:

- o Does the 'Concept Proposal' provide a better outcome in relation to development potential than that facilitated by proposed Amendment C238?
- o Does the 'Concept Proposal' provide a better outcome in relation to significant views than that facilitated by proposed Amendment C238?
- o Does the 'Concept Proposal' provide a better outcome in relation to access and roads than that facilitated by proposed Amendment C238?
- o Does the inclusion of the subject site within proposed Amendment C238 meet the purpose and objectives of the amendment itself?
- o Does the 'Concept Proposal' provide a better outcome in meeting the objectives and purpose of proposed Amendment C238?
- o Is the inclusion of the subject site within Amendment C238, and as part of the Glismann Road Area, a fair and equitable outcome?
- o Should the subject site be included as part of Amendment C238?

## 7. Submission

### 7.1 Does the 'Concept Proposal' provide a better outcome in relation to development potential than that facilitated by proposed Amendment C238?

The concept proposal clearly demonstrates that the subject site can be appropriately developed to urban densities [REDACTED]. As such, it is questioned whether a thorough assessment of the subject site was undertaken before the assertion over its development potential was made in this regard.



[REDACTED] under the proposed development plan requirements, would allow for approximately fifteen (15) dwellings, resulting in a residential density of approximately 11 dwellings per hectare, well below the encouraged residential density required through State Planning Policy for the area.

It should be noted that a roadway indicated for the subject site and included in the background Report, '*Glismann Road, Beaconsfield – Landscape Management Framework*', Hansen Partnership, August 2014, shows a far greater area of land taken up by public road infrastructure than indicated in the summary above (Figure 16).

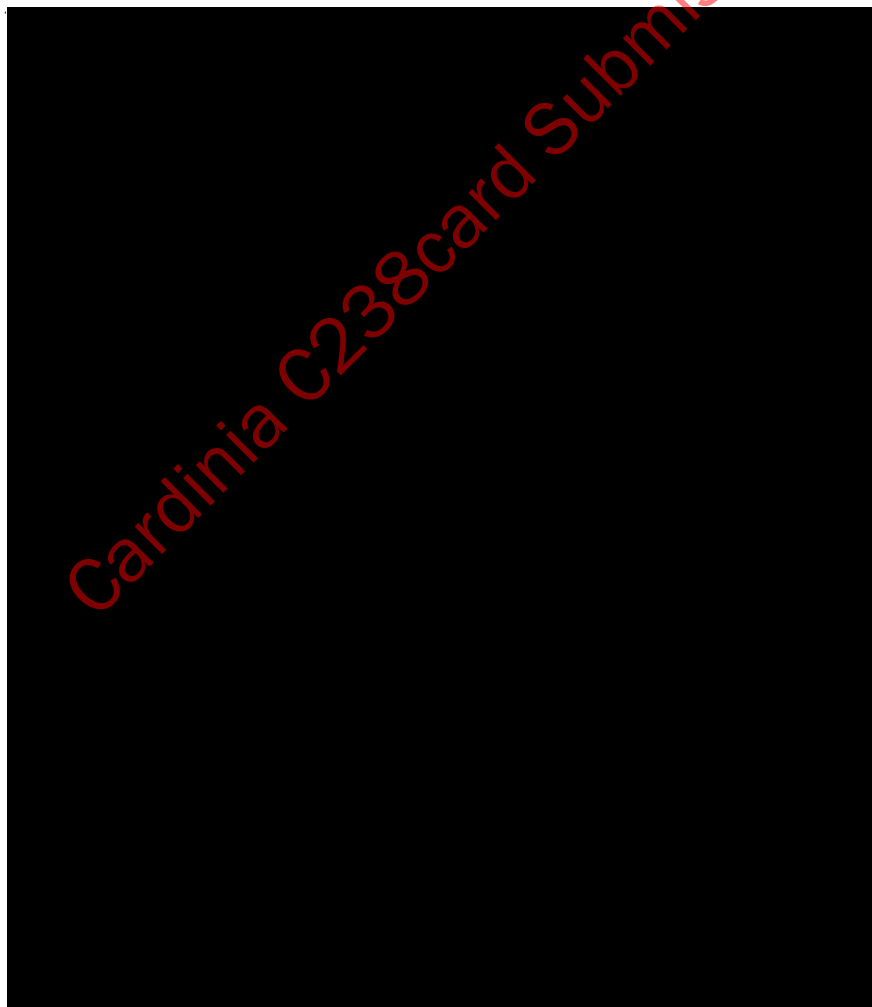


Figure 16. Hansen Partnership Proposed Plan, August 2014

The concept proposal delivers twenty-one (21) developable land parcels, provided through excellent lot diversity. The detailed and extensively analysed design process means that all lots are useable and can be feasibly developed. The concept proposal delivers a residential density of 16 dwellings per hectare, achieving the objective for housing density set out for Growth Areas within State Planning Policy.



## 7.2 Does the 'Concept Proposal' provide a better outcome in relation to significant views than that facilitated by proposed Amendment C238?

Without fully assessing a development proposal permitted through the planning controls under the proposed amendment, it is impossible to say whether better views will be provided via the concept proposal. Notwithstanding, it is possible to determine that significant views will not be diminished through the concept proposal.

The concept proposal was designed with view lines as a determining factor in allocation of lot position and size. Lots on higher ground can be developed within smaller parcels of land due to their relatively flat terrain, and will be afforded excellent views through the nature of their location. As lots step downward, they will be developed with the natural slope of the land, allowing the higher dwellings to retain significant views, and allowing the lower lots to also benefit from the natural terrain and views provided.

It is submitted that significant views for future residents will not be reduced as part of the concept proposal.

## 7.3 Does the 'Concept Proposal' provide a better outcome in relation to access and roads than that facilitated by proposed Amendment C238?



It is submitted that the concept proposal will provide a better outcome in regard to roads and access for numerous reasons. Namely, significant developable area will be retained through the provision of a common property, private road to service any future development.



#### 7.4 Does the inclusion of the subject site within proposed amendment C238 meet the purpose and objectives of the amendment itself?

The Explanatory Report states the purpose of the amendment within the 'Why is the Amendment Required?' section. In reference to the amendment purpose, the section states:

*The majority of land subject to this amendment is currently within the RLZ1, which is inconsistent with the surrounding area.*

*The current RLZ1 is inconsistent with State planning policy that is focused on reducing urban sprawl by promoting increased urban densities within existing settlements and maximising the use of existing infrastructure, particularly in areas that are close to public transport.*

*In December 2013, the Beaconsfield Structure Plan was adopted by Council, which sets out the strategic directions for Beaconsfield and provides a framework for change to guide built form, use and development outcomes for the centre for the next 10 – 15 years. An action of the structure plan is to rezone land in the 'Glismann Road area' from the RLZ1 to a residential zone to allow for residential subdivision with a development plan and infrastructure plan. This amendment is required to achieve the Beaconsfield Structure Plan action.*

*11 Mahon Road Beaconsfield is currently located within a residential zone (GRZ1) however the site irregular in shape and has significant constraints which impacts on its development potential. Including this property within this amendment provides the site with an alternative access point and ability to be further developed to urban densities.*

*The Development Plan will ensure that properties are developed in a cohesive manner. The current title boundaries of the lots do not lend themselves to be developed in isolation of each other. A development plan is required to manage an integrated design for the amendment area and ensure best practice planning initiatives and solutions in relation to subdivision layout, urban design, service provision and environmental considerations.*

[REDACTED]  
the subject site's inclusion in the amendment is clearly inconsistent with this objective.

o

[REDACTED]  
The impact of rezoning the subject site as part of the amendment is itself inconsistent with State Planning Policy. The amendment to the subject site reduces urban density in a location where increased density is encouraged, and underutilises land within walking distance of public transport, established infrastructure, community facilities and essential services.

o

[REDACTED]

Cardinia C238card Submission

- o [REDACTED] The topography of the site, irregular lot dimensions, and access arrangement, are not constraints to development of the subject site in its own right.
- o [REDACTED]
- o As illustrated through this submission and the associated reports, “*best practice planning initiatives and solutions in relation to subdivision layout, urban design, service provision and environmental considerations*” are provided for the subject site through the existing Planning Scheme provisions that apply to it. [REDACTED]

## 7.5 Does the ‘Concept Proposal’ provide a better outcome in meeting the objectives and purpose of proposed Amendment C238?

We submit that the Concept Proposal [REDACTED] provides a better result in meeting the apparent purpose of Amendment C238.

[REDACTED]

The concept proposal will provide superior use of the subject site and its favourable location for the following reasons:

- o Greater lot diversity than that provided for through the amendment.
- o Greater lot density, consistent with State Policy for Growth Areas.
- o Retention of significant view lines through considerate design, which utilises topography to its best advantage.
- o Reduction in required land for infrastructure and public roads.
- o [REDACTED]
- o An integrated design that is respectful to the local neighbourhood character of [REDACTED]
- o Visitor car parking spaces beyond that required under the planning scheme, meaning no additional pressure will be placed on [REDACTED] in regard to on street parking.

- o Appropriate lot sizes for an aging population, to allow for greater community diversity and support State Policy that encourages age in place initiatives.
- o Appropriate lot sizes to increase housing affordability in a location well serviced by established infrastructure and transport options.

## 7.6 Is the inclusion of the subject site within Amendment C238, and as part of the Glismann Road Area, a fair and equitable outcome?

It is submitted that the decision to include the subject site within the proposed amendment does not provide a fair and equitable outcome, for the following reasons:

- o The subject site will be required to contribute financially to infrastructure items and upgrades it has absolutely no requirement for. This is undeniably unwarranted and excessive. The subject site is already provided with all services, road access, and other infrastructure it requires to be developed at 'urban densities'.
- o No thorough justification is provided for the inclusion of the subject site within the amendment. It is clear through our assessment into the site that no such investigation has been undertaken by Council. As such, the supposed reasons put forward by Council for its inclusion are simple conjecture.
- o [REDACTED]  
 [REDACTED]. We can determine no practical reason for this decision, other than obtaining another landowner to contribute to infrastructure costs.
- o The proposed amendment will unreasonably impact on the development potential of the subject site. It will constrain the ability of the subject site to be developed in a fair and reasonable manner. The concept proposal demonstrates that the subject site can provide a feasible and positive planning outcome [REDACTED]. The development outcome of the subject site will be unreasonably compromised through the proposed amendment.
- o The subject site is not a 'rural living lifestyle lot'. [REDACTED]  
 [REDACTED]

## 7.7 Should the subject site be included as part of proposed Amendment C238?

It is submitted that the subject site should not be included within proposed Amendment C238 for the following reasons:

- o It does not provide a fair and equitable outcome.
- o It will provide a worse outcome in regard to State and Local Planning Policy than that allowed under the [REDACTED]
- o It will impose unreasonable costs associated with unnecessary infrastructure items the subject site has no relation to, nor requires.
- o Inclusion of the subject site has not been adequately justified. It is clear that the justification used for inclusion of the subject site in the proposed amendment is unsubstantiated, with no sufficient or detailed assessment undertaken to rationalise its inclusion.
- o A Planning Permit application can, and will, be made under [REDACTED]. It is apparent that there is no planning reason under the [REDACTED] that would prevent such an application from being supported.
- o Continuing with a proposed amendment that shows the subject site when it will be granted a Planning Permit [REDACTED], would create an unnecessary cost and time burden for Cardinia Shire Council, the municipality rate payers, as well as the State if the proposed amendment were to proceed to Planning Panel in its current form.

## 8. Conclusion

This submission has demonstrated that the subject site should be excluded from proposed Amendment C238. It can be developed feasibly, in a visually, environmentally, and character sensitive manner, in its own right. [REDACTED]

As illustrated through this submission and supporting documents, the concept proposal will make best use of the subject site and contribute positively to the local neighbourhood and evolving character of [REDACTED]. The concept proposal accords with the State and Local Planning Policy Framework as well as the Municipal Strategic Statement of Cardinia Council. It meets the purpose and objectives of the proposed amendment [REDACTED]

Removal of the subject site from proposed Amendment C238 is considered a fair and appropriate planning outcome for the municipality as a whole. [REDACTED]  
 [REDACTED] It will save unwarranted time and cost involved in pursuing an amendment with inappropriate land included, as a Planning Permit for the development of the subject site will be applied for and obtained under the [REDACTED].

It is respectfully requested that proposed Amendment C238 is modified to exclude the subject site.



## Appendices

- Appendix A. Certificate of Title & Plan, searched 14.09.2020
- Appendix B. Title Re-establishment, Feature & Level Survey – MJ Reddie Surveys, 13.08.2020
- Appendix C. Traffic Engineering Assessment & Report – One Mile Grid, 10.09.2020
- Appendix D. Civil Engineering Assessment & Concept Development Plans – Civil Made, 12.09.2020

Cardinia C238card Submission









14 September 2020

████████████████████  
c/- Axiom Planning and Design

Via email: [anna@axiompd.com.au](mailto:anna@axiompd.com.au)

Attention: ██████████

## ██████████ Beaconsfield

Planning Scheme Amendment C238 – Panel Hearing Submission

██████████

### INTRODUCTION

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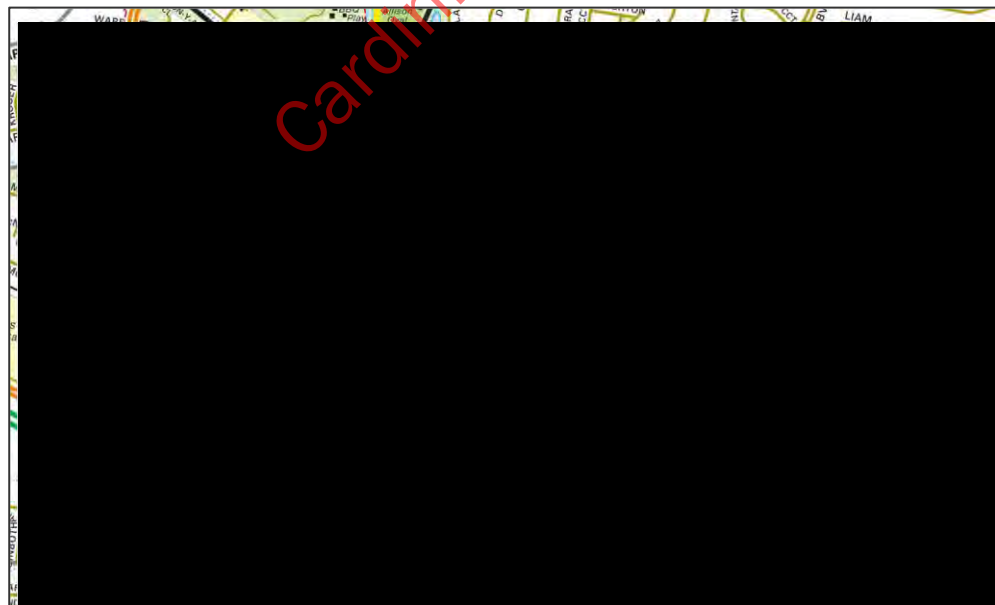
onemilegrid has been requested by Axiom Planning and Design to review the impact of the exclusion of ██████████ Beaconsfield (the subject site) from the proposed Glismann Road Development Plan, which is to be incorporated within Planning Scheme Amendment C238.

### EXISTING CONDITIONS

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██  
██

Figure 1 Site Location



Copyright Melway Publishing





[REDACTED]

## PROPOSED PLANNING SCHEME AMENDMENT

### General

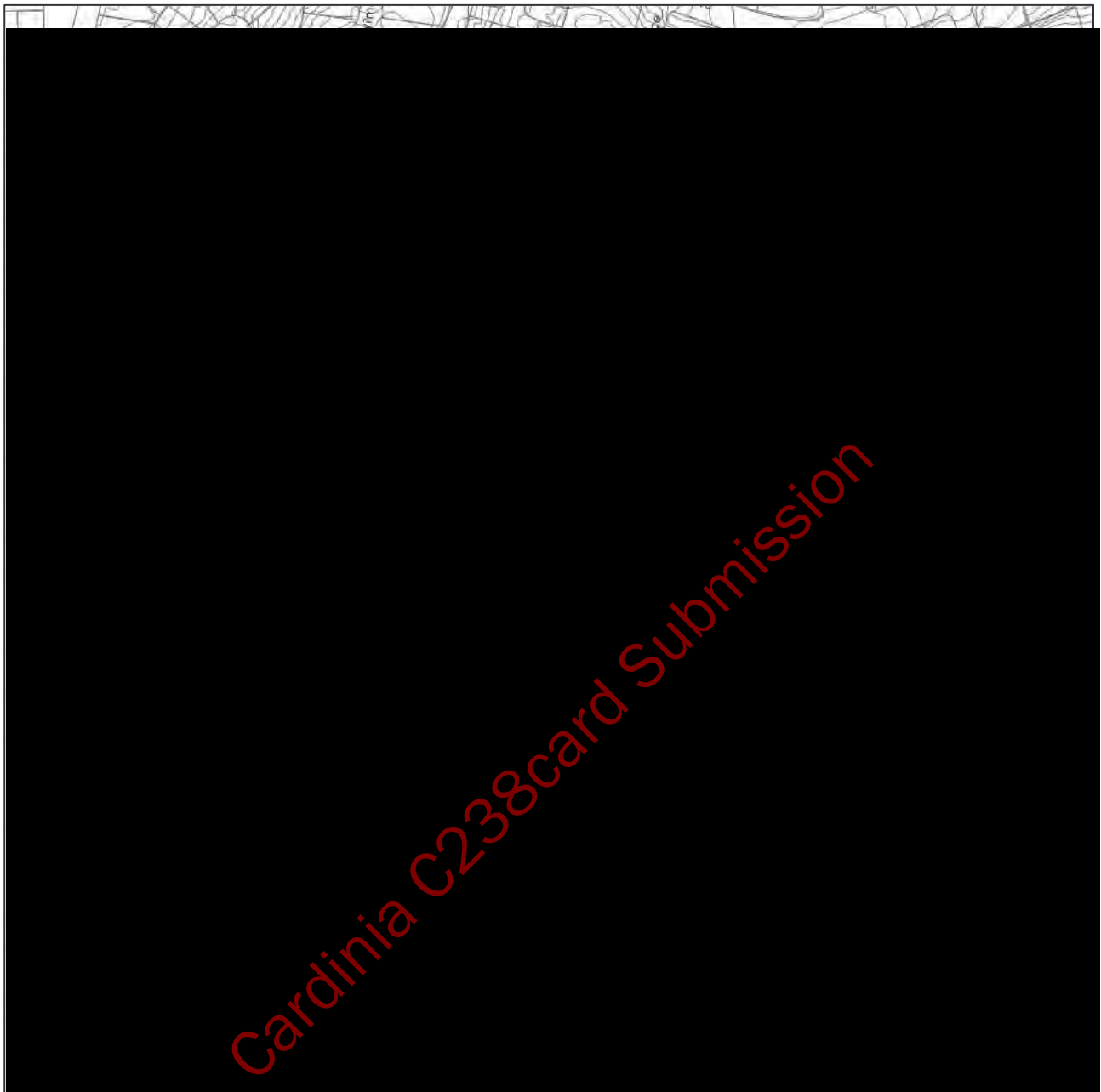
It is proposed to rezone a total of 21 lots with a total area of approximately 21 hectares to a Neighbourhood Residential Zone - Schedule 2 as part of Planning Scheme Amendment C238. The proposal includes rezoning the subject site [REDACTED] from General Residential Zone - Schedule 1, and 111 to 123 Old Princes Highway and 1 to 16 Glismann Road from Rural Living Zone - Schedule 1.

A Development Plan Overlay - Schedule 19 (DPO19) and Development Contributions Plan - Schedule 5 (DCPO5) are proposed to cover the site, which provide a framework for the future development of the area, as well as the financial contribution required to deliver the infrastructure necessary for future residents.

Noting the above, the Glismann Road Development Plan has been prepared for the above Development Plan Overlay. The Development Plan outlines the development potential of the site and to allow for a connected internal road network for the proposed future residential development, and is shown below in Figure 4.



Figure 4 Proposed Glismann Road Development Plan



#### Vehicular Access and Internal Road Network

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Glismann Road is proposed to be upgraded to have a connector road cross-section and is to follow its existing alignment and run north of the traffic signals at Glismann Road / Princes Highway / Beaconsfield Avenue before terminating at the northern boundary of the proposed Glismann Road Development Plan. No vehicular access is to be provided to the north via Patrick Place / Timberside Drive.

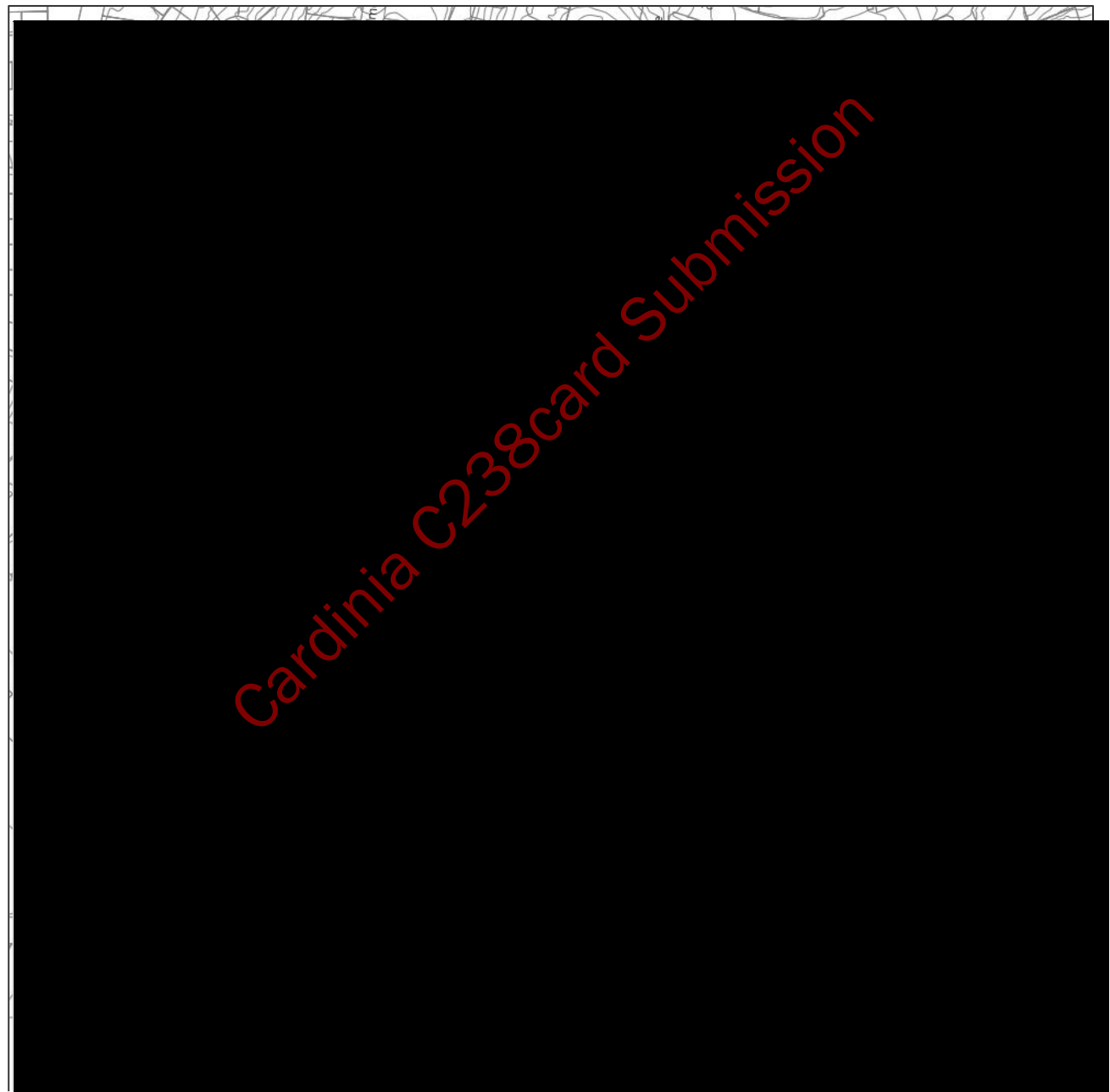
Several local access streets with 16m or 20m cross-sectional widths are proposed within the Glismann Road Development Plan and provide connections from the connector road to other residential lots.

[REDACTED]

It is noted that a Transport Impact Assessment was prepared by Trafficworks (Ref: 156330a) in June 2020 as part of the proposed Planning Scheme amendment.

The proposed road network for the Glismann Road Development Plan is shown in Figure 5.

Figure 5 Glismann Road Development Plan – Expected Road Network



## REVIEW OF THE INCLUSION OF [REDACTED] IN PLANNING SCHEME AMENDMENT C238

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### General

In order to determine whether the subject site at [REDACTED] should be included within the Glismann Road Development Plan, onemilegrid has considered both:

1. Whether there is a benefit to or need for the subject site to be included in the Glismann Road Development Plan; and
2. Whether there is a benefit to or need for the Glismann Road Development Plan to include the subject site.

Our assessment of the exclusion of the subject site from the Development Plan, considering the impacts on both the Development Plan and the subject site, from a traffic engineering perspective, follows.

### Impact of Exclusion on the Development Plan

#### Vehicular Access

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

The removal of the subject site from the Development Plan will therefore not be detrimental for vehicular access, as there is no impact to the proposed access conditions for the remainder of the Development Plan Area.

#### Area of Developable Land

The proposed Development Plan includes a requirement to provide a road connection through to the subject [REDACTED], with a road reserve of no less than 13 metres (based on an Access Place as specified within Clause 56 of the Cardinia Planning Scheme), and up to 16 metres (based on the Traffic Impact Assessment prepared for the Development Plan by Trafficworks).

Subject to the final location of the internal road network, it is anticipated that the road connection may extend for [REDACTED], with the road reserve occupying approximately 450m<sup>2</sup> of land area.

The removal of the subject site from the Development Plan will therefore allow for the development of an amount of additional land (approximately 450m<sup>2</sup>) [REDACTED]  
[REDACTED]

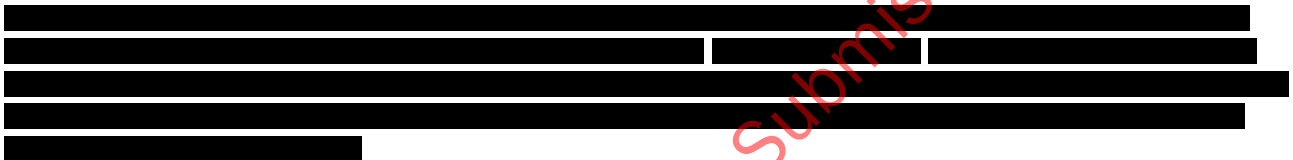
Figure 6 Cardinia Planning Scheme Clause 56 – Access Place

**Access Place**

A minor street providing local residential access with shared traffic, pedestrian and recreation use, but with pedestrian priority.

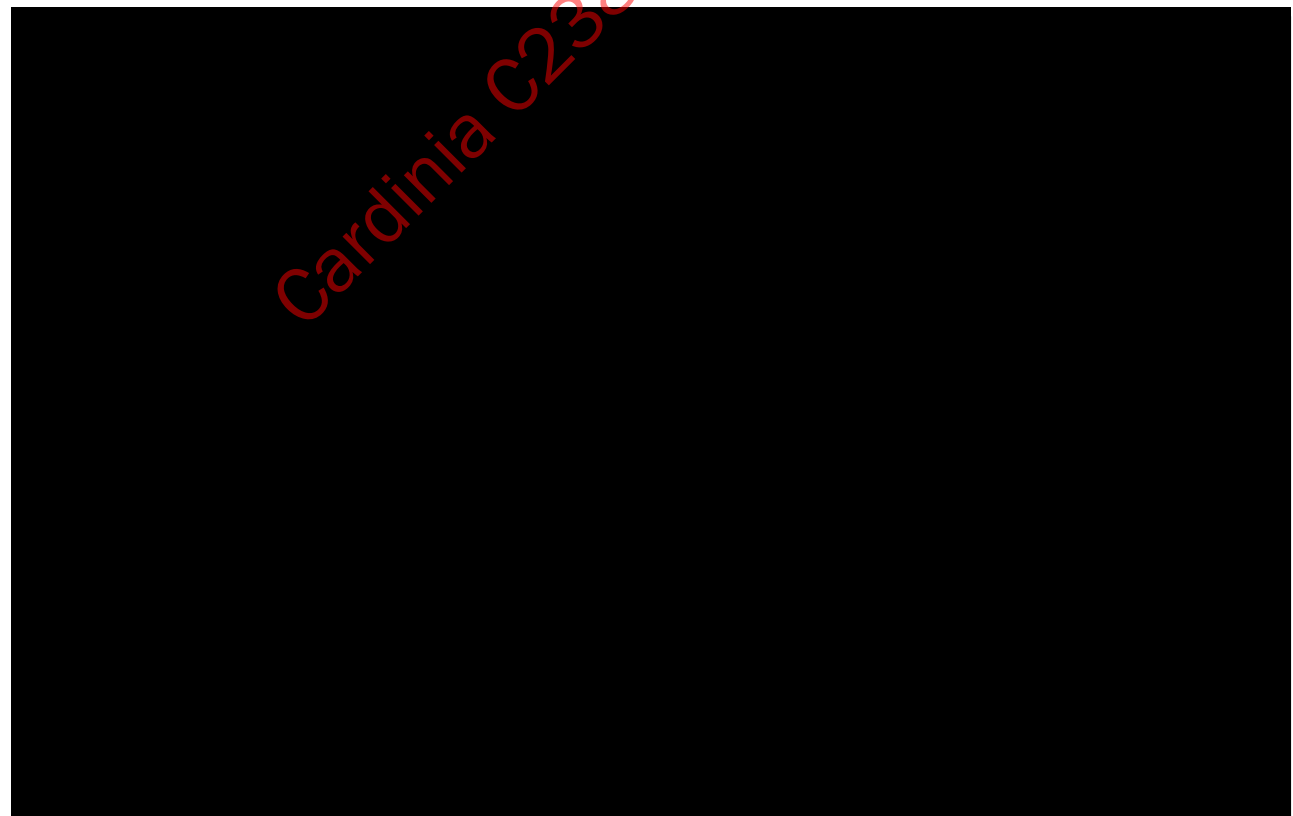
<b>Traffic volume<sup>1</sup></b>	300vpd to 1000vpd
<b>Target speed<sup>2</sup></b>	15kph
<b>Carriageway width<sup>3</sup> &amp; parking provision within street reservation</b>	5.5m wide with 1 hard standing verge parking space per 2 lots. or 5.5m wide with parking on carriageway - one side. Appropriately signed.
<b>Verge width<sup>4</sup></b>	7.5m minimum total width.  For services provide a minimum of 3.5m on one side and a minimum of 2.5m on the other.

Pedestrian Access



The removal of the subject site from the Development Plan will therefore not affect the proposed pedestrian access to the Development Plan site.

Figure 7 Proposed Shared Path Connection













## Traffic Impact

[REDACTED]

Considering the example development proposal, including 21 dwellings, and adopting a traffic generation rate of 8 vehicle trips per dwelling (considered appropriate for medium density dwellings), a medium density residential development on the subject site may generate in the order of 168 vehicle trips per day [REDACTED]

[REDACTED]

[REDACTED]

## Conclusions

Considering the above, it is our view that [REDACTED] is not required to be included within the Glismann Road Development Plan, based on the following:

- In relation to the impact of the exclusion of the subject site, on the Development Plan:
  - ✦ The removal of the subject site from the Development Plan will not be detrimental for vehicular access, as there is no impact to the proposed access conditions for the remainder of the Development Plan Area;
  - ✦ The removal of the subject site from the Development Plan will allow for the development of an amount of additional land (approximately 450m<sup>2</sup>) for residential purposes on the land at [REDACTED]
  - The removal of the subject site from the Development Plan will not affect the proposed pedestrian access to the Development Plan site;
  - ✦ [REDACTED]
- In relation to the impact of the exclusion of the subject site, on the subject site:
  - ✦ The exclusion of the subject site from the Development Plan does not impact on the ability (from a vehicle access perspective) for residential development to occur on the subject site;
  - ✦ The removal of access from the Development Plan area would allow for additional developable land on the subject site as a result of the removal of public roadway, though may result in the need to construct an internal access road over the steep section of land bisecting the site;
  - ✦ Removal of the subject site from the Development Plan will result in the likely removal of internal pedestrian connections between the subject site and the Development Plan area, which is anticipated to have a minimal impact on the subject site, with no specific pedestrian attractors within the Development Plan Area.
  - ✦ [REDACTED]

Please do not hesitate to contact the undersigned, or [REDACTED] or at [REDACTED] should you wish to discuss the above.

Yours sincerely

  
[REDACTED]

[REDACTED]

*Director - Senior Engineer*

onemilegrid

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Cardinia C238card Submission

Our Ref: 165.00.Cli

12th September 2020

Axiom Planning & Design Pty Ltd  
Unit 10 / 23-27 Docker Street,  
Elwood VICTORIA 3184

ATTENTION: [REDACTED]

Good Morning [REDACTED]

Re: Concept Layout & Engineering Report (Service Availability)  
[REDACTED]  
Beaconsfield VICTORIA 3807

Please find enclosed our report detailing a concept layout for this site and the engineering report for the service availability of the above-mentioned property.

This report should be read in its entirety and should only be reproduced as a complete investigation.

If you have any questions regarding any aspect of this report, please feel free to contact me on my mobile [REDACTED] [@civilmade.com.au](mailto:[REDACTED]@civilmade.com.au)

Kind Regards,

Civil Made Pty Ltd

[REDACTED]  
[REDACTED]  
Principal

Encl.

- Concept Layout
- Engineering Report
- Other Appendices

## INTRODUCTION

Civil Made Pty Ltd (Civil Made) was requested to investigate the above property and provide a concept layout showing how it may be subdivided in accordance with industry standard engineering principles and current town planning zonings.

Civil Made was also requested to provide an engineering report to show how the concept layout can be serviced by existing infrastructure and/or proposed infrastructure as per standard authority requirements.

We understand the property is currently proposed to be included in the Gilsmann Road Precinct – C238 Amendment. Cardinia Shire Council has stated that the inclusion of this property in the amendment is to ensure that the property is afforded an alternative access point and to ensure that the development has regard for the visual sensitivity of the area.

Civil Made aims to show that the property does not require an alternative access for it to be developed.

Furthermore, we aim to show that the site can be developed in a visually sensitive way whilst still providing diverse lot sizes appropriate for the site topography and location.

## PROPERTY DETAILS

### General

The property is in the Cardinia Shire Council local government area.

Council records indicate the property address is [REDACTED] Beaconsfield VICTORIA 3807 and the property number [REDACTED]

### Title Plan & Area

The property is further defined as [REDACTED]

The property area is approximately [REDACTED] based on available information at Land Titles Victoria.

A copy of the title plan and certificate is included in Appendix A.

### Topography

[REDACTED]

[REDACTED]

A feature and level survey was completed by the licensed surveyor M.J. Reddie Surveys Pty Ltd (Reddie Surveys) to confirm the site levels. [REDACTED]

[REDACTED]

A copy of this feature and level survey is included in Appendix B.

### Aerial Photography

[REDACTED]

[REDACTED]

A copy of the full aerial photography and site context is included in Appendix C.

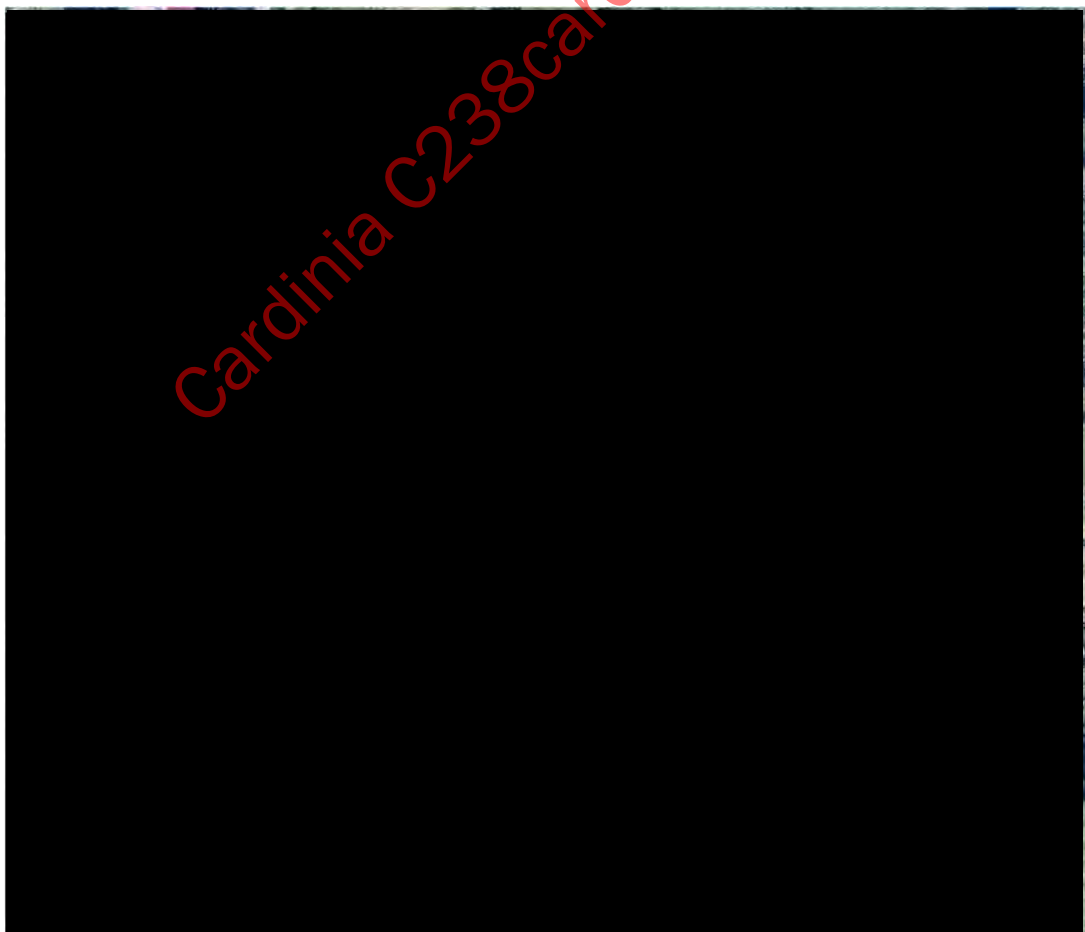


Figure 1: Aerial Photography

## CONCEPT LAYOUT

The property is proposed to be developed as a common property subdivision creating land lots for sale to the public.

Future owners shall then design and build their homes to match their individual needs.

It was important during the design process for the concept layout to consider the future owners and ensure the lot size and particularly the grade across the lot was suitable to build on.

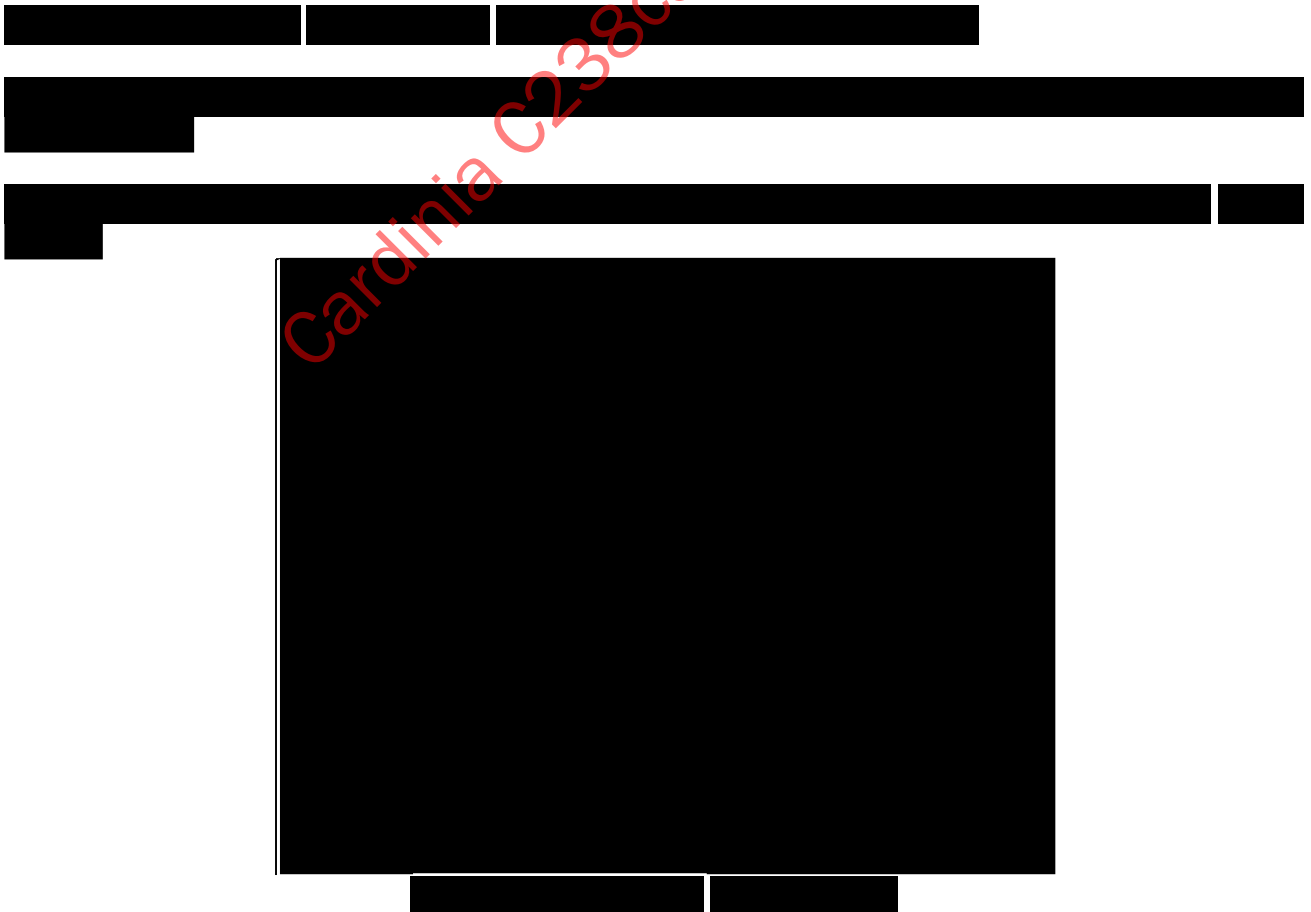
This was an interactive process which required changing lot boundaries, lot orientation and lot sizes to ensure the right grades were achieved and to ensure we reduced the need for significant number of retaining walls on the project.

Consideration was also given to road width and access points for each lot to ensure the final layout was consistent with engineering standards including service vehicle access for Waste Collection and CFA Access.

The following sections provide further details of these items and how the concept plans were developed. It shows that the site can be accessed and developed on its own merits.

A full copy of the concept layout plans is included in Appendix D.

### Road Access



We consider this arrangement meets all engineering requirements for safe forward access to and from the site including access by service vehicles used for Waste Collection and CFA Access.

### Road Cross-Section & Services Layout

The concept layout was based on a common property subdivision. As discussed above the minimum pavement width required for an 8.8m service vehicle used for Waste Collection or CFA Access is 5.5m wide.

Figure 3 below shows the typical road cross-section adopted on this project. We note that minimum pavement width is provided between invert of kerb to invert of kerb.

Semi-mountable kerbs with SM3 profile have been nominated and provide for a further 600mm driveable width (300mm either side) in case of encroachment or over/under steering.

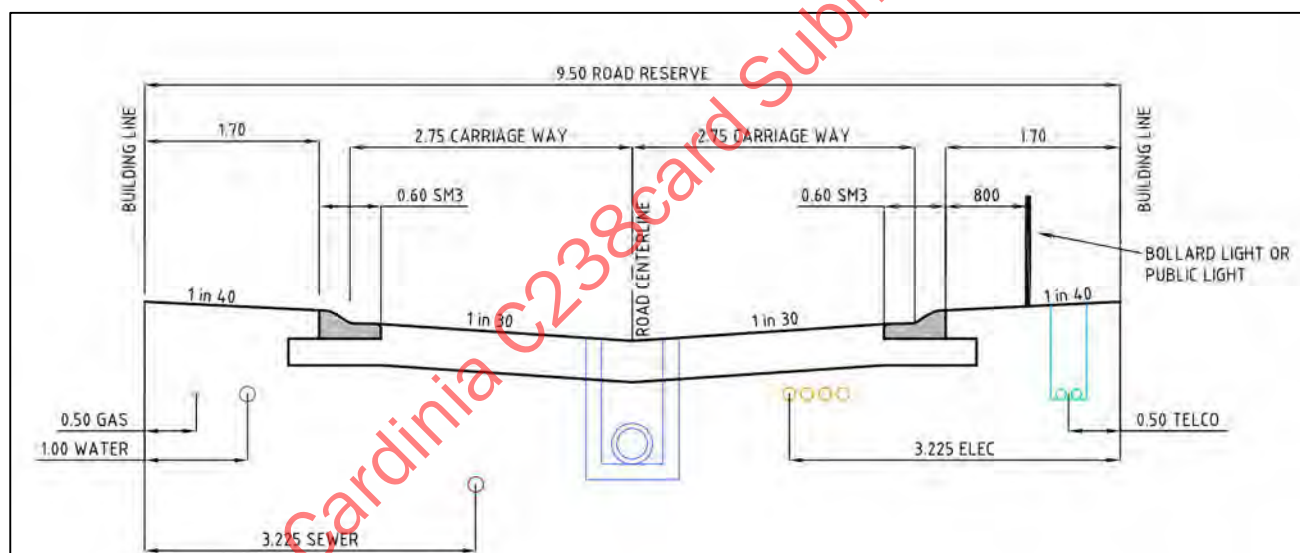


Figure 3: Typical Road Cross-Section & Services Layout

The pavement is drained via a central drainage line with invert grates to pick up surface flows at drainage pits. House drains would be connected to this drain where the lots grade to the road. Easement drains would be provided where lots drain away from the road.

The Telco alignment is in the nature-strip given NBN Co. does not allow pits to be driveable.

The Electrical alignment is located under pavement and this is appropriate for a common property subdivision as each property has their own dedicated and individual service conduit/cable which shall run off the main alignment to the property feed.

The Sewer alignment is located under pavement and is the deepest asset for the site. This is to ensure that this critical gravity asset is always protected. Branches will be provided to lots where needed. Easement sewers would be provided where required for full lot control.

The Gas and Water alignments are in the nature-strip to allow future lot owners to arrange service tapings where they wish for them to be installed without potential damage to the pavement.

We make note that no footpath has been provided in this cross-section because the site topography is steep and does not lend to foot traffic. If pedestrians wanted to go for a walk, they can walk on the common property road as is typical on common property subdivisions.

Figure 3 shows that all this proposed service infrastructure can be accommodated within a 9.5m wide common property road reserve and that access can be arranged via the proposed pavement to each individual lot.

#### Lot Number & Sizes

Utilising the 9.5m common property road reserve we were able to create 21 lots on this site ranging in sizes from 303m<sup>2</sup> up to 870m<sup>2</sup> with an average lot size of 499m<sup>2</sup>.

A summary of the lot numbers, lot sizes and sizing range are listed in Table 1 below.

Lot No.	Size (m <sup>2</sup> )	Range (m <sup>2</sup> )	Number
1	303	300-400	6
2	315	400-500	4
3	315	500-600	7
4	306	600-700	1
5	312	700-800	1
6	310	800-900	2
7	453		
8	417		
9	472		
10	520		
11	545		
12	540		
13	645		
14	729		
15	561		
16	448		
17	526		
18	530		
19	514		
20	856		
21	870		
Total	10487		21
Average Size	499		

Table 1: Lot Numbers, Sizes & Range Assessment



We can see that there is a good variety of lot sizes to accommodate the highest possible demand from potential purchasers and the market.

Generally, the smaller size lots in the range of 300-400m<sup>2</sup> have been provided in areas with flatter grades to make it easier for those purchasers to build on.

The larger lots with sizes in the 400-500m<sup>2</sup> and 500-600m<sup>2</sup> range have been located on moderately steep areas of the site where grade across lots could be 1.5-2.5m in height. However, these large lot sizes with larger frontages make it the easier to build on as they allow any future purchaser to marginally bench and batter their site without affecting adjacent lot owners.

The largest lots in the 800-900m<sup>2</sup> range have been located in the steepest part of the site. We see these lots as being architecturally designed homes with a terracing arrangement that can manage the steep grades but also take advantage of the elevated views and surrounding landscape.

Based on the above we believe this concept layout shows moderation in lot yield and lot sizing to ensure the density and bulk of the subdivision is completed in a visually sensitive nature.

The location of lots temperate to the existing grades of the site make the subdivision possible and attractive to a wide range of purchasers.

#### Road Grades

The concept plan contains a long section for the road showing the grades for the site access.

The location of the road was chosen to reduce the impact of the steep site topography. Road grades of 0.50% (1 in 200m) are seen at the start and end of the access road however through the steepest section we do have grades of about 20% (1 in 5m) range.

The overall average grade is approx. 14.4% (1 in 7m) which meets minimum requirements for service vehicles used for Waste Collection and CFA Access.

Therefore, we have proven that the road design can be completed to standard engineering principles and subject to detail design can provide access to all properties.

#### Lot Grades & Retaining Walls

The concept plan has tried to eliminate retaining walls on the project as much as possible however to make the site feasible a number of retaining walls have been strategically installed to maximise the effectiveness in levelling the site for future dwellings. This provides certainty to the purchaser but also helps to format the visual impact of any buildings by setting the appropriate levels for each lot.

The concept plans contain 6 cross-sections throughout the site showing the average lot grades and locations of retaining walls.

All retaining walls have been kept to a maximum height of 1.5m and have all been located along rear boundaries rather than side boundaries.

All retaining walls have been stepped back from the rear boundaries by 1m with the intent that this area be landscaped to soften the feel of the structure whilst maximising the potential for a building envelop or private open space in the lot.

If one is to correlate the lot cross sections with lot sizes, again we can see that smaller lot sizes have flatter grades whilst large lot sizes have steeper grades. We believe this is a practical way of dealing with the steep site topography to achieve the most appropriate and visually sensitive design for the site.

Furthermore with the introduction of these retaining walls, the sites are made flatter than the existing grades and therefore we are able to control the visual outcome of any future building by setting an appropriate lot level that is unlikely to be varied by the purchaser.

#### Visitor Carparking Provision

Although the need to provide visitor carparking is somewhat reduced given larger lot sizes on this project we felt it necessary to provide some visitor carparking on the site for the smaller lots.

Figure 4 below shows the typical tandem carparking we have adopted for the site.

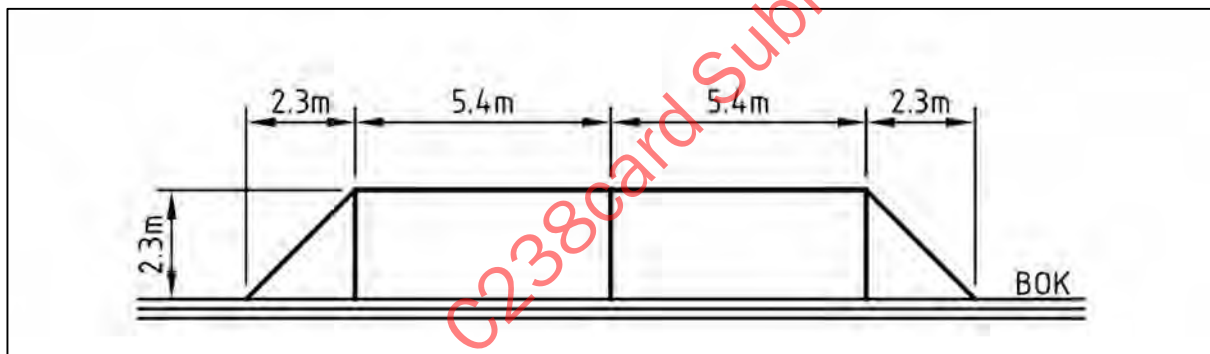


Figure 4: Typical Visitor Carparking Dimensions

The concept plan layout shows that we have been able to accommodate 6 visitor carparking spaces on the subdivision which exceeds the minimum requirements under the planning scheme.

The location of these car parking spaces have been located on the flatter grades of the road section. Keeping the car parking away from the steeper sections of the road allows vehicles to navigate the road grades more safely as their sight lines are unimpeded.

## SERVICE AVAILABILITY

All utility companies and service authorities were contacted for the purpose of requesting preliminary servicing advice for the property. The below fields detail the findings and presents the least cost options to provide supply to the property.

### Flood Level

Melbourne Water Corporation and the Cardinia Shire Council were contacted to confirm overland flows and flood levels for the site.

Both the Melbourne Water Flood Level Certificate and Council Property Information Certificate indicate that the site is not subject to any overland flows or flooding.

This is as expected given the site is close to the natural highpoint of the surrounding land and there are no natural flow channels in the vicinity.

A copy of the Melbourne Water Flood Level Certificate is included in Appendix E.

A copy of the Cardinia Shire Council Property Information Certificate is included in Appendix F.

### Drainage Outfall

A Legal Point of Discharge (LPOD) application was lodged with Cardinia Shire Council to determine the drainage outfall location for the property.

Council advised that there was no formal drainage network in the vicinity of the property and that drainage for any subdivision would need to be managed by discharge to an easement drain or table drain, discharged onsite via either an infiltration system, onsite dam or soakage pit arrangement all to the satisfaction of Council.

A copy of the Cardinia Shire Council LPOD certificate can be found in Appendix G.

Upon further investigation we contacted Melbourne Water as the property is located within the O'Neil Road Drainage Scheme.

Melbourne Water provided their Preliminary Development Advice (PDA) for the site stating that the drainage outfall for the site was to be obtained by construction of two new scheme pipelines discharging into the existing Melbourne Water 1050mm drainage [REDACTED]

Both new scheme pipelines shall become Council assets upon completion of the works. Further details of these pipelines can be found in Table 2 below.

A full copy of the Melbourne Water PDA is included in Appendix H.

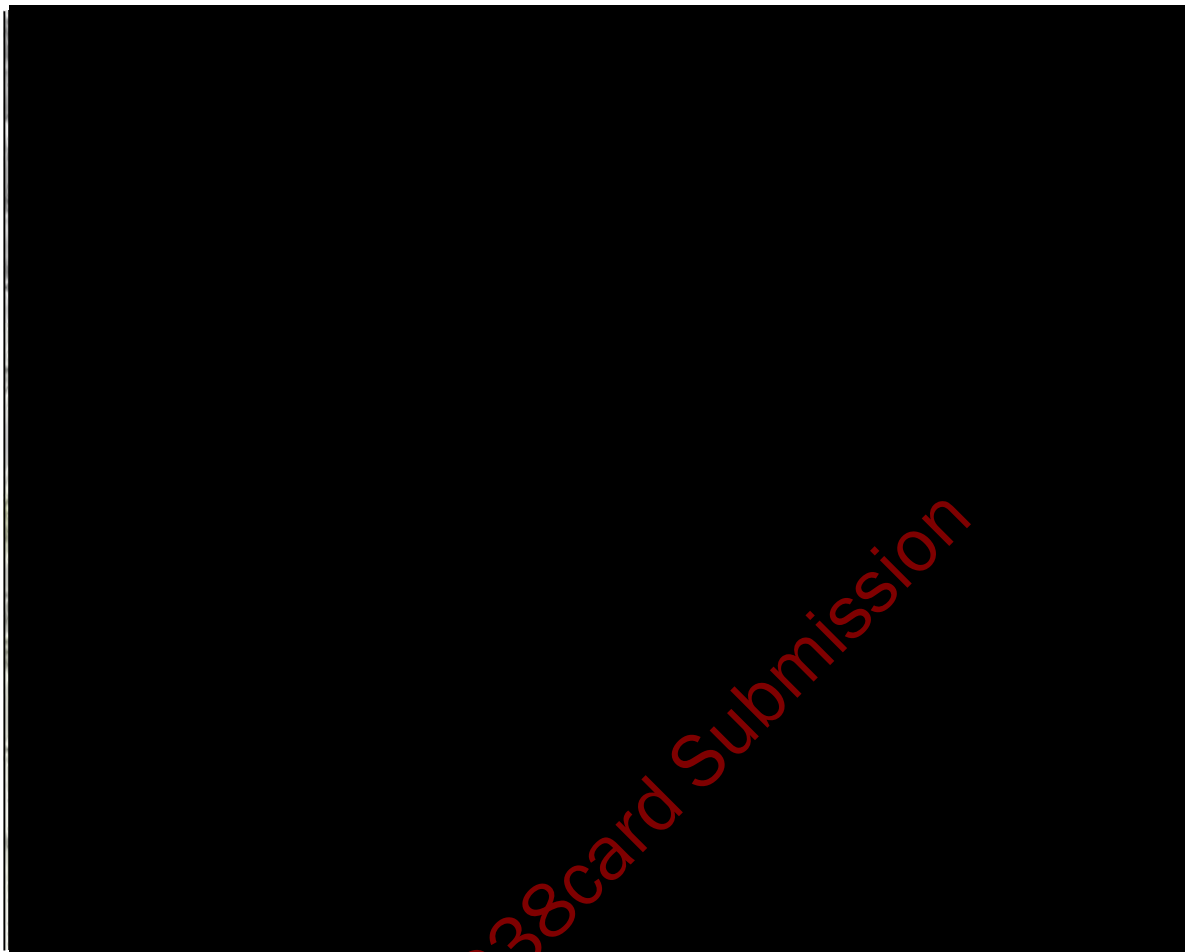


Figure 5: Location of New Scheme Pipelines to be constructed for Drainage Outfall

<b>Node Reference</b>	<b>Type</b>	<b>Ultimate Length (Metres) approx.</b>	<b>Ultim.Owner</b>
M1 to B11. To Melbourne Water Pipeline	Q5 Pipeline	80 (24 metres on Subject Property)*	Council
K1 to B9. To Melbourne Water Pipeline	Q5 Pipeline	30	Council

Table 2: Details of New Scheme Pipelines



Figure 6: Existing Melbourne Water 1050mm Drainage

It is noted that these pipelines need to be constructed with the approval of the adjacent landowners however we also note that any development or subdivision of the adjacent lot will likewise require that they provide drainage provision and cater for upstream catchments and flows.

To this end whichever property owner develops first will build these pipelines with due consideration for the other party. A drainage outfall is therefore available for [REDACTED] Beaconsfield to be developed or subdivided further.

### Gas Supply

APA Group is the gas distributor for this property.

An existing gas main is available in [REDACTED] and is classified as a 40mm P2 High Pressure Main. Figure 7 below shows the location of this main relative to the property.

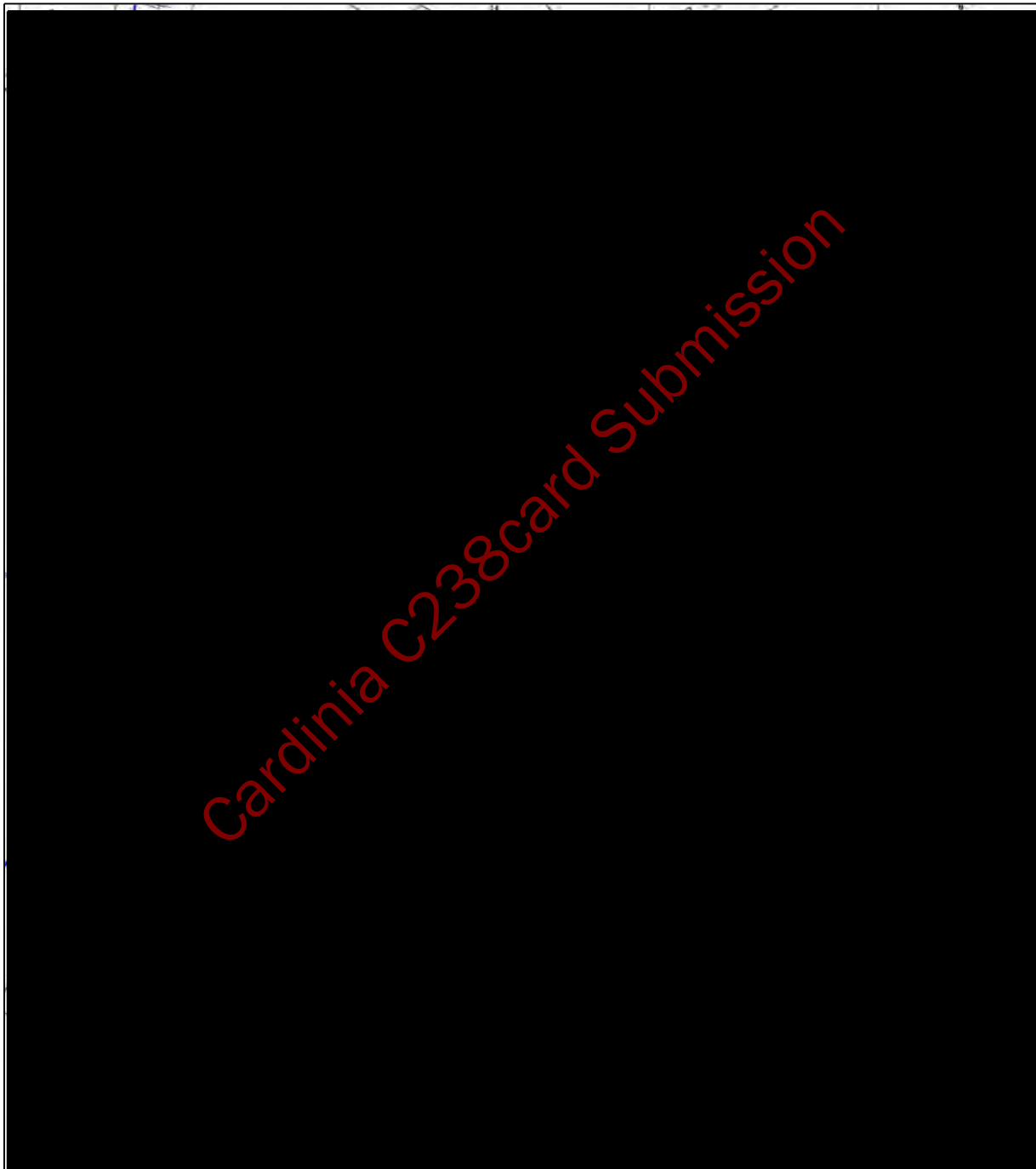


Figure 7: Location & Size of Gas Supply

We contacted APA Group to confirm whether the main had sufficient capacity for development or subdivision of the property into 30-40 new lots with sizes ranging between 300-500m<sup>2</sup>.

APA Group confirmed as follows:

- The current reticulation will have sufficient capacity for the proposed increase in density and connections.
- There are no constraints or additional infrastructure requirements associated with this redevelopment.
- The validity of this advice should be limited to 6 months from receipt of this email. Beyond this timeframe, or if there are any changes to the number of lots to be serviced, updated advice should be sought.

A full copy of the APA Group Preliminary Servicing Advice is included in Appendix I.

Given the above the property at [REDACTED] Beaconsfield can be provided with sufficient gas supply from the existing gas infrastructure.

#### Telecommunications Supply

The existing property has been confirmed to be connected to NBN Co. infrastructure and is within a catchment area that has fixed line NBN Co. telecommunications supply.

Figure 8 below shows that there is existing infrastructure in [REDACTED] that can service the property if it were to be developed or subdivided further.

A copy of the NBN Co. Address Search & Infrastructure Plan is included in Appendix J.

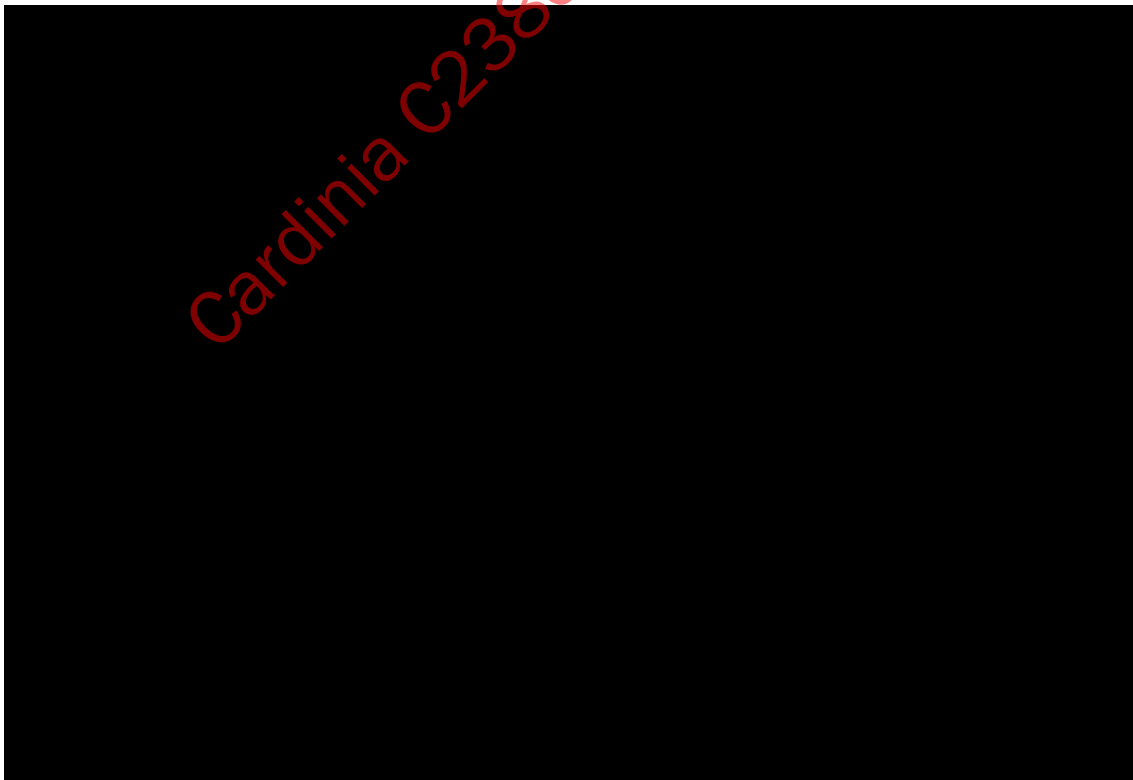


Figure 8: Location of NBN Co. Infrastructure

## Electricity

AusNet Services (AusNet) is the electrical distribution company for the property.

We contacted AusNet and they advised that the Low Voltage (LV) supply in [REDACTED] would be insufficient to supply the property if it were to be further developed or subdivided.

AusNet's advice is that a new High Voltage (HV) supply would need to be extended to the [REDACTED]  
[REDACTED] [REDACTED] [REDACTED]

A new pole mounted transformer and new pillar would be required at the front of the property to convert the HV to LV supply for the proposed development or subdivision.

AusNet advised this was a standard upgrade requirement and would be managed through a non-contestable offer once the subdivision application was lodged.

Figure 9 below shows the location of the existing HV supply and the length of upgrade required to service the site should it be developed or subdivided further.

A copy of the AusNet Advice is included in Appendix K.

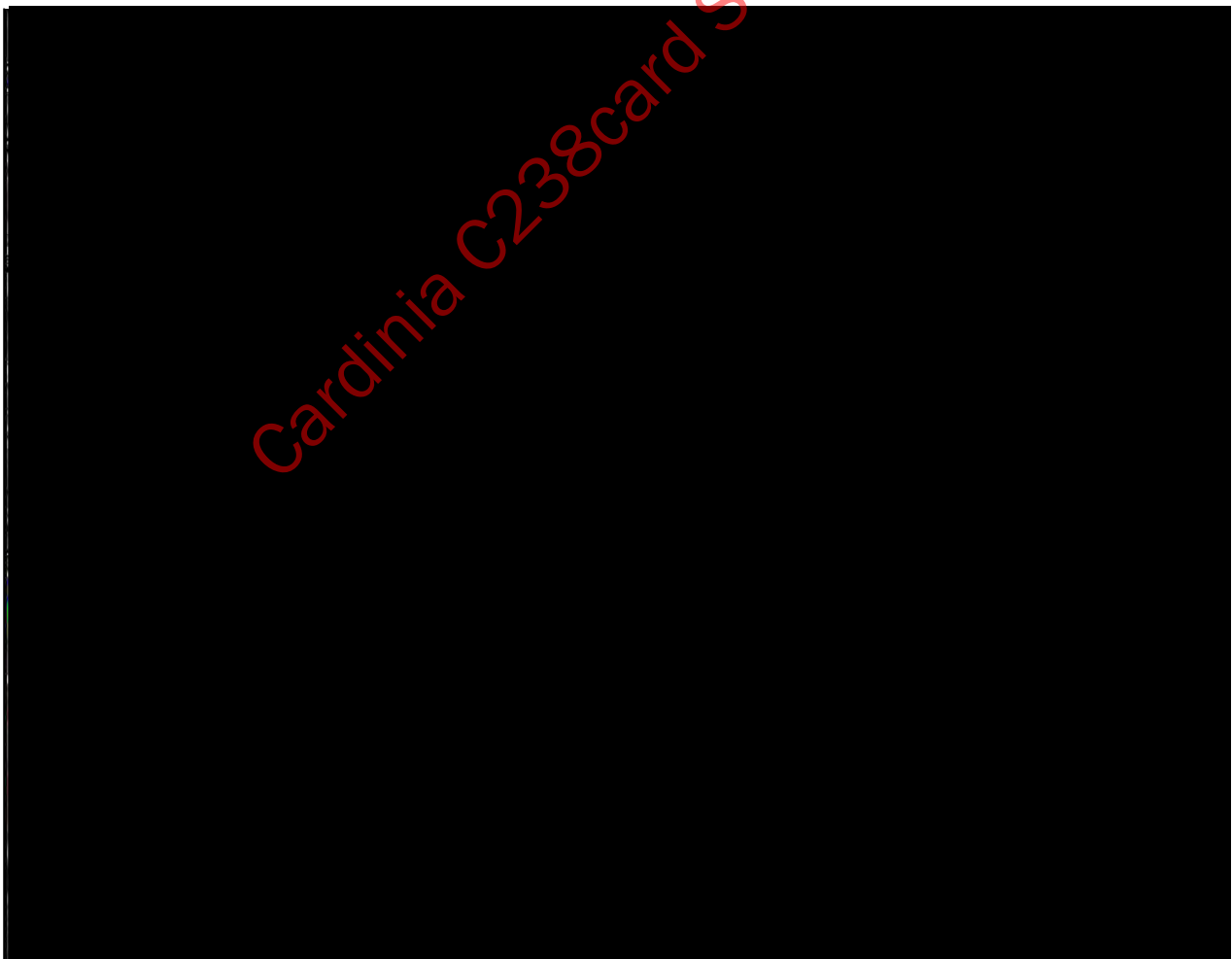


Figure 9: AusNet Network & Location of HV & LV Supply



### Sewer Reticulation

South East Water Corporation (SEWC) was contacted for advice on reticulated sewer for the property.

In phone discussions with the Land Development Team they advised that the existing sewer along the western boundary of the site could control part of the property however due to the topography of the site a separate sewer was required to be able to control the entire site.

Therefore, to provide sewer outfall for the property approx. 320m of new sewer main will need to be constructed [REDACTED]

[REDACTED]

A copy of the SEWC Sewer Outfall Advice is included in Appendix L.

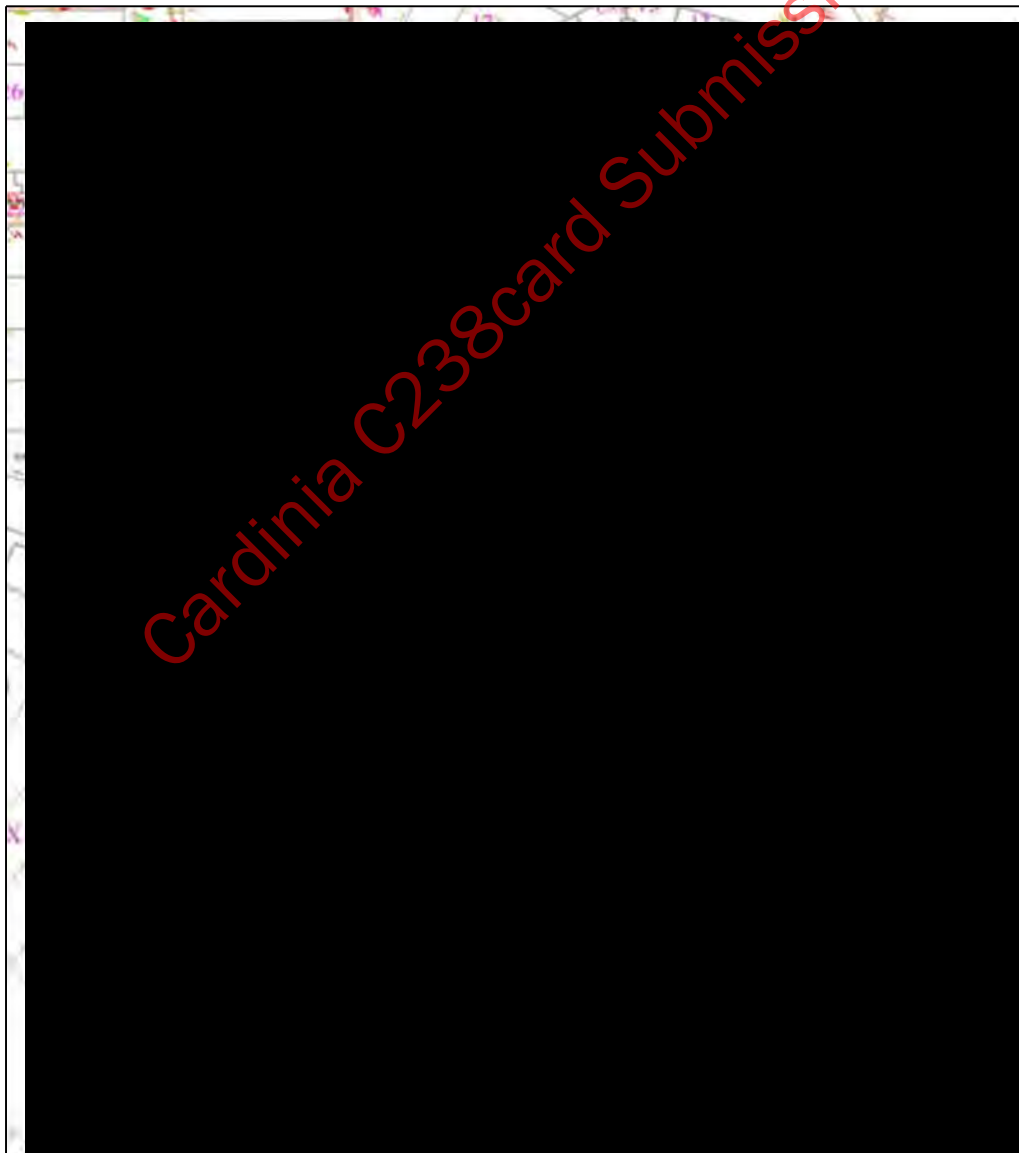


Figure 10: Sewer Outfall Location

### Water Supply

In phone discussions with SEWC they have confirmed that the existing 100mm watermain in [REDACTED] currently has enough capacity to supply the further development or subdivision of this property.



If upgrade works are required, then this is expected to be a main duplication extending a loop main from [REDACTED] [REDACTED] Figure 11 below shows the existing mains and the possible loop main arrangement.

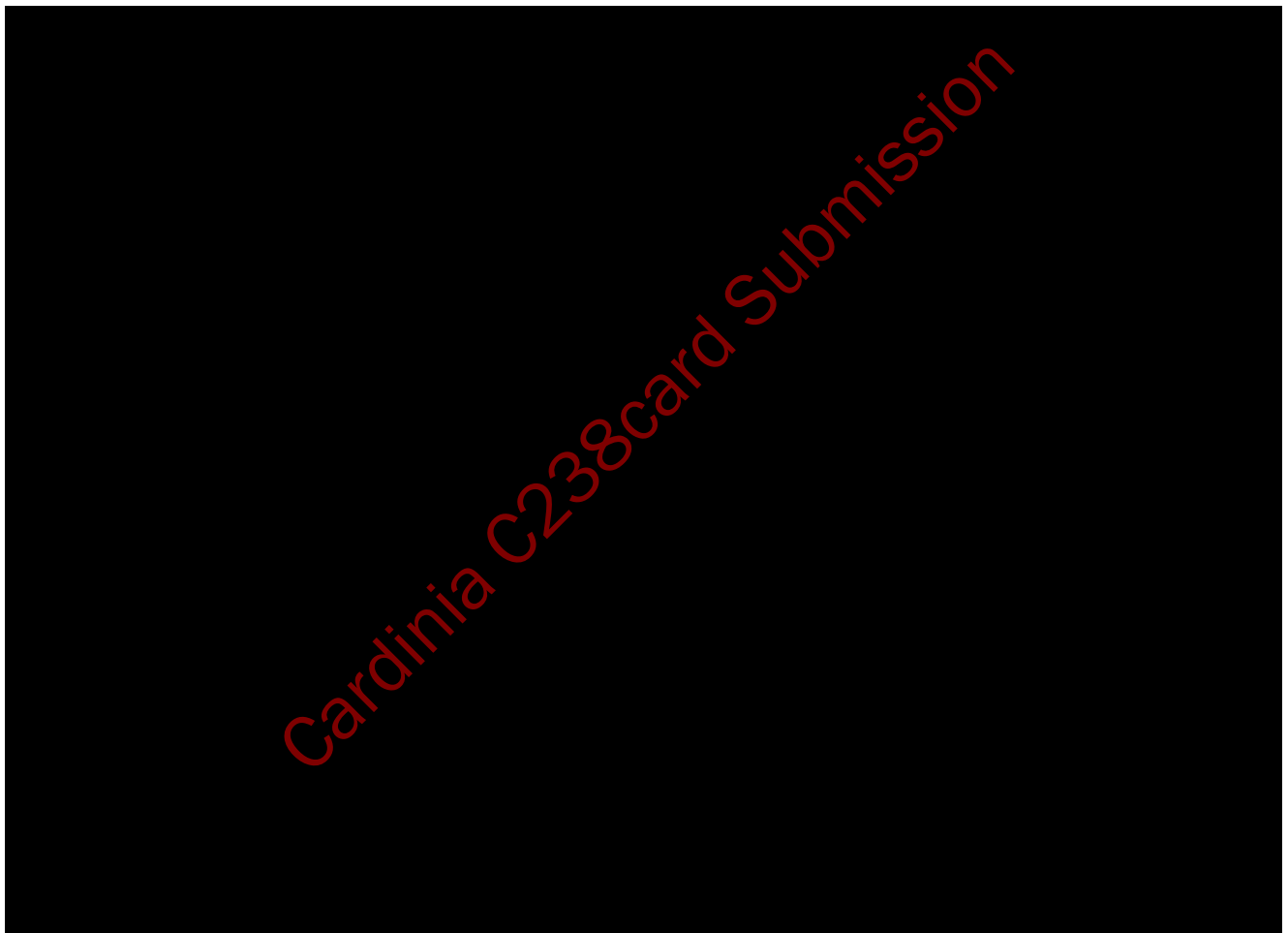


Figure 11: Water Supply Location

## SUPPLY SUMMARY

Item	Authority	Service Availability	Comments
Drainage	Cardinia Shire Council	Not available.	Deferred to Melbourne Water Corporation.
	Melbourne Water Corporation	Available but outfall to be constructed.	Part of O'Neill's Road Drainage Scheme. Two scheme pipelines to be constructed and connected to existing Melbourne Water drainage [REDACTED]
Sewer	South East Water Corporation	Available but outfall to be constructed.	[REDACTED] of sewer to be constructed [REDACTED]
Water	South East Water Corporation	Available at front boundary.	Subject to timing of development or subdivision a loop main may need to be installed to upgrade the supply to the site.
Gas	APA Group	Available at front boundary.	Advice is valid for 6 months.
Telco	NBN Co.	Available at front boundary.	Nil.
Electricity	AusNet Services	Upgrade required.	HV to be extended to front boundary and new pole mounted transformer including pillar to be installed to convert back to LV supply to the site.

## CONCLUSION

As detailed in this report we have shown that the site can be provided with appropriate access and the concept layout shows how the property may be subdivided using a common property road.

We have also shown that the site is well serviced with some upgrades expected for the proposed density in accordance with standard practice and engineering principles.

We are comfortable in advising that this property can be accessed and serviced as a stand-alone project.

If you have any questions regarding any aspect of this report, please feel free to contact me on my mobile [REDACTED] [@civilmade.com.au](mailto:[REDACTED]@civilmade.com.au)

Kind Regards,

Civil Made Pty Ltd



Encl.

- Concept Layout
- Engineering Report
- Other Appendices

Cardinia C238card Submission





Cardinia C238card Submission



























02 September 2020

██████████  
Civil Made Pty Ltd  
58B Barkly Avenue  
Armadale VIC 3143

Dear ██████████

**Proposal:** Flood level certificates

**Site location:** ██████████ ██████████ BEACONSFIELD 3807

**Melbourne Water reference:** ██████████

**Date referred:** 20/08/2020

### **Applicable Flood Level:**

Flooding may be associated with the Melbourne Water regional drainage system and/or the local Council drainage systems. Information available at Melbourne Water indicates that the property is not subject to flooding from Melbourne Water's drainage system, based on a rainfall event which has a 1% Annual Exceedance Probability (AEP), that is, a 1% probability of being equalled or exceeded in any one year.

To determine if a property is subject to flooding from the local Council drainage system you will need to contact the relevant Council for flood information. For the purposes of the Building Code of Australia - Building in Flood Hazard Areas, there is no applicable flow rate velocity associated with the above property. Melbourne Water does not have any information in relation to flow velocities associated with the local Council drainage system.

### **Important to note:**

Melbourne Water provides flood advice under Section 202(2) of the Water Act 1989.

This letter does not constitute approval for any proposed development for planning or building.

To obtain flow rate velocity information or Melbourne Water's requirements for any proposed development, please contact our Customer Service Centre on 131 722 or make an application [here](#).

The flood level advice provided is based on the most accurate information currently available. This estimated flood information may change and is valid for 3 months from the date of this letter. If you are proposing to develop this land after such time, it is recommended that new advice be obtained from Melbourne Water.

### **Disclaimer**

This letter does not constitute approval for any proposed development for planning or building. Melbourne Water provides flood advice under Section 202(2) of the Water Act 1989.

## SUBMISSION 7

This certificate provides information as a general reference source only and has taken all reasonable measures to ensure that the material in this letter is as accurate as possible at the time of publication. However, Melbourne Water makes no representation and gives no warranty about the accuracy, reliability, completeness or suitability for any particular purpose of the information. To the full extent that it is able to do so in law, Melbourne Water disclaims all liability, (including liability in negligence), for losses and damages, (including indirect and consequential loss and damage), caused by or arising from anyone using or relying on the information for any purpose whatsoever.

The flood information provided represents the best estimates based on currently available information. This information is subject to change as new information becomes available and as further studies are carried out.

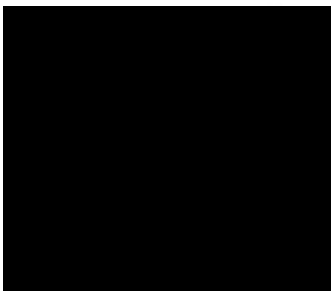
This estimated flood information may change and is valid for 3 months from the date of this letter. If you are proposing to develop this land after such time, it is recommended that new advice be obtained from Melbourne Water.

### Advice

For more information in relation to flooding or additional services that Melbourne Water can provide please visit our [website](#).

For general development enquiries contact our Customer Service Centre on 131722.

Regards,



CSR

Cardinia C238card Submission

10 September 2020

Property number: [REDACTED]  
 Your reference: 165.00  
 Receipt number: 7278699399

Civil Made Pty Ltd

### PROPERTY INFORMATION REQUEST REGULATION (51(2))

Land (property) located at: [REDACTED] Beaconsfield, Vic, 3807  
 Proposed development: Subdivision

**BUILDING UNIT** Is the building or land in an area:

- |  |              |
|--|--------------|
| - That is liable to flooding (Reg. 153)?                       | <b>NO*</b>   |
| - That is a likely to be subject to termite attack (Reg. 150)? | <b>YES</b>   |
| - For which BAL level has been specified in a planning scheme? | <b>NO **</b> |
| - That is subject to significant snowfalls (Reg. 152)?         | <b>NO</b>    |
| - Of designated land or works (Reg. 154)?                      | <b>NO</b>    |

**\*NOTE:** Flooding information is predominantly based on 'Planning Scheme Flood Overlays' and 'Melbourne Water Data' available, any building work proposed within 50 metres of a water course (not requiring a planning permit) should be designed to ensure that amenity and structural integrity is not impacted (further opinion may be obtained from Councils Municipal Building Surveyor).

**\*\* NOTE:** BAL='Bushfire Attack Level', BAL's may also be provided as restrictions on title/subdivision and shall be complied with. Refer to 'Land Channel' website for information relating to regulation 155 (designated state bushfire prone areas) <http://services.land.vic.gov.au/maps/bushfire.jsp>

### PLANNING UNIT

For planning information please complete the planning information request located on our website [https://www.cardinia.vic.gov.au/info/20005/planning\\_and\\_building/432/](https://www.cardinia.vic.gov.au/info/20005/planning_and_building/432/) and pay the associated fee.

### COMMUNITY INFRASTRUCTURE LEVY

'Community infrastructure' levies are financial contributions made by landowners towards locally provided infrastructure that is required to meet the future needs of the community. **Community Infrastructure Levy is applicable to new dwellings constructed in Pakenham, Officer and some areas of Beaconsfield.**

Is the property subject to the Community Infrastructure Levy (payable by owner)? **NO**

### ASSET PROTECTION UNIT

The asset protection permit application fee and bond must both be paid and your permit issued **before works start**. Please refer to our website for further details: <https://www.cardinia.vic.gov.au/assetprotection>

Yours sincerely

[REDACTED]

[REDACTED]

Development and Compliance Services

## Stormwater response

To: Civil Made

Attention: [REDACTED]

Email address: [REDACTED]@civilmade.com.au

From: Cardinia Shire Council – Infrastructure Services

Subject: Storm water drainage details and legal point of discharge

Date: 10 September 2020

Total pages:2 (incl. this cover)

Please telephone 1300 787 624 if any problems occur with this transmission

Original will be sent by mail? Yes ☐ No ☒

### Property information report

Storm water discharge point for:

Property:	[REDACTED] [REDACTED] [REDACTED]	Beaconsfield
Property No.	[REDACTED]	
CSC ref:		

I refer to your request for the stormwater discharge point at the above property and advise that Council records indicate there are no underground drains in this area.

Accordingly the property stormwater is to be directed to an easement drain or roadside drain where possible, alternatively to a soakage pit, designed to the satisfaction of the relevant authority.


If you have any queries regarding the above matter, please forward general enquiry to [DevEng@cardinia.vic.gov.au](mailto:DevEng@cardinia.vic.gov.au).

Regards,

[REDACTED]



19 August 2020

  
Civil Made Pty Ltd  
58B Barkly Avenue  
Armadale VIC 3143

Dear 

**Proposal:** Pre-development advice

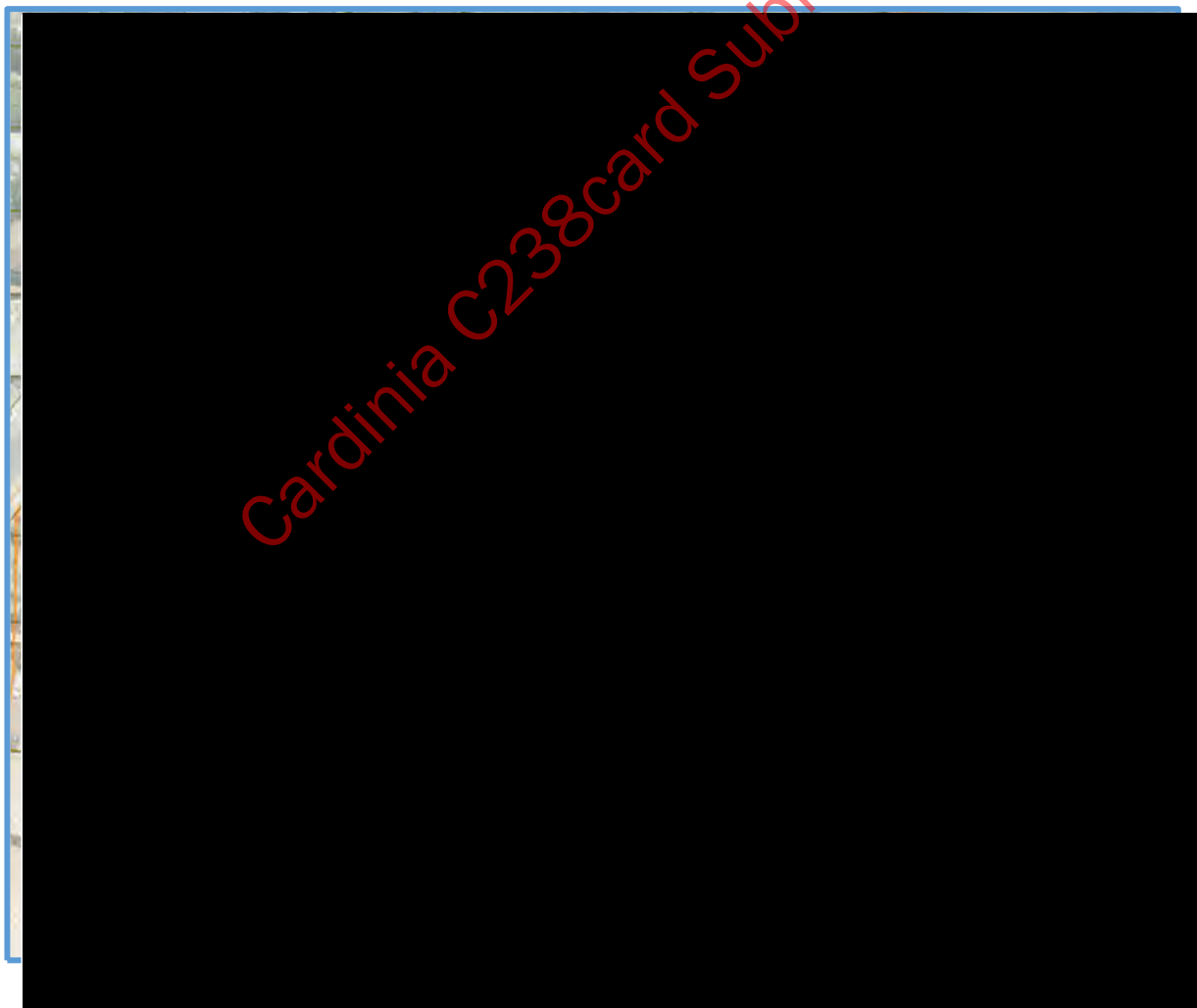
**Subject Property:**  Beaconsfield

**Melbourne Water reference:** MWA-1182811

**Date referred:** 13/08/2020

**Development Services Scheme:** O'Neil Road DS, Cardinia Shire (Western Port Catchment)

Thank you for your application requesting pre-development information for the above mentioned property. The following development advice is applicable to the Subject Property :







Melbourne Water will require evidence that each downstream landowner has had full disclosure of the works (including method of construction) and understand the process of easement creation on their land before the acceptance of the outfall design will be provided.

### Submission of a Drainage Strategy Required:

A detailed Drainage and Stormwater Management Strategy must be submitted and approved by Melbourne Water during the early stages of a development application (town planning). The drainage strategy must demonstrate the proposed alignment for the 1 in 5 year drainage infrastructure and for the 1 in 100 year AEP flood event for both incoming/external catchments and the internal/site based catchment.

Stormwater runoff from the subdivision/development 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'.

Melbourne Water recommends that initiatives such as sediment ponds, bio-filtration systems, grassed swales, grey water re-use, rainwater tanks and porous soils be considered in the design of the development. Stormwater runoff from paved areas can also be a valuable resource for irrigating trees, grassed areas and landscaped garden beds.

### Existing Assets:

Shown blue on the image below (1306/23). Please find the as-constructed information for this pipeline. This is shown to be a Melbourne Water asset. Please see further below (advice links) for connection approvals.

### Easements:

For new lots adjoining/interfacing new pipelines, an appropriately sized easement must be shown in accordance to Council requirements.

### Local flooding/freeboard considerations:

Any development/subdivision proposal will need to safely convey overland flows for the 1% AEP event by making use of new internal road networks and reserves.

All new lots must achieve appropriate freeboard in relation to local overland flooding. At the time of this application, the site is not shown to be subject to flooding from Melbourne Water's drainage system during the 1% AEP event.

### Application for drainage conditions for the site must be made:

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.

The application will, amongst other things, set out drainage contributions payable and the information specified in this letter. All conditions will be required before a Statement of Compliance will be issued for each respective subsequent subdivision stage (as applicable), or as part of the development application of the subject property (whichever occurs as the last hold, to the satisfaction of Melbourne Water).

#### Drainage Contributions Payable:

The subject property falls within the O'Neil Road DDS (1306).

Drainage contributions are charged to recover the cost of constructing drains, waterways and undertaking flood mitigation works. Drainage contributions are the costs recovered to fund drainage scheme infrastructure and storm water quality treatment works.

Drainage contributions are periodically reviewed and adjusted accordingly to better reflect the actual costs of delivering infrastructure within a scheme area. Please see our website for further details.

#### *If Onsite Treatment Measures are Proposed:*

If onsite storm water quality treatment is going to be implemented/constructed on site, Council approval of these systems need to be provided to Melbourne Water.

The treatment percentage to best practice may be used as a reduction to the storm water quality amount to be charged as drainage contributions. For example, if the development meets 100 percent onsite storm water quality best practice, then no further contributions will be collected for the storm water quality component of the scheme offset (N.B hydraulic contributions still apply).

For any on site treatment, as constructed plans and an ongoing maintenance regime must be submitted to Melbourne Water for our review and records. Melbourne Water will not assess the performance of these systems, nor take on ongoing maintenance/ownership of these assets.

For more information on drainage schemes and cost calculations, please see 'advice links' below.

#### **Advice Links**

For further information on Melbourne Water's role in planning please refer to the following links:

- **Contribution Rates:** <https://www.melbournewater.com.au/planning-and-building/developerguides-and-resources/drainage-schemes-and-contribution-rates-0-2>
- **Drainage Schemes:** <https://www.melbournewater.com.au/planning-and-building/developerguides-and-resources/drainage-schemes-and-contribution-rates>
- **Water Sensitive Urban Design-** <https://www.melbournewater.com.au/planning-andbuilding/stormwater-management/introduction-wsud>
- **Reducing Water Quality Contributions/Stormwater Offset Rate review**  
<https://www.melbournewater.com.au/planning-and-building/developer-guides-andresources/drainage-schemes-and-contribution-rates-0-3>
- **Overland Flow Paths** (These overland flow paths will need to be designed in accordance with the safety criteria outlined in the Standards and Specifications section of Melbourne Water's Planning and Building website found on <https://www.melbournewater.com.au/planning-andbuilding/developer-guides-and-resources/standards-and-specifications>)

- **Working near or Connection to MW assets** - <https://www.melbournewater.com.au/planningand-building/work-or-build-near-our-assets-or-easements>
- **Stormwater Quality:** The Urban Stormwater Best Practice Environmental Management Guidelines require that runoff from all new developments (including redevelopments) be treated to comply with the following, 'Best Practice' standards criteria: Removal of 80% of the suspended solid annual load, 45% of total phosphorus and 45% of total nitrogen annual loads. <http://www.publish.csiro.au/book/2190>

### **Disclaimers**

*The feasibility information provided in this email is conceptual/indicative only and must be used in conjunction with an informed catchment analysis when undertaking the detailed design.*

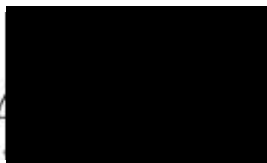
*Under the QA process the consultant is required to perform their own informed catchment analysis and calculations for the design of scheme assets which reflects the actual development and on ground conditions. As a part of the functional design process your calculations, assumptions, models and catchment analysis are to be submitted for our acceptance/records.*

*Please note that as schemes develop and Melbourne Water receives additional information, the conceptual/indicative advice you have been provided as part of the feasibility request may now be outdated. Under the QA process it is the responsibility of the consultant to certify that all information provided to Melbourne Water is correct having completed their own detailed catchment analysis.*

*This information is preliminary and forms no contractual agreement between your company and Melbourne Water. Melbourne Water reserves the right to alter any or all of the information provide in this letter.*

For general development enquiries contact our Customer Service Centre on (03)96797860.

Regards,



Urban Growth Services







GENERAL NOTES

GENERAL

- G1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE SPECIFICATION AND ALL OTHER LISTED REFERENCE DRAWINGS AND OTHER WRITTEN INSTRUCTIONS AS MAY BE ISSUED DURING THE CONTRACT.
- G2. DO NOT SCALE OFF DRAWINGS.
- G3. ALL DIMENSIONS AND LEVELS TO BE SITE CHECKED AND ANY DISCREPANCY REPORTED TO THE SUPERINTENDENT.
- G4. ANY VARIATION TO THE DETAILS SHOWN ON THE DRAWING MUST BE AUTHORISED BY THE SUPERINTENDENT PRIOR TO FABRICATION AND/OR CONSTRUCTION.
- G5. CONSTRUCTION WORK SHALL BE CARRIED OUT STRICTLY IN ACCORDANCE WITH THE OCCUPATIONAL HEALTH & SAFETY ACT, 1985.
- G6. ALL PROPRIETARY ITEMS SHALL BE INSTALLED IN STRICT ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- G7. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
- G8. ALL R.L.s AND F.S.L. ARE IN METRES A.H.D.
- G9. PRIOR TO THE PLACEMENT OF ANY FILL OR PAVEMENT, THE EXPOSED SUB-GRADE SHALL BE COMPACTED IN ACCORDANCE WITH AS 1289, TO THE APPROVAL OF THE SUPERINTENDENT. ANY SOFT SPOTS SHALL BE REMOVED AND REPLACED WITH APPROVED FILL AND COMPACTED.
- G10. ALL TOPSOIL SHALL REMAIN ON SITE AND REUSED ON DISTURBED AND CONSTRUCTED SURFACES AS SHOWN IN THESE DRAWINGS. IMPORTED TOPSOIL IS TO BE LOCALLY SOURCED AND FREE OF WEED SPECIES.
- G11. ALL PITS DEEPER THAN 600mm SHALL BE INSTALLED WITH CRANKED GALVANISED STEP IRONS.
- G12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DEWATERING OF ALL TRENCHES.
- G13. THE CONTRACTOR SHALL DISPOSE OF EXCESS SPOIL AS DIRECTED BY THE SUPERINTENDENT.
- G14. ALL ASSETS MODIFIED OR DAMAGED BY THE PROPOSED WORKS SHALL BE REINSTATED TO THE SATISFACTION OF MELBOURNE WATER.
- G15. GRASSING AND SEEDING ON FINISHED SURFACES TO BE AS SHOWN ON DRAWINGS AND/OR SPECIFICATION.
- G16. AT LEAST TWO (2) WEEKS PRIOR TO THE COMMENCEMENT OF WORK, PREPARE A TRAFFIC MANAGEMENT PLAN AND FORWARD FOR APPROVAL TO COUNCIL TRAFFIC ENGINEER WORK CANNOT COMMENCE WITHOUT APPROVAL OF THIS PLAN.
- G17. PRIOR TO COMMENCING WORK, THE CONTRACTOR SHALL PREPARE AND FORWARD TO COUNCIL'S TEAM LEADER ROADS & DRAINS, A REPORT ON THE CONDITION OF ANY EXISTING COUNCIL CONTROLLED INFRASTRUCTURE IN THE VICINITY OF THE WORK SITE. THE REPORT SHALL LIST THE LOCATION AND EXTENT OF ANY EXISTING DAMAGE TO INFRASTRUCTURE, SUCH AS ROAD PAVEMENT, KERB AND CHANNEL, DRAINS, DRAINAGE PITS, FOOTPATHS, VEHICLE CROSSINGS, NATURE STRIP TREES, STREET FURNITURE, ROADSIDE SIGNS, ETC. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ALL DAMAGED ASSETS THAT ARE NOT REPORTED PRIOR TO THE COMMENCEMENT OF WORK.
- G18. CONTRACTOR SHALL MAINTAIN ACCESS TO RESIDENTIAL PROPERTIES AT ALL TIMES.
- G19. EXISTING TREES  
ONLY TREES EXPLICITLY MARKED AND POINTED OUT ONSITE SHALL BE REMOVED. ALL OTHER TREES ARE TO BE PROTECTED FROM DAMAGE TO BOTH TRUNK AND ROOT ZONES. ALL TREES WITHIN 20m OF THE TRENCH ARE TO BE PARRAWEBBED TO PREVENT ANY MACHINES TRACKING OR PARKING ON THE ROOT ZOOT. REMOVAL OF TREES SHALL AS PER THE O'NEILS ROAD ABORIST REPORT.

CONCRETE

- C1. ALL CONCRETE SHALL BE SUPPLIED, PLACED AND TESTED IN ACCORDANCE WITH AS 3600-2001 CONCRETE STRUCTURES CODE.
- C2. CONCRETE TO BE SUPPLIED BY AN APPROVED PRE-MIX ORGANISATION.
- C3. CONCRETE QUALITY SHALL BE:  
MINIMUM COMPRESSIVE STRENGTH F<sub>c</sub> - 32 MPa AT  
MINIMUM STRENGTH DEVELOPMENT TIME (DAYS) .....28  
WATER CEMENT RATIO (MAXIMUM) .....0.55  
SLUMP (MAXIMUM) .....80mm  
AGGREGATE SIZE (MAXIMUM) .....20mm  
CEMENT SHALL BE SULPHATE RESISTANT CEMENT.  
WATER TO BE CLEAN AND POTABLE. AGGREGATE TO BE SHARP, CLEAN AND CONTINUOUSLY GRADED. ALTERNATIVELY AN APPROVED WATER REDUCING AGENT MAY BE USED AND THE SLUMP INCREASED TO 120mm. HOWEVER THE CEMENT CONTENT SHALL NOT BE REDUCED.
- C4. ADDITIVES SHALL NOT BE USED WITHOUT WRITTEN APPROVAL FROM THE SUPERINTENDENT.
- C5. ALL CONCRETE SHALL BE THOROUGHLY COMPACTED USING MECHANICAL HIGH FREQUENCY VIBRATORS. SURFACE TREATMENT OF EXPOSED CONCRETE SHALL BE WOODEN TROWEL FINISH.
- C6. ALL CONCRETE SHALL BE CURED BY KEEPING MOIST FOR A MINIMUM PERIOD OF SEVEN (7) DAYS AFTER PLACING OR BY APPLICATION OF AN APPROVED CURING COMPOUND. IMMEDIATELY AFTER SURFACE HARDENING APPLY WATER TO THE SURFACE AND THEN COVER THE WHOLE OF THE SURFACE WITH P.V.C SHEETING. EXTEND THE SHEETING BEYOND THE EDGES OF THE NEW CONCRETE AND SEAL THE P.V.C. TO THE OLD CONCRETE AND ALONG ALL EDGES AND ALL JOINTS IN THE P.V.C. TO PREVENT ANY LOSS OF MOISTURE.
- C7. FORM UP CONTRACTION AND EXPANSION JOINTS AS AND WHERE SHOWN. ALLOW JOINTS TO THOROUGHLY DRY OUT AND SEAL USING AN APPROVED JOINT SEALANT AS SHOWN IN STRICT ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
- C8. ALL EXPOSED STEEL SECTIONS CAST INTO CONCRETE SHALL BE HOT DIP GALVANISED.
- C9. ALL EXPOSED CONCRETE CORNERS TO HAVE 25mm CHAMFER.
- C10. ALL CONSTRUCTION JOINTS (C.J.) SHALL BE THOROUGHLY SCABBLED AND CLEANED BEFORE CONCRETE PLACEMENT AND IN ACCORDANCE WITH SPECIFICATION.

REINFORCEMENT

- R1. REINFORCEMENT NOTATION IS AS FOLLOWS:  
R DENOTES STRUCTURAL GRADE 230R HOT-ROLLED PLAIN ROUND BAR  
RLorSL DENOTES HARD-DRAWN WIRE REINFORCING FABRIC TO AS/NZS 4671  
N DENOTES GRADE 500 DEFORMED BAR TO AS/NZS 4671 DUCTILITY CLASS N  
  
ALL REINFORCING BARS TO AS/NZS 4671 UNLESS NOTED OTHERWISE  
  
THE NUMBER FOLLOWING THE BAR SYMBOL IS THE NOMINAL BAR DIAMETER IN MILLIMETRES. WHERE G FOLLOWS THE BAR DIAMETER IT INDICATES THAT THE BAR IS GALVANISED.
- R2. ALL FABRIC SHALL BE SUPPLIED IN FLAT SHEETS.
- R3. SPLICES IN REINFORCEMENT SHALL BE MADE ONLY IN POSITIONS SHOWN OR AS OTHERWISE APPROVED BY THE SUPERINTENDENT.
- R4. LAP SPlice FABRIC SHALL BE MADE SO THAT THE TWO OUTERMOST TRANSVERSE WIRES OF ONE SHEET OF FABRIC OVERLAP THE TWO OUTERMOST TRANSVERSE WIRES OF THE SHEET BEING LAPPED.
- R5. LAP SPlice PLAIN BARS 40 DIAMETERS, DEFORMED BARS 32 DIAMETERS UNLESS DETAILED OTHERWISE.
- R6. WELDING OF REINFORCEMENT SHALL NOT BE PERMITTED WITHOUT THE WRITTEN APPROVAL OF THE SUPERINTENDENT.
- R7. REINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY AND NOT NECESSARILY SHOWN IN TRUE PROJECTION.
- R8. ALL REINFORCEMENT SHALL BE RIGIDLY HELD IN POSITION BY APPROVED METHODS BEFORE PLACING CONCRETE.
- R9. ALL HOOKS AND 90 DEGREE BENDS SHOWN ON THE ENDS OF REINFORCING RODS ARE STANDARD HOOKS AND BENDS AS SPECIFIED IN AS 3600 EXCEPT WHERE DETAILED OTHERWISE.
- R10. THE CONTRACTOR SHALL ARRANGE FOR THE SUPERINTENDENT TO INSPECT THE REINFORCEMENT AND OBTAIN HIS APPROVAL PRIOR TO POURING CONCRETE.

REINFORCEMENT - CONT.

- R11. COVER TO REINFORCING SHALL BE A MINIMUM 50 TOP AND BOTTOM. ALL SPLICES IN REINFORCEMENT SHALL BE LAPPED TO DEVELOP FULL TENSILE STRENGTH IN ACCORDANCE WITH AS 3600-2001, CONCRETE STRUCTURES CODE.
- DRAINAGE
- D1. ALL STORMWATER PIPES TO BE CLASS 2 REINFORCED CONCRETE UNLESS SPECIFIED OTHERWISE.
- D2. BEDDING HAUNCHING AND COMPACTION OF BACKFILL IN PIPE TRENCHES SHALL BE H2 AS PER CONCRETE PIPE ASSOCIATION OF AUSTRALIA SPECIFICATIONS. (IN ACCORDANCE WITH AS 3725).
- D3. COMPACTION OF BACKFILL IN PIPE TRENCHES UNDER PAVED AREAS IS TO BE CONFIRMED BY THE CONTRACTOR AND SHALL BE TESTED IN ACCORDANCE WITH THE RELEVANT SECTIONS OF AS 1289 AND AS 3798 AND THE MINIMUM DRY DENSITY RATIO USING THE STANDARD COMPACTION TEST AS 1289.5.1.1.
- D4. IF MACHINE COMPACTION EQUIPMENT METHODS ARE EMPLOYED eg. EXCAVATOR HYDRAULIC VIBRATING PLATE, MAXIMUM LOOSE THICKNESS OF EACH LAYER SHALL BE 200mm. IF HAND OPERATED COMPACTION EQUIPMENT METHODS EMPLOYED eg. WACKER PLATE, MAXIMUM LOOSE THICKNESS OF EACH LAYER SHALL BE 100mm.
- D5. LAYING OF DRAINS TO COMMENCE AT THE DOWNSTREAM END IN ALL CASES.
- D6. DRAINS TO BE INSPECTED AND APPROVED BY THE SUPERINTENDENT PRIOR TO BACKFILLING.
- D7. ALL VARIATION TO PIT LIDS, GRATED INLETS AND KERB INLETS SHALL BE SUBMITTED TO THE SUPERINTENDENT FOR APPROVAL.
- D8. BACKFILL AROUND STORMWATER PITS SHALL BE 20mm NOMINAL SIZE FINE CRUSHED ROCK OR CEMENT STABILISED SAND, BACKFILL MATERIAL TO BE COMPACTED.
- D9. ALL CONSTRUCTED PIPEWORK SHALL BE FLUSHED AND CLEANED AT THE COMPLETION OF WORKS TO THE SUPERINTENDENT'S APPROVAL.
- D10. ALL PITS SHALL HAVE MASS CONCRETE SHAPED BASES TO THE SUPERINTENDENT'S APPROVAL.
- D11. ALL GRATED LIDS SHALL BE WEBFORGE TYPE OR EQUIVALENT. ALL GRATED LIDS TO BE BOLTED DOWN WITH WEBFORGE OR EQUIVALENT STANDARD BOLTING MECHANISM. ALL GRATED LIDS SHALL BE HINGED. ALL CONCRETE LIDS SHALL BE GATIC CLASS C OR EQUIVALENT UNLESS SPECIFIED OTHERWISE.
- D12. DECOMMISSION STORMWATER DRAINS WITH "AQUA FILL" OR APPROVED EQUIVALENT.

STEELWORK

- S1. ALL WORKMANSHIP AND MATERIALS SHALL BE IN ACCORDANCE WITH AS4100. STEEL SHALL BE ORDINARY WELDABLE GRADE TO AS3678 AND AS3679 UNLESS NOTED OTHERWISE.
- S2. UNLESS NOTED OTHERWISE MATERIALS SHALL BE AS FOLLOWS:- ANGLE SECTIONS AND PLATE AS3678/3679 GRADE 250  
WELDED BEAM SECTIONS AS3679.2 GRADE 300  
HOLLOW SECTIONS AS1163 GRADE 350  
UB, UC AND PFC SECTIONS BHP SPEC. GRADE 300PLUS
- S3. ALL SHOP DETAIL DRAWINGS REQUIRED FOR THE WORKS SHALL BE PREPARED BY THE CONTRACTOR. TWO COPIES OF SHOP DETAIL DRAWINGS SHALL BE SUBMITTED TO THE SUPERINTENDENT AND APPROVAL OF THE SAME OBTAINED BEFORE COMMENCING FABRICATION. APPROVAL WILL NOT COVER DIMENSIONS OR LAYOUT.
- S4. ALL DAMAGED PAINTWORK, NUTS, BOLTS AND WASHERS SHALL BE MADE GOOD BY THE CONTRACTOR.
- S5. WELDING SHALL BE IN ACCORDANCE WITH AS1554. ELECTRODES SHALL COMPLY WITH AS1553 (E48XX) UNLESS NOTED OTHERWISE. WELDING SHALL BE CLASS SP UNLESS NOTED OTHERWISE.
- S6. BOLTS ARE DESIGNATED ON THE DRAWINGS BY THE NUMBER, DIAMETER, GRADE AND TIGHTENING PROCEDURE IN ACCORDANCE WITH AISC BOLTING PROCEDURES (STANDARDISED STRUCTURAL CONNECTIONS).
- S7. 8.8/TB DENOTES GRADE 8.8 BOLTS TO AS1252 TENSIONED BEARING. BOLTS FULLY TENSIONED SHALL NOT BE RETIGHTENED ONCE TIGHTENED, BUT SHALL BE DISCARDED.
- S8. UNLESS NOTED OTHERWISE WELDS SHALL BE 6 mm CONTINUOUS FILLET. MINIMUM OF 2-M20 8.8/TB BOLTS PER CONNECTION UNLESS NOTED OTHERWISE
- S9. BASE PLATE GROUT FOR STEELWORK SHALL BE SAND CEMENT GROUT, IT SHALL HAVE A 28 DAY CHARACTERISTIC STRENGTH OF 30 MPa AND SHALL BE OF A CONSISTENCY SUCH THAT IT CAN BE RAM PACKED TIGHT TO PROVIDE UNIFORM BEARING UNDER THE ENTIRE SURFACE OF THE STEELWORK. GROUT BETWEEN NEW STEELWORK AND EXISTING SLABS SHALL BE APPROVED NON-SHRINK GROUT.
- S10. SITE WELDING IS NOT TO BE PERMITTED.

FORMWORK

- F1. ALL FORMWORK SHALL COMPLY WITH AS3610 AND THE SPECIFICATION.
- F2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE STRUCTURAL SUFFICIENCY OF ALL FORMWORK.
- F3. FORMWORK TO INTERNAL SURFACES SHALL BE CLASS 3 FORMWORK TO EXTERNAL SURFACES SHALL BE CLASS 3 ALSO.

DESIGN LOADING

THE PIT STRUCTURES HAVE BEEN DESIGNED FOR THE FOLLOWING LOADS:

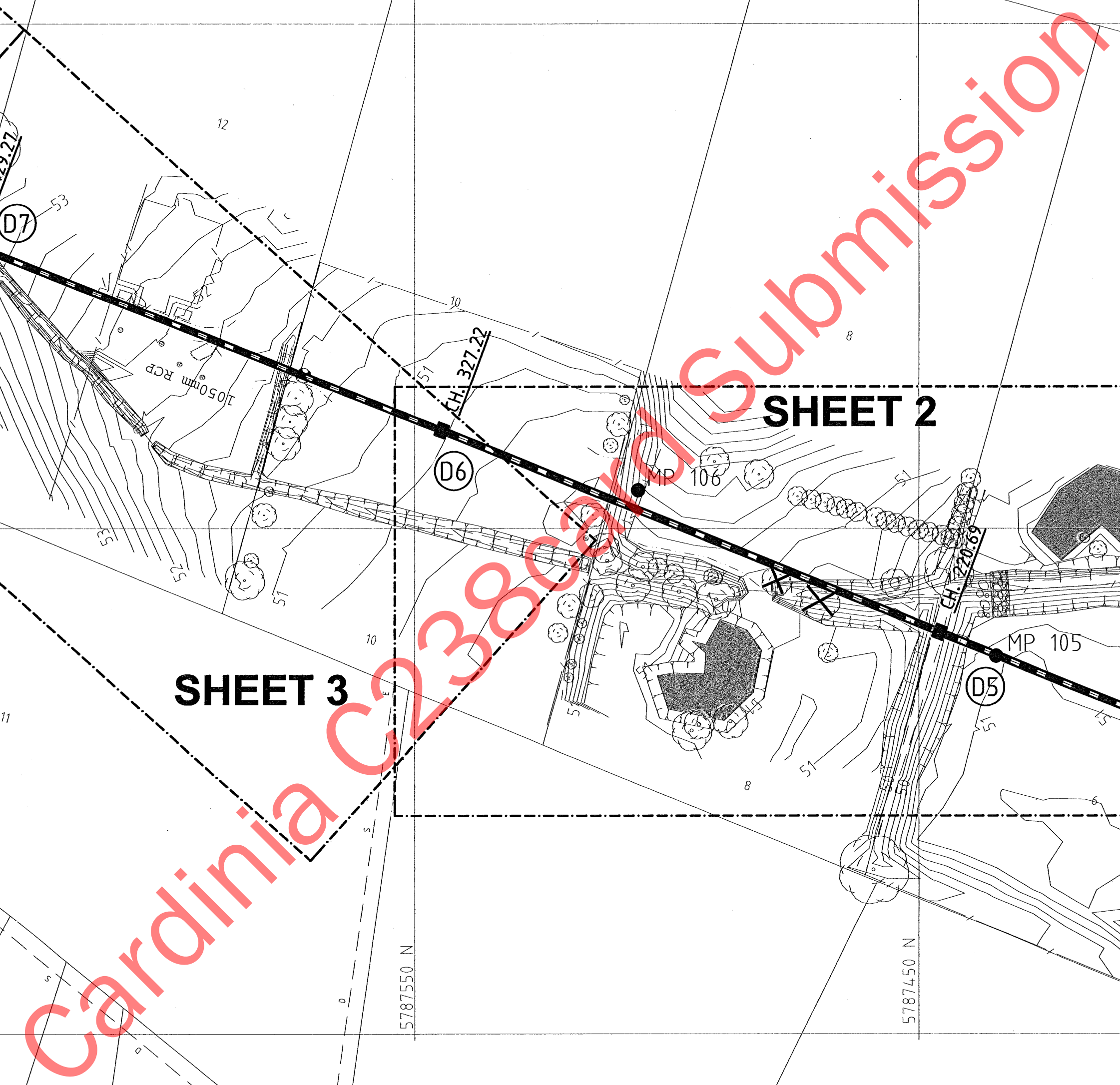
1. SOIL .....20 KN/m<sup>3</sup>
2. REINFORCED CONCRETE .....26 KN/m<sup>3</sup>
3. VEHICLE LOADS (ROADWAY).....AUSROAD W7 WHEEL LOADS

AS CONSTRUCTED

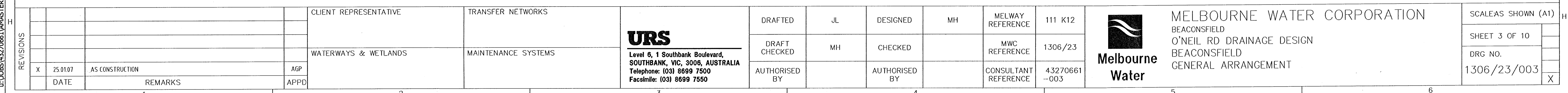
John Whelan  
John Constructions Pty. Ltd.

REVISED				CLIENT REPRESENTATIVE	TRANSFER NETWORKS	<div>URS</div> <div>Level 6, 1 Southbank Boulevard, SOUTHBANK, VIC, 3006, AUSTRALIA Telephone: (03) 8699 7500 Facsimile: (03) 8699 7550</div>	DRAFTED	JL	DESIGNED	MH	MELWAY REFERENCE	111 K12	<div>Melbourne Water</div>	MELBOURNE WATER CORPORATION BEACONSFIELD O'NEIL RD DRAINAGE DESIGN BEACONSFIELD GENERAL NOTES		SCALE:AS SHOWN (A1)	
							DRAFT CHECKED	MH	CHECKED		MWC REFERENCE	1306/23				SHEET 2 OF 10	
							AUTHORISED BY		AUTHORISED BY		CONSULTANT REFERENCE	43270661 -002				DRG NO.	
	X	25.01.07	AS CONSTRUCTION	AGP												1306/23/002	X
	DATE		REMARKS	APPD													
1				2				3				4				5	
																6	

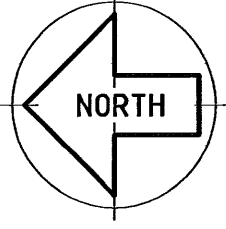




(iv) don't know.  
Juno could be a B 11.





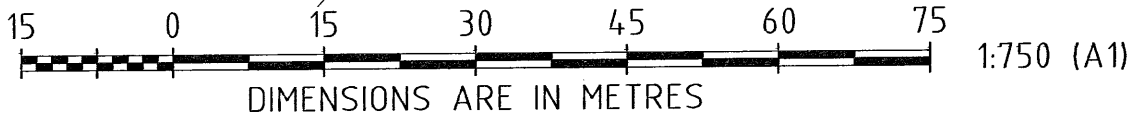


SURVEY CONTROL POINTS				
NAME	EASTING	NORTHING	ELEVATION	TYPE
PSM 51	357,536.452	5,787,574.813	72.710	PSM
PSM 65	357,518.478	5,787,581.111	69.881	PSM
PSM 66	357,530.263	5,787,552.911	72.505	PSM
MP 102	357,525.246	5,787,548.473	71.710	Metal Pin
MP 103	357,459.417	5,787,306.506	50.940	Metal Pin
MP 104	357,385.870	5,787,371.051	50.329	Metal Pin
MP 105	357,374.788	5,787,534.723	51.074	Metal Pin
MP 106	357,407.674	5,787,605.745	51.297	Metal Pin
MP 107	357,472.291	5,787,785.937	56.972	Metal Pin
MP 108	357,530.489	5,787,831.391	56.895	Metal Pin
MP 109	357,510.002	5,787,790.441	55.461	Metal Pin
MP 110	357,596.735	5,787,795.838	59.232	Metal Pin

Cardinia C238 Card Submission

AS CONSTRUCTED

JOHN LINDAL  
JAMES COLEMAN  
11/11/2007



\\005143270661\MASTER\AS CONSTRUCTED\43270661-004-X.dwg 1:1 4/10/2007 9:56:32 AM

REV	NO	DATE	REMARKS	APPD
X	25.0107		AS CONSTRUCTION	AGP

CLIENT REPRESENTATIVE	TRANSFER NETWORKS
WATERWAYS & WETLANDS	MAINTENANCE SYSTEMS

**URS**  
Level 6, 1 Southbank Boulevard,  
SOUTHBANK, VIC, 3006, AUSTRALIA  
Telephone: (03) 8699 7500  
Facsimile: (03) 8699 7550

DRAFTED	JL	DESIGNED	MH	MELWAY REFERENCE	111 K12
DRAFT CHECKED	MH	CHECKED		MWC REFERENCE	1306/23
AUTHORISED BY		AUTHORISED BY		CONSULTANT REFERENCE	43270661-004



MELBOURNE WATER CORPORATION  
BEACONSFIELD  
O'NEIL RD DRAINAGE DESIGN  
BEACONSFIELD  
EXISTING CONDITIONS

SCALE AS SHOWN (A1)
SHEET 4 OF 10
DRG NO.
1306/23/004



AS CONSTRUCTED

FOR CONTINUATION REFER SHEET 2

SERVICE AUTHORITIES CONTACTS.

Melbourne One Call Sequence No. 9161469 TO 9161474  
Melbourne Water 9235 2599 T Squad 9238 6300  
South East Water 9552 3456 Gas Net Australia 9797 5149  
Telstra, Southern (M) 9632 9961 Cardinia Shire Council 5945 4239

WARNING

BEWARE OF UNDERGROUND SERVICES

THE LOCATION OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE

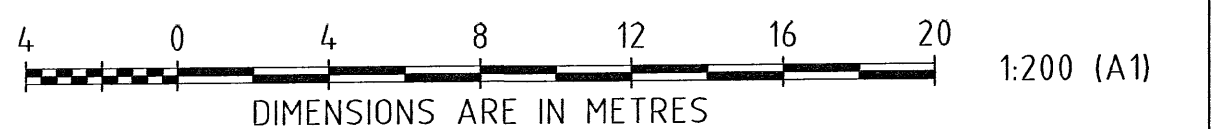
POINTS	CHAINAGE	EASTING	NORTHING	BEARING	RAD/SPIRAL	TANGENT	DEF ANGLE	ARC LEN
IP1	0.00	357392.87	5787366.64	314d13'17"				
TP2	26.47	357374.48	5787384.55	314d13'17"			0d00'00"	
TC	26.47	357374.48	5787384.55	314d13'17"				
IP3	32.40	357369.06	5787389.82		7.54	7.566	90d11'37"	11.87
CT	38.33	357374.35	5787395.23	44d34'12"				
TP4	38.33	357374.35	5787395.23	44d34'12"			0d18'38"	
TP5	56.94	357387.63	5787409.35	44d43'31"			0d00'00"	
TC	56.94	357387.63	5787409.35	44d43'31"				
IP6	63.09	357393.29	5787415.06		7.5	8.04	93d58'46"	12.302
CT	69.25	357387.20	5787420.31	310d44'45"				
TP7	69.25	357387.20	5787420.31	310d29'51"			0d29'48"	
TP8	118.88	357349.31	5787452.38	310d14'57"			0d00'00"	
TC	118.88	357349.31	5787452.38	310d14'57"				
IP9	125.14	357343.80	5787457.05		10	7.224	71d41'09"	12.512
CT	131.40	357346.50	5787463.75	21d56'06"				
TP10	131.40	357346.50	5787463.75	21d53'48"			0d04'36"	

LEGEND

- INSTRUMENT STATION
- TREE
- PERMANENT MARK
- REMOVE TREE
- PIT (AS CONSTRUCTED)
- AS CONSTRUCTED MAIN DRAIN
- STORMWATER
- GAS
- ELECTRICITY
- WATER
- SEWER
- TELSTRA
- FENCE
- PARRAWEBBING

NOTE:

1. FOR GENERAL NOTES REFER DRG 002.



CLIENT REPRESENTATIVE

TRANSFER NETWORKS

WATERWAYS & WETLANDS

MAINTENANCE SYSTEMS

URS

Level 6, 1 Southbank Boulevard,  
SOUTHBANK, VIC, 3006, AUSTRALIA  
Telephone: (03) 8699 7500  
Facsimile: (03) 8699 7550

DRAFTED

JL

DESIGNED

MH

MELWAY  
REFERENCE

111 K12

DRAFT  
CHECKED

MH

CHECKED

AUTHORISED  
BY

AUTHORISED  
BY

CONSULTANT  
REFERENCE

43270661  
-005



MELBOURNE WATER CORPORATION

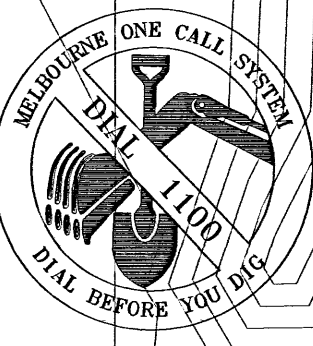
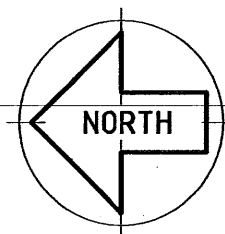
BEAconsfield  
O'NEIL RD DRAINAGE DESIGN  
BEAconsfield  
LAYOUT PLAN - SHEET 1 OF 4

SCALE AS SHOWN (A1)

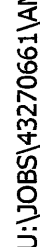
SHEET 5 OF 10

DRG NO.

1306/23/005









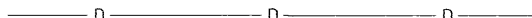
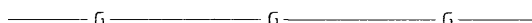
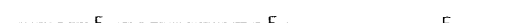

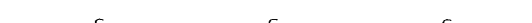







SERVICE AUTHORITIES CONTACTS.			
Melbourne One Call Sequence No. 9161469 To 9161474			
Melbourne Water 9235 2599		T Squad	9238 6300
South East Water	9552 3456	Gas Net Australia	9797 5149
Telstra, Southern (M)	9632 9961	Cardinia Shire Council	5945 4239

**THE LOCATION OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE**



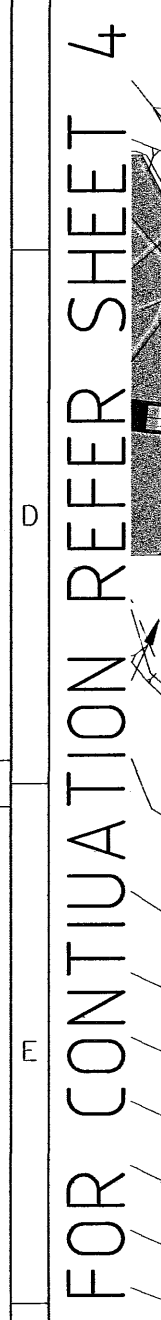
	INSTRUMENT STATION		TREE
	PERMANENT MARK		REMOVE TREE
	PIT (AS CONSTRUCTED)		
			AS CONSTRUCTED MAIN DRAIN
			STORMWATER
			GAS
			ELECTRICITY
			WATER
			SEWER
			TELSTRA
			FENCE
			PARRAWEBBING

4 0 4 8 12 16 20 1:200 (AT)

DIMENSIONS ARE IN METRES

[illegible]





FOR CONTINUATION REFER SHEET 2








**WARNING**

**BEWARE OF UNDERGROUND SERVICES**










**THE LOCATION OF UNDERGROUND SERVICES SHOWN ARE APPROXIMATE ONLY AND THEIR EXACT POSITION SHOULD BE PROVEN ON SITE**

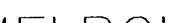
NOTE:  
1. FOR NOTES REFER DRG 005.

## LEGEND

		
INSTRUMENT	STATION	TREE
		
PERMANENT MARK	REMOVE TREE	
 PIT (AS CONSTRUCTED)		

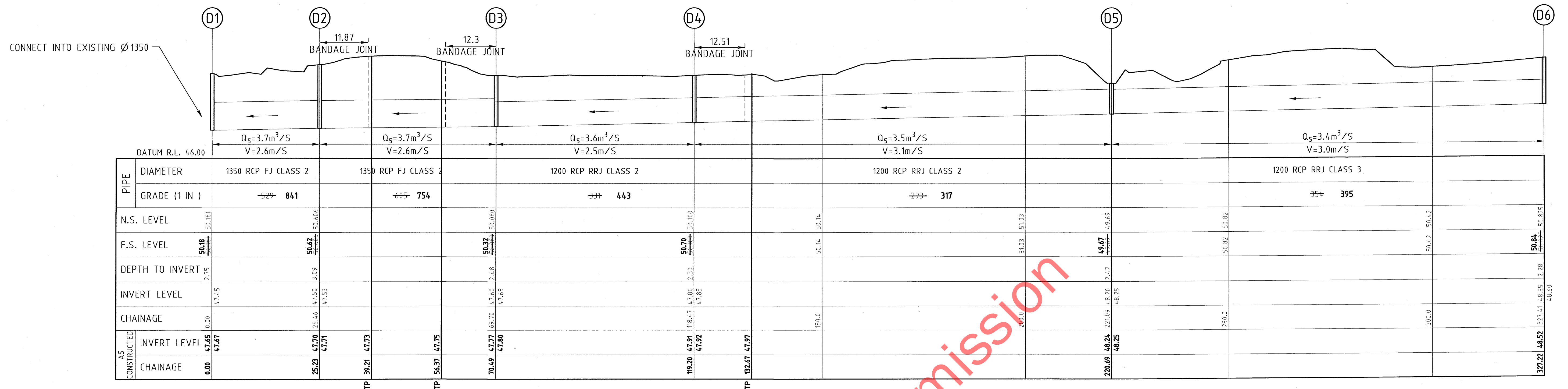
	<p>AS CONSTRUCTED MAIN DRAIN</p>
	<p>STORMWATER</p>
	<p>GAS</p>
	<p>ELECTRICITY</p>
	<p>WATER</p>
	<p>SEWER</p>
	<p>TELSTRA</p>
	<p>FENCE</p>
	<p>PARRAWEBBING</p>

REVISIONS					CLIENT REPRESENTATIVE	TRANSFER NETWORKS	<div>URS</div> <div>Level 6, 1 Southbank Boulevard, SOUTHBANK, VIC, 3006, AUSTRALIA Telephone: (03) 8699 7500 Facsimile: (03) 8699 7550</div>	DRAFTED	JL	DESIGNED	MH	MELWAY REFERENCE	111 K12	<div></div> <div>Melbourne Water</div>	<div>MELBOURNE WATER CORPORATION</div> <div>BEACONSFIELD O'NEIL RD DRAINAGE DESIGN BEACONSFIELD LAYOUT PLAN – SHEET 3 OF 4</div>		SCALE AS SHOWN (A1)		
													SHEET 7 OF 10						
																	DRG NO.		
	X	25.01.07	AS CONSTRUCTION		AGP	WATERWAYS & WETLANDS		MAINTENANCE SYSTEMS										1306/23/007	
		DATE	REMARKS		APPD				AUTHORISED BY		AUTHORISED BY		CONSULTANT REFERENCE				43270661-007		X
				1	2		3	4		5			6						

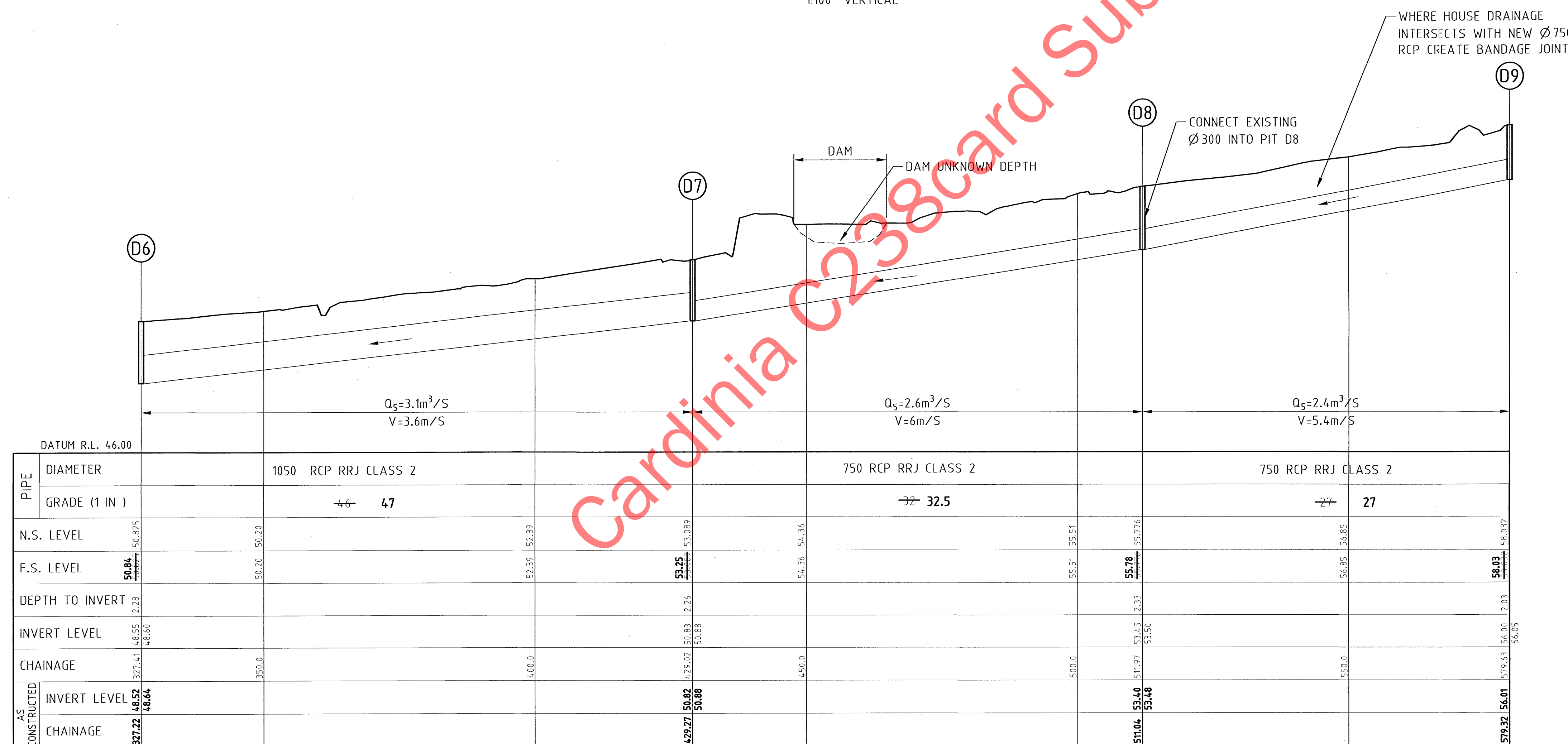




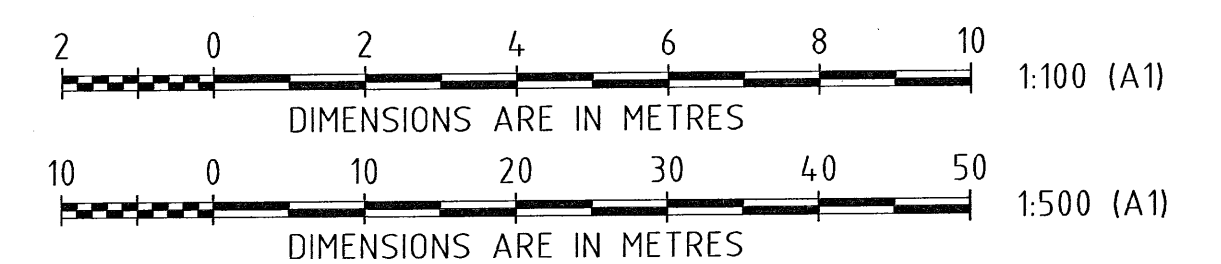




PIPE LONGITUDINAL SECTION

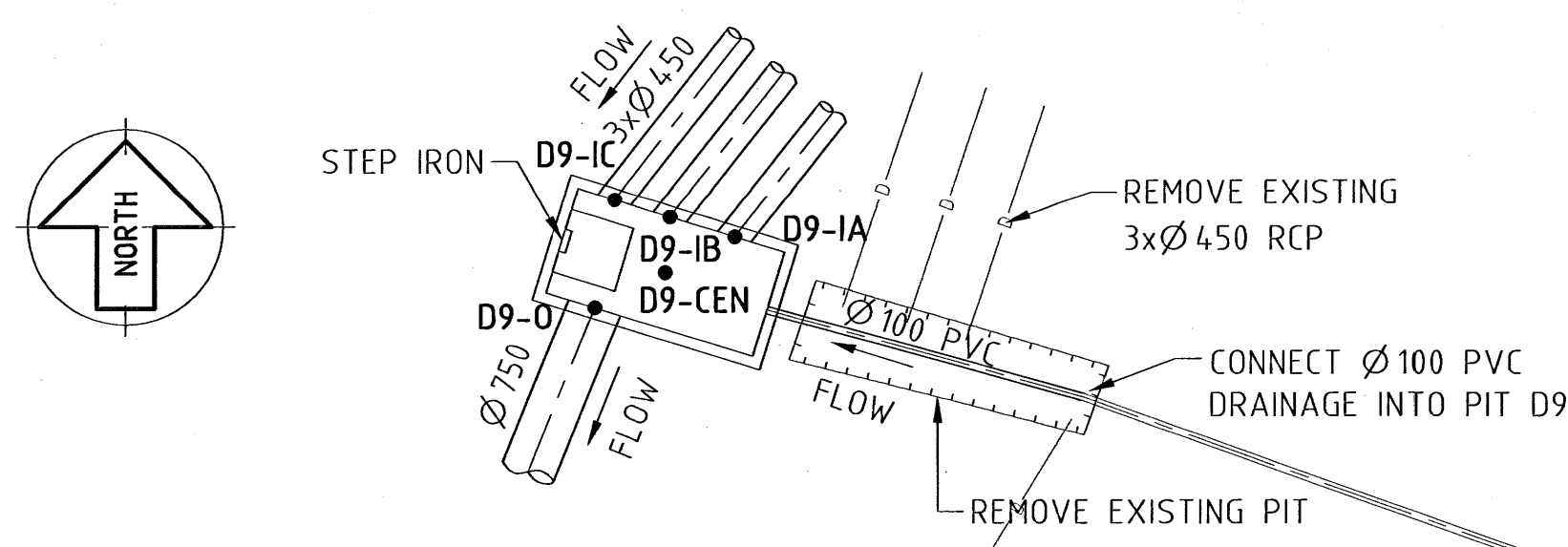
SCALE: 1:500 HORIZONTAL  
1:100 VERTICAL

PIPE LONGITUDINAL SECTION

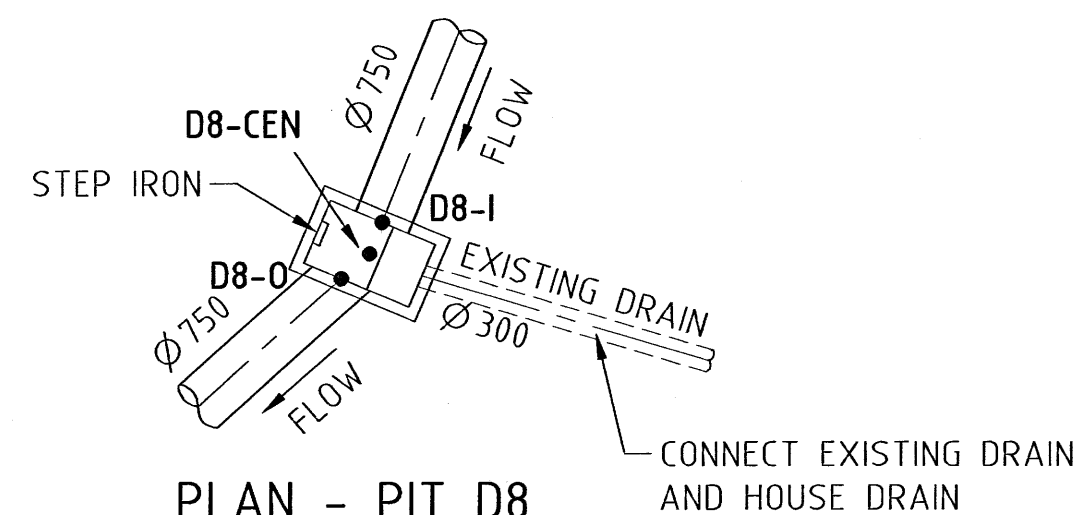
SCALE: 1:500 HORIZONTAL  
1:100 VERTICAL**AS CONSTRUCTED**JOHN LUNDEL  
JUNIOR CONSULTANT P/LNOTE:  
INSTALL SAND BANDAGE ON ALL FLUSH JOINT PIPES.

REVISIONS				CLIENT REPRESENTATIVE	TRANSFER NETWORKS	<b>URS</b> Level 6, 1 Southbank Boulevard, Southbank, VIC, 3006, AUSTRALIA Telephone: (03) 8699 7500 Facsimile: (03) 8699 7550	DRAFTED	JL	DESIGNED	MH	MELWAY REFERENCE	111 K12	MELBOURNE WATER CORPORATION BEACONSFIELD O'NEIL RD DRAINAGE DESIGN BEACONSFIELD PIPE LONGITUDINAL SECTIONS	SCALE AS SHOWN (A1)
							DRAFT CHECKED	MH	CHECKED		MWC REFERENCE	1306/23		SHEET 9 OF 10
	X	25.01.07	AS CONSTRUCTION	AGP			AUTHORISED BY		AUTHORISED BY		CONSULTANT REFERENCE	43270661-009		DRG NO.
		DATE	REMARKS	APPD										1306/23/009

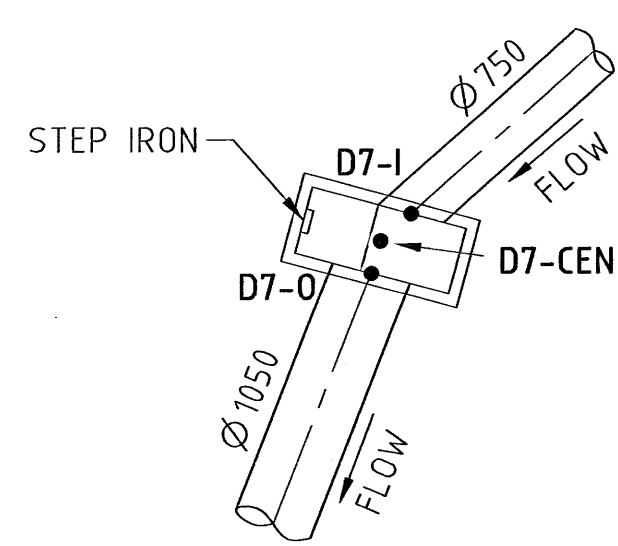




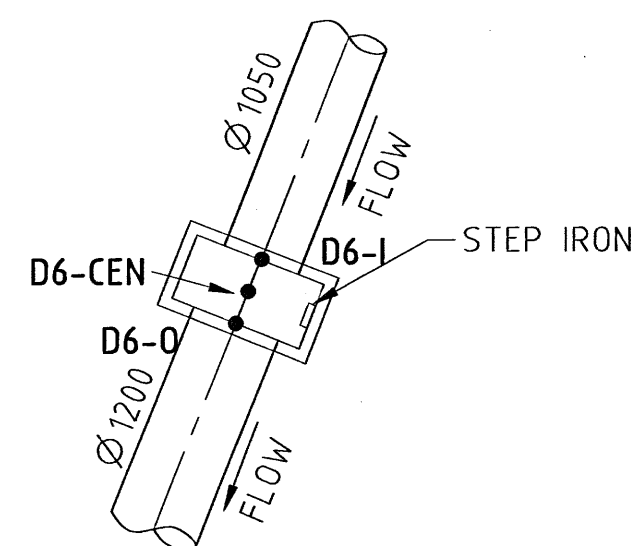
PLAN - PIT D9  
SCALE 1:10



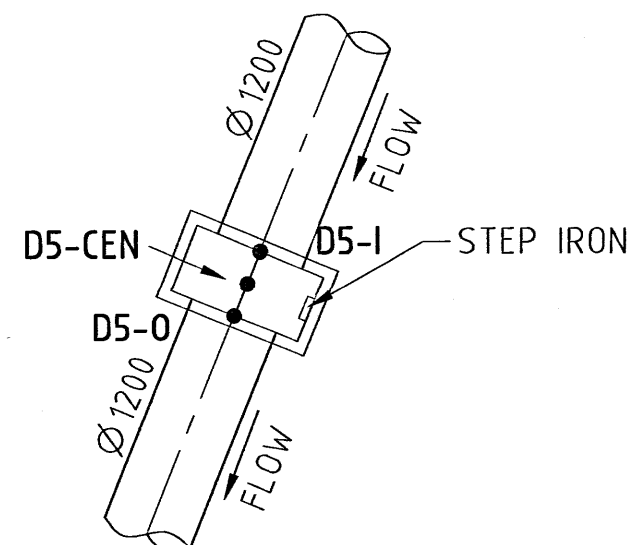
PLAN - PIT D8  
SCALE 1:10



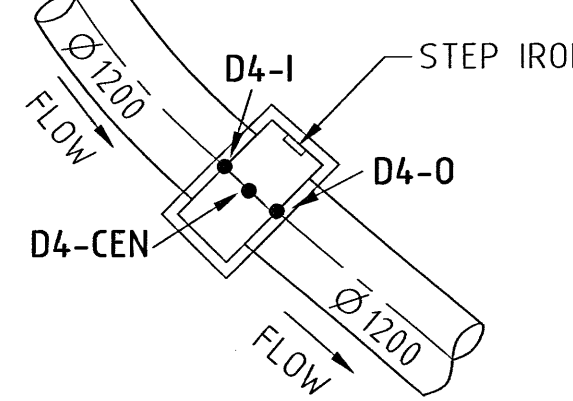
PLAN - PIT D7  
SCALE 1:10



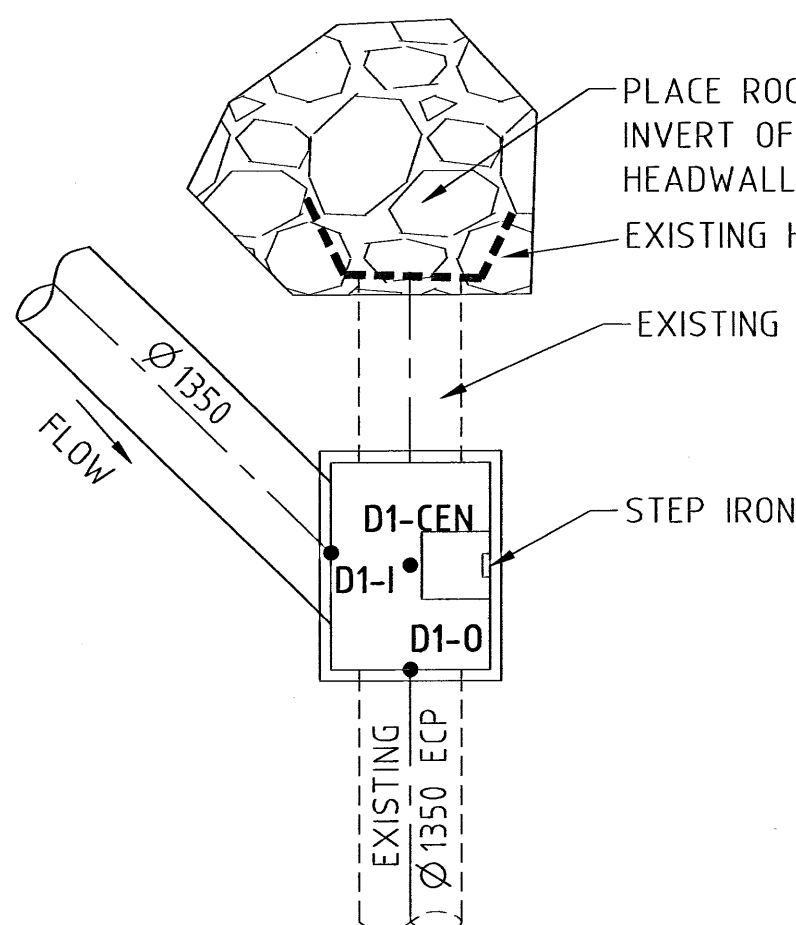
PLAN - PIT D6  
SCALE 1:10



PLAN - PIT D5  
SCALE 1:10

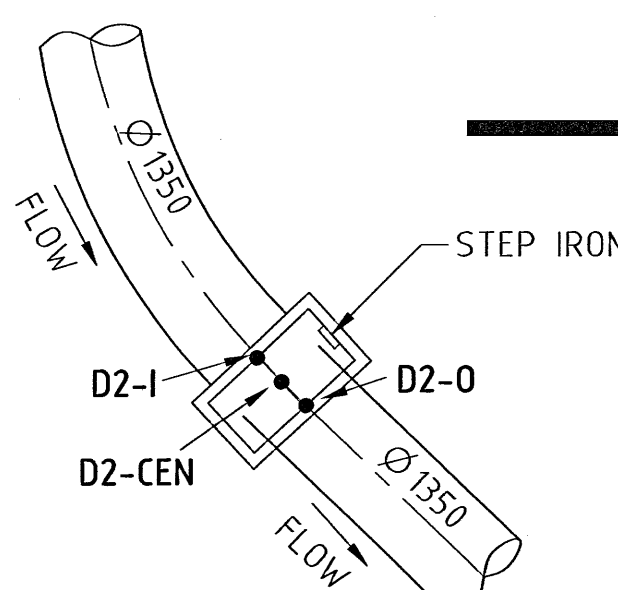


PLAN - PIT D4  
SCALE 1:10

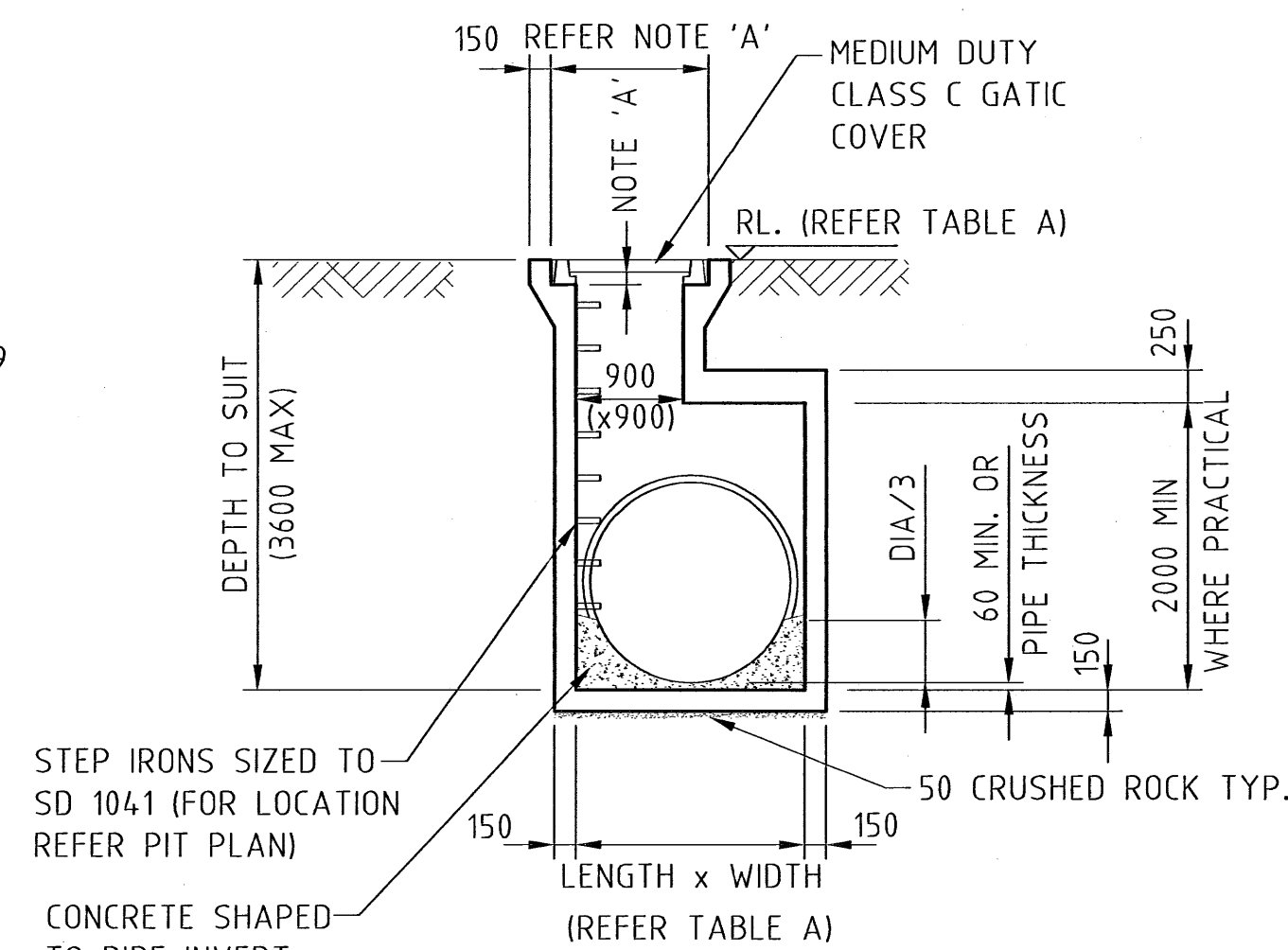


PLAN - PIT D1  
SCALE 1:10

PLAN - PIT D3  
SCALE 1:10



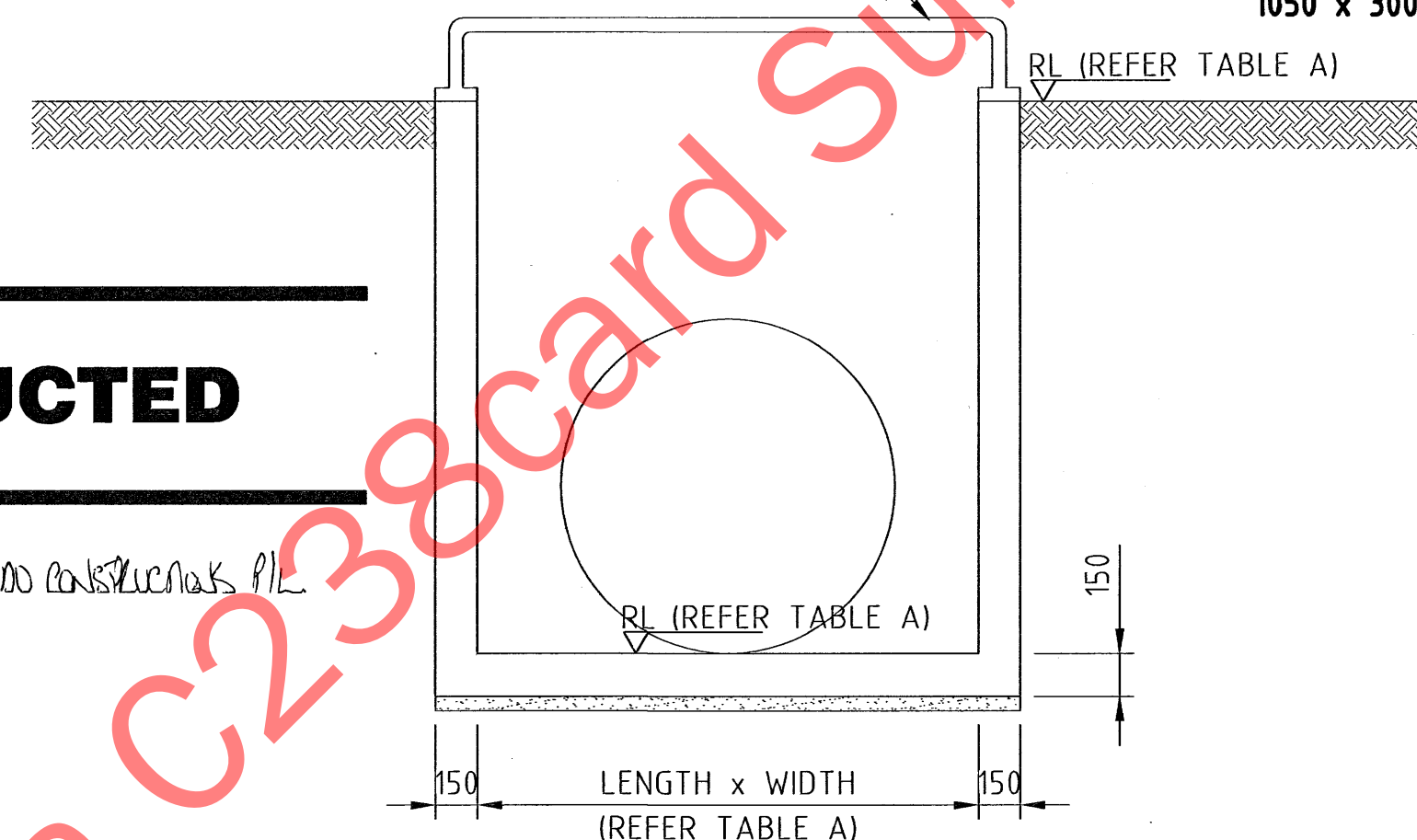
PLAN - PIT D2  
SCALE 1:10



SECTION - PIT TYPE A  
HAUNCHED PIT TO 3600 DEEP  
SCALE = 1:50

NOTE A: FOR REBATE SIZES REFER GATIC SPEC.

FOR GRILLE DETAILS REFER MELBOURNE WATER DRAINAGE STANDARD DRAWING "PIPE GRILLE - TYPE 3 (FOR PIT OPENINGS GREATER THAN 900Lx900W)" DRAWING No. 7251/4/320



TYPICAL WETLAND INLET/OUTLET PIT  
PIT D5, D7 AND D9 ONLY  
NTS

TYPE 3 ROCK WORK TO BE ANGULAR AND GRADED AS NOTED IN THIS SHEET SOURCE TO BE APPROVED BY THE SUPERINTENDENT.

FILL GAPS WITH SHOT ROCK TO WITHIN 200mm OF TOP THEN FILL WITH SITE CLAY & TOPSOIL MIX 70-30

PLAN

750mm UNLESS OTHERWISE STATED

SECTION

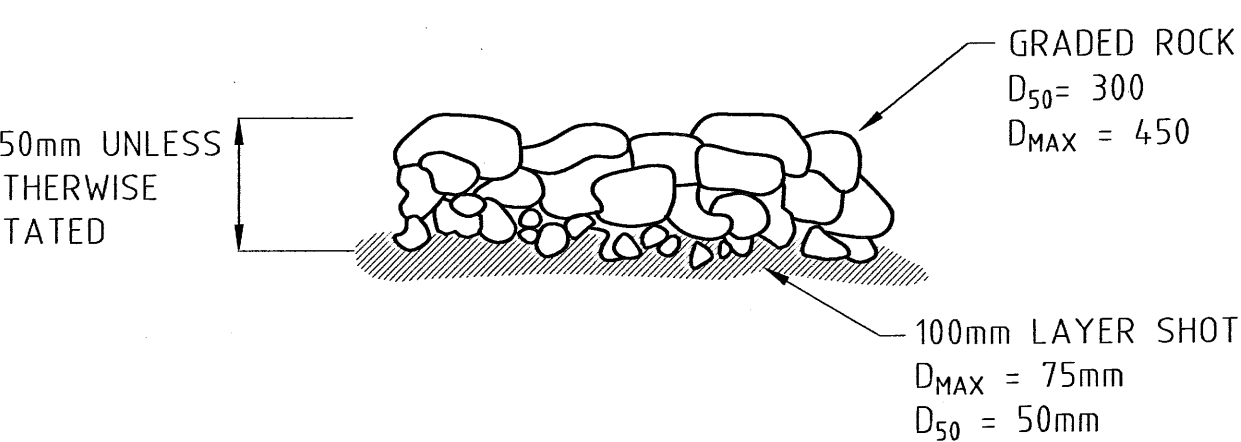


TABLE A

PIT No.	PIT SIZE	OUTLET INVERT LEVEL	INLET INVERT	FINISHED LEVEL
D1	2100 x 2700	EX. 47.65	47.43	47.67
D2	1800 x 900	47.52	47.65	47.71
D3	1800 x 900	47.60	47.65	47.80
D4	1800 x 900	47.80	47.85	47.92
D5	1800 x 900	48.20	48.25	48.25
D6	1800 x 900	48.55	48.60	48.64
D7	2100 x 900	50.82	50.88	50.88
D8	1500 x 900	53.45	53.50	53.48
D9	1500 x 3000	56.60	56.65	56.63

1050 x 3000

TABLE B

POINT	EASTING	NORTHING
D1-CEN	357393.78	5787366.48
D1-I	357392.87	5787366.74
D1-0	357393.72	5787365.11
D2-CEN	357374.01	5787384.23
D2-I	357374.40	5787384.54
D2-0	357375.13	5787383.91
D3-CEN	357386.92	5787420.68
D3-I	357386.58	5787420.97
D3-0	357387.26	5787420.39
D4-CEN	357349.63	5787452.06
D4-I	357349.31	5787452.38
D4-0	357350.00	5787451.00
D5-CEN	357379.57	5787546.16
D5-I	357379.74	5787546.58
D5-0	357379.40	5787545.95
D6-CEN	357419.53	5787644.67
D6-I	357419.72	5787645.10
D6-0	357419.37	5787644.25
D7-CEN	357456.94	5787739.77
D7-I	357457.35	5787740.13
D7-0	357456.82	5787739.33
D8-CEN	357510.62	5787794.52
D8-I	357510.78	5787794.94
D8-0	357510.24	5787794.49
D9-CEN	357545.16	5787858.10
D9-IA	357546.12	5787858.58
D9-IB	357545.23	5787858.86
D9-IC	357544.45	5787859.40
D9-0	357544.18	5787857.61

1000 0 1000 2000 3000 4000 5000 1:50 (A1)  
DIMENSIONS ARE IN MILLIMETRES

2 0 2 4 6 8 10 1:10 (A1)  
DIMENSIONS ARE IN METRES

REVISIONS	DATE	AS CONSTRUCTION	REMARKS
X	25.01.07	AS CONSTRUCTION	

CLIENT REPRESENTATIVE	WATERWAYS & WETLANDS
TRANSFER NETWORKS	MAINTENANCE SYSTEMS

URS	Level 6, 1 Southbank Boulevard, SOUTHBANK, VIC, 3006, AUSTRALIA Telephone: (03) 8699 7500 Facsimile: (03) 8699 7550
-----	--

DRAFTED	JL	DESIGNED	MH	MELWAY REFERENCE	111 K12
DRAFT CHECKED	MH	CHECKED		MWC REFERENCE	1306/23
AUTHORISED BY		AUTHORISED BY		CONSULTANT REFERENCE	43270661-010

MELBOURNE WATER CORPORATION	BEACONSFIELD	O'NEIL RD DRAINAGE DESIGN	PIT DETAILS AND ROCKWORK DETAILS
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SCALE(S) SHOWN (A1)	SHEET 10 OF 10	DRG NO.	1306/23/010
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Melbourne Water	
-----------------	--

1	2	3	4	5	6
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X	
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**From:** [REDACTED]  
**Sent:** Monday, 14 September 2020 15:04  
**To:** MailAtCardinia  
**Subject:** Cardinia Planning Scheme AmendmentC238

Dear Sir/Madam

RE: Cardinia Planning Scheme Amendment C238  
1 to 16 Gilsman Road  
111 to 123 Old Princess Highway  
11 Mahon Avenue

I am writing to you in regards to the above mentioned land developments.

As a resident of [REDACTED], **I do not support** the Cardinia Planning Scheme Amendment C328.

One of my main concerns is the traffic in this small pocket of Beaconsfield. The traffic getting in and out of my estate especially during peak hour is very dangerous. There has been "Talk" of putting an intersection with lights at O'Neil Road & Old Princess Hwy, which has not been done!! With the above mentioned development will obviously bring a lot more traffic to this area. Therefore make it even worse.

Another concern is loss in value to existing properties surrounding the Gilman Road area caused [REDACTED] by high density allotments.

Also loss of privacy.

If you wish to discuss this matter further please don't hesitate to email me.

Regards,

[REDACTED]

[REDACTED]

[REDACTED]



---

**From:** Melbourne Water <No\_reply@melbournewater.com.au>  
**Sent:** Monday, 14 September 2020 15:47  
**To:** MailAtCardinia  
**Subject:** Response to your application for Planning scheme amendments - MWA-1179568 - Cardinia Planning Scheme - amdt C238card - Glismann Road Area (Beaconsfield) - Public Exhibition  
**Attachments:** Melbourne Water Response-14 Sep 2020 0344 PM.pdf; water tech report.pdf

Dear Luke Connell,

Please refer to the attached correspondence in regards to the following application:

Your Melbourne Water reference number: MWA-1179568  
Application purpose: Planning scheme amendments  
Application submission date: 10/07/2020  
Location: Cardinia Planning Scheme - amdt C238card - Glismann Road Area (Beaconsfield) - Public Exhibition

To respond to us regarding this application, please use [DevConnect@melbournewater.com.au](mailto:DevConnect@melbournewater.com.au) quoting MWA-1179568 in the subject line.

This email is sent from a notification-only email address that does not accept incoming email.

For general development enquiries contact our Customer Service Centre on 131 722.

Regards,

Development Planning Services | Melbourne Water  
T: 131 722 | 990 La Trobe Street, Docklands, VIC 3008 | PO Box 4342 Melbourne VIC 3001  
| [melbournewater.com.au](http://melbournewater.com.au)

Enhancing Life and Liveability

If you have received this email in error, please notify the sender by return email, delete it from your system and destroy any copies.

Cardinia C238card Submission

14 September 2020

Luke Connell  
Cardinia Shire Council  
PO Box 7  
Pakenham VIC 3810

Dear Luke,

**Proposal:** Planning scheme amendment

**Site location:** Cardinia Planning Scheme - amdt C238card - Glismann Road Area (Beaconsfield) - Public Exhibition

**Melbourne Water reference:** MWA-1179568

**Council reference:** 95-10-536

**Date referred:** 08/07/2020


Melbourne Water has reviewed the proposed planning scheme amendment, to rezone the land from RLZ1 and GRZ1 to the NRZ2, addition of a DPO(19), DCPO(5) and facilitation of open space through a DCP and would like to offer the following information and advice:

- The rezoning as shown is supported
- The subject site is wholly located within a Council catchment (being less than 60 hectares) and so drainage works must be to the satisfaction of Council
- Melbourne Water encourage Council to consider the recommendations of the Water Technology Report (provided overleaf)
- This Report demonstrates that the increased flows from the proposed rezoning and subsequent development will not have an impact on the flooding within the area subject to a levee being constructed
- Melbourne Water are supportive of the proposed levee to manage flows within the subject site
- Any new dwellings must be constructed in accordance with the *DELWP Guidelines for Development in Flood Affected Areas* (particularly ensuring properties 2,3,4 and 5 are built to the Nominal Flood Protection Level)
- Pipeline P2 - C1 must be owned and maintained by Cardinia Shire Council

For general development enquiries contact our Customer Service Centre on 131722.

Regards,



  
Principal Planner (Process and Practice)  
Development Planning Services

Cardinia C238card Submission

# Memo

<b>To:</b>	Marcelle Bell	<b>From:</b>	Aaron Vendargon
<b>Organisation:</b>	Cardinia Shire Council	<b>Date:</b>	3/05/2016
<b>Job Title:</b>	Glismann Road Drainage Scheme		
<b>Subject</b>	Additional Flooding and Water Quality Assessments		

## 1. INTRODUCTION

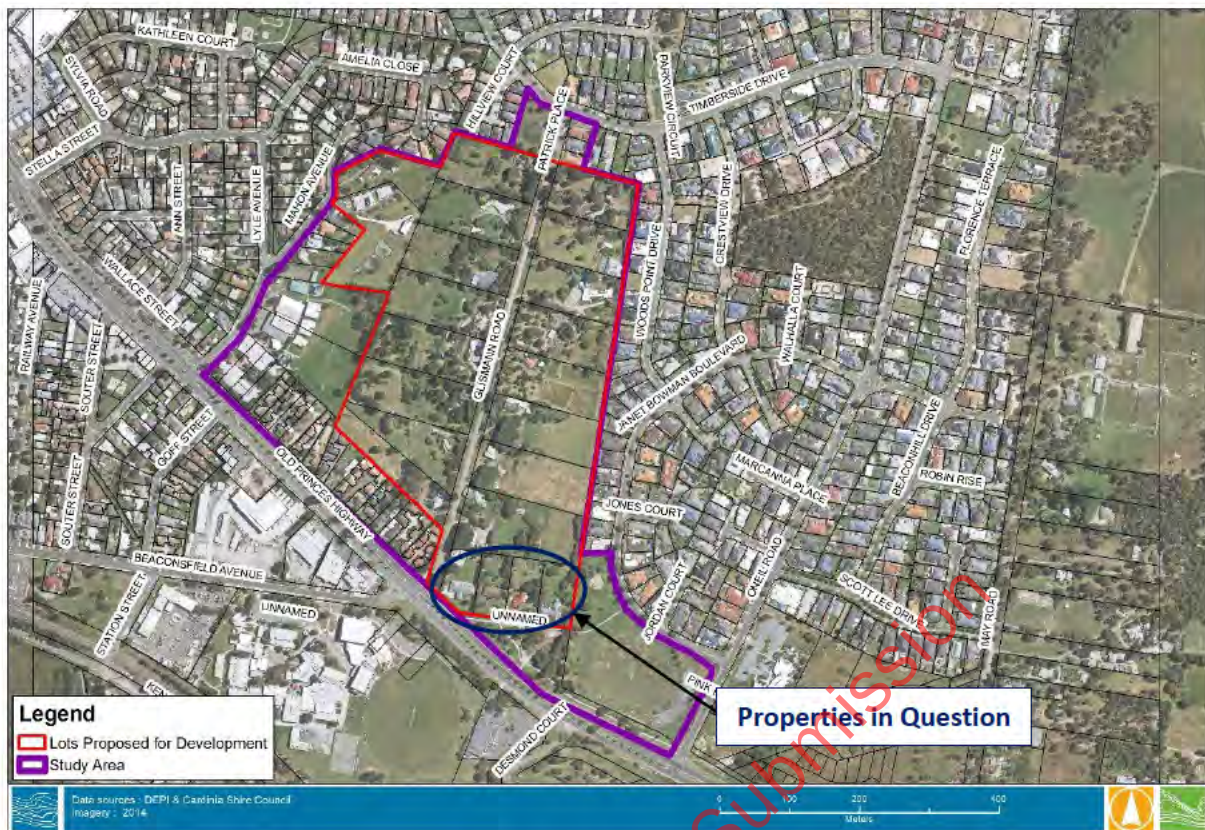
This memo outlines the additional flooding and water quality assessments for the Glismann Road Drainage Scheme. It follows on from the latest assessment of the Glismann Road precinct development with no retarding basin in place.

This investigation is primarily focused on managing flood impacts at the following four properties, which are located at the downstream end of the scheme area:

- 111-113 Princes Highway, Beaconsfield;
- 115-117 Princes Highway, Beaconsfield;
- 119-121 Princes Highway, Beaconsfield;
- 123-125 Princes Highway, Beaconsfield; and,

The main purpose of this investigation is to provide advice to manage flood levels at the four properties in question and to size alternative WSUD options for the Glismann Road drainage scheme.





**Figure 1-1 Study Area and Properties in Question**

## 2. REVIEW OF PROPERTY FLOODING

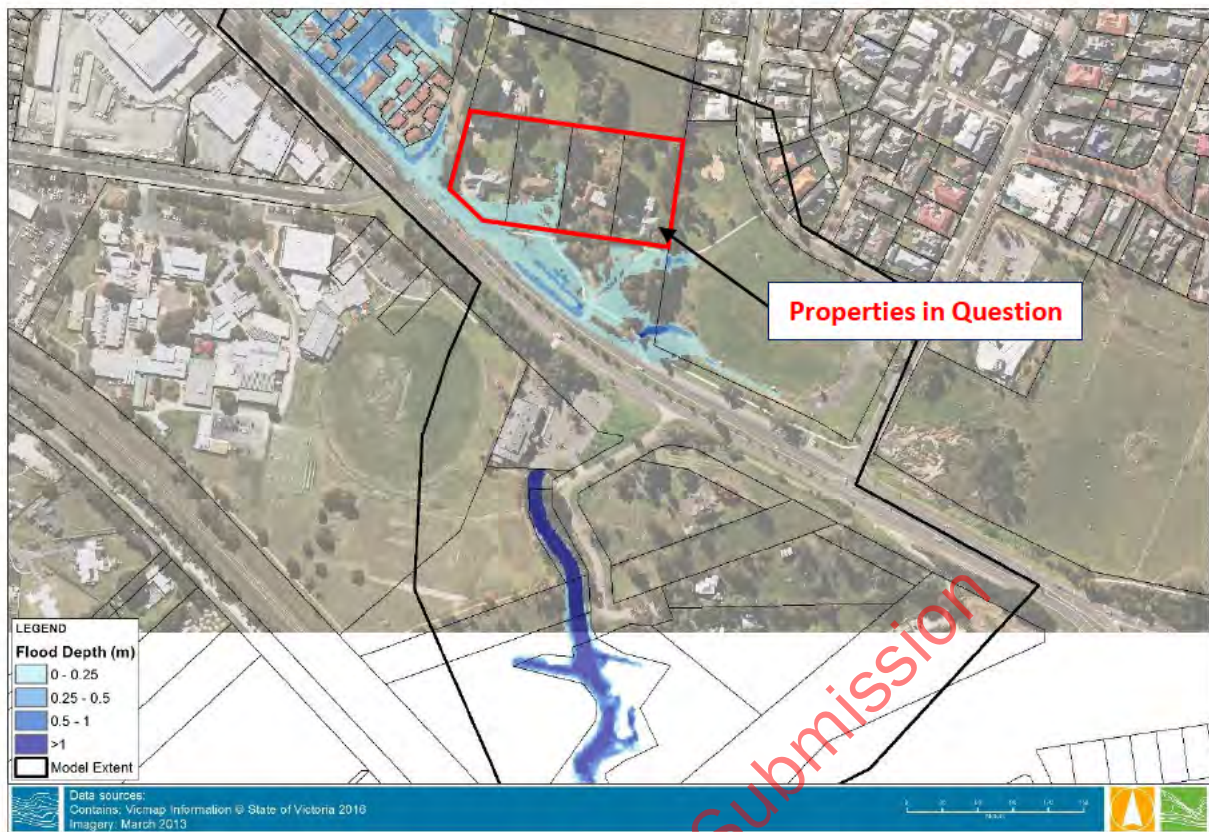
Floor levels for the four existing properties along Princes Highway were checked and found to be above 1% AEP flood levels under both existing and the developed 'with no retarding basin' conditions. Floor levels and flood levels under both existing and developed conditions are displayed in Table 2-1. Error! Reference source not found..

Once development of the precinct area upstream of these properties has occurred, parcel (below floor) flooding on these four existing properties will increase, due to the build-up of floodwaters from increased flow reaching the highway. Flood maps for the existing and developed 'with no retarding basin' conditions are shown in Figure 2-1 and Figure 2-2 below.

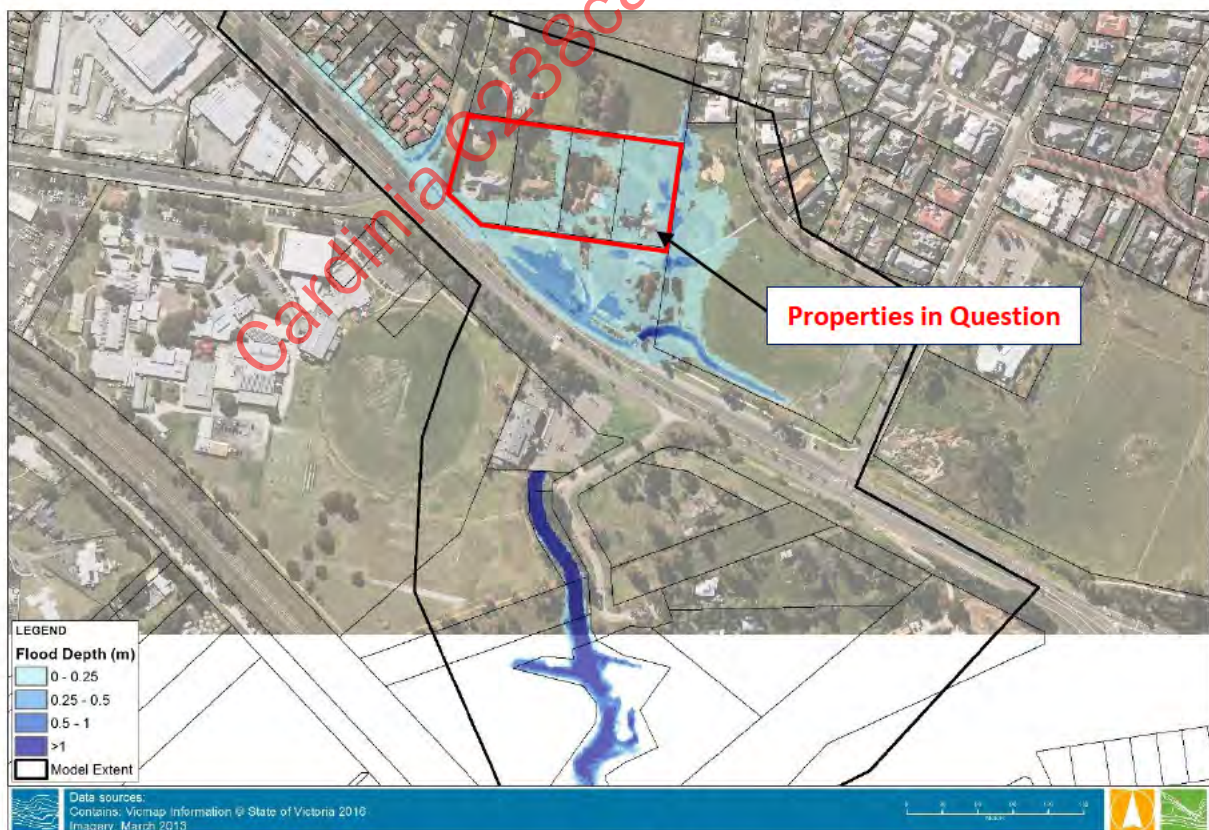
**Table 2-1 Floor Levels and Flood Levels at Existing Residences**

Address	Floor Levels (m AHD)	Flood Levels	
		Existing Conditions (m AHD)	Developed Conditions with no Retarding Basin (m AHD)
111-113 Princes Highway	50.16	49.80	49.95
115-117 Princes Highway	49.95	49.55	49.60
119-121 Princes Highway	50.04	-	49.40
123-125 Princes Highway	49.50	-	49.10





**Figure 2-1 Existing Conditions 1% AEP Flood Depths**



**Figure 2-2 Developed Conditions 'with no Retarding Basin' 1% AEP Flood Depths**



### 3. HYDRAULIC MODELLING – LEVEE ALIGNMENTS

Modelling of the 1% AEP flood levels under developed conditions shows that there will be an increase in (below floor) flooding at the properties in question. As an alternative to a retarding basin, a bund/levee to protect these properties was considered.

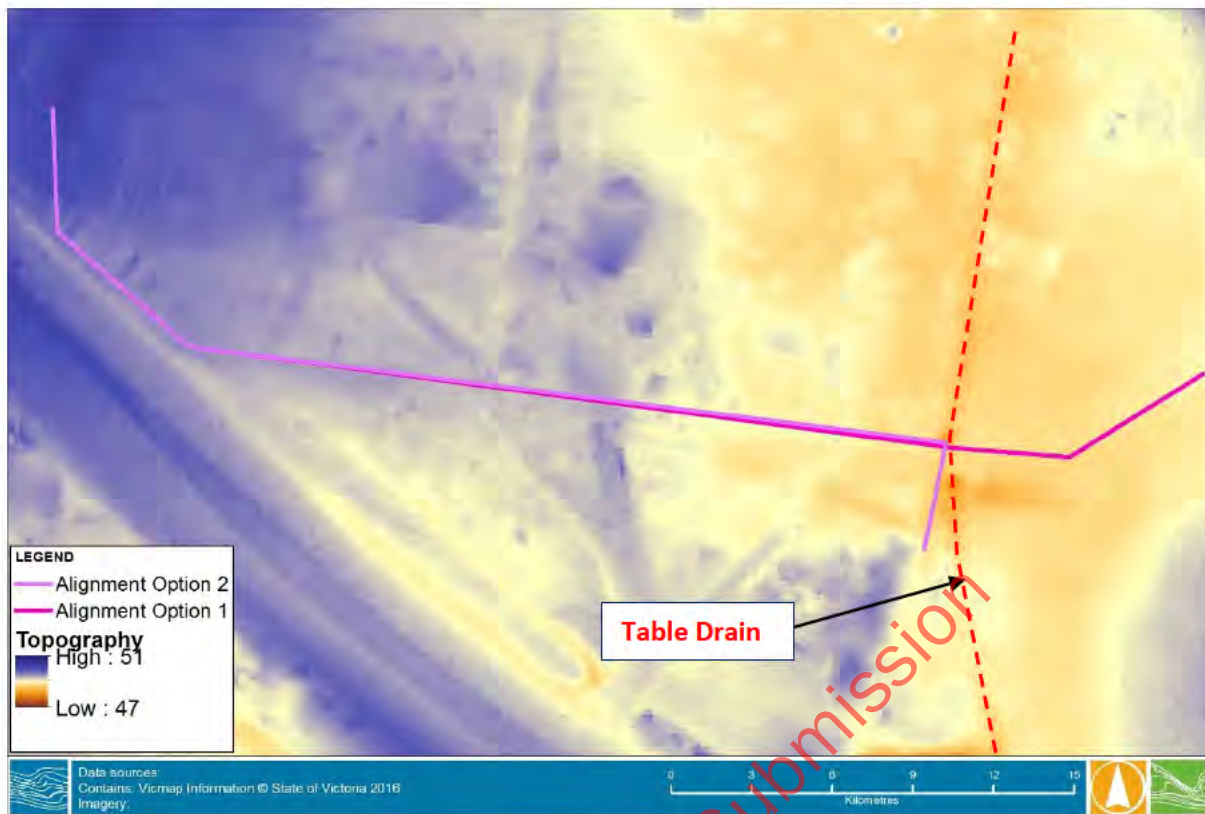
Two levee alignments were tested in the hydraulic model. Alignment Option 1 crosses the small table drain which lies to the east of the existing properties, while Alignment Option 2 avoids crossing this drain. The two alignment options are shown in Figure 3-1.

Drainage of the catchment area upstream of the bund (eastern catchment) was checked. At present, discharges upstream of the bund largely make its way down to the Old Princes Highway as overland flow, along a small table drain to the east. In the case that no development occurs at these four properties and a levee is constructed, allowance for draining this small local catchment must be included in the levee design.



**Figure 3-1 Proposed Levee Alignment Options 1 and 2**





**Figure 3-2 LiDAR Topography at the Site**

### 3.1 Levee Alignment 1

Alignment Option 1 protects the four properties in question from flooding in the 1% AEP flood event as shown in Figure 3-3 below. This levee alignment crosses the table drain to the east, meaning that overland flows from the upstream catchment may be held back on these properties until flows can drain away via a drainage structure located in the levee.

The alignment of the levee is proposed along the existing footpath/access path that runs along the southern boundary of the four properties. This is to minimise the loss in flood storage caused by leveeing off parts of the existing flood extent.

Flood levels grade from 50.1 m AHD at the western end, to 49.0 m AHD at the eastern end of the levee. The average flood depth along the levee is 0.13 m. This levee alignment will have a largely consistent bund height of approximately 0.45 m (when constructed with 300 mm freeboard), or approximately 0.75 m (if constructed with 600 mm freeboard).

**Table 3-1 Flood Levels along the Levee - Alignment Option 1**

	Western end	Eastern end
Water Level (m AHD)	50.1	49.0





**Figure 3-3 Alignment Option 1 and 1% AEP Modelled Flood Depths**

### 3.2 Levee Alignment 2

A second levee alignment (alignment 2) was tested to check the impacts of avoiding crossing the table drain to the east. This alignment will minimise the pooling of water behind the levee at the lowest property (123-125 Princes Highway), however it does cause flooding at this property from the major flows reaching the highway, as shown in Figure 3-4.

The 1% AEP flood levels have been reduced at 123-125 Princes Highway, compared to the 'developed with no flood mitigation works'. The flood level at 123-125 Princes Highway is approximately 900 mm below the floor level.

The option of extending the levee along the eastern and northern boundary of 123-125 Princes Highway was considered but discounted due to the limited space and the practical/visual impacts of surrounding the property with a levee on three sides.

Flood levels grade from 50.1 m AHD at the western end, to 48.8 m AHD at the eastern end of the levee. The average flood depth along the levee is 0.22 m, with a maximum depth of 0.66 m at the eastern end of the levee. This proposed alignment results in a levee with an average height of approximately 0.5 m, if constructed with 300 mm freeboard, or approximately 0.8 m, if constructed with 600 mm freeboard.

**Table 3-2 Flood Levels along the Levee - Alignment Option 2**

	Western End	Eastern End
Water Level (m AHD)	50.1	48.8





Figure 3-4 Alignment Option 2 and 1% AEP Modelled Flood Depths

### 3.3 Levee Constructability Considerations

There is limited space between the Highway and the property to the far west (111-113 Princes Highway), in which to construct the levee. There are trees and a few power poles in the road reserve which will need to be considered.

The impact of the levee on access to these existing properties also need to be considered.

## 4. WATER QUALITY OPTIONS ASSESMENT

A number of WSUD options were assessed to meet water quality treatment targets for two scenarios (100% and 50% scenarios) for the drainage scheme. The treatment targets for the two scenarios is outlined in Table 4-1. Error! Reference source not found..

Table 4-1 Water Quality Treatment Targets for the Two Scenarios

Parameter	Percentage Pollutant Reductions	
	100% Scenario	50% Scenario
Total Suspended Solids (kg/yr)	80%	40%
Total Phosphorous (kg/yr)	45%	22.5%
Total Nitrogen (kg/yr)	45%	22.5%
Gross Pollutants (kg/yr)	70%	35%



The scheme originally proposed for a wetland system (within the base of a proposed retarding basin) located in the triangular open space parcel along the highway. This is shown in Figure 4-1 below.

The sizing of this wetland system was undertaken prior to the release of the latest draft Melbourne Water wetland design and MUSIC modelling guidelines. The latest concept WSUD sizing takes into account the requirements outlined in latest guidelines.



**Figure 4-1 Plan View of Original Proposed Drainage Scheme WSUD Works**

#### 4.1 100% Water Quality Scenario

Two asset options were considered to meet the full treatment targets; a wetland and bioretention asset option. Both options include sediment ponds to provide pre-treatment from the receiving catchments. A summary of the total asset size (including the sediment ponds) for both options is provided in Table 4-2. As shown, the bioretention option requires a significantly smaller area to meet the water quality targets.

**Table 4-2 Total Asset Size for the 100% Water Quality Scenario**

	Wetland Option	Bioretention Option
Area (m <sup>2</sup> )	3,350	895
Assets	Two sediment ponds and a wetland	Two sediment ponds and a bioretention



The breakdown of the sizing requirements for these assets is outlined in Table 4-3. The predicted treatment train performance for these two asset options is outlined in Table 4-4 and Table 4-5. All targets are met under this proposed design, with nitrogen as the limiting factor.

**Table 4-3 WSUD Asset Concept Sizing – 100% Water Quality Scenario**

Component	Sediment Pond 1	Sediment Pond 2	Bioretention	Wetland
Area (m <sup>2</sup> )	600	250	45	2,500
Filter area (m <sup>2</sup> )	-	-	27	-
Extended detention depth (m)	0.35	0.35	0.35	0.35
Permanent pool depth/filter depth (m)	1	1	0.5	Varies (average depth = 0.5)
Permanent pool volume (m <sup>3</sup> )	240	100	-	1,000

**Table 4-4 MUSIC Modelling Results – Wetland Option for Full Treatment**

Parameters	Total source loads	Residual load after treatment	Load removed in proposed WSUD assets	Development source loads	% Removal of development source loads
Total Suspended Solids (kg/yr)	48,200	20,500	27,700	20,000	>100
Total Phosphorous (kg/yr)	101	58	43	43	>100
Total Nitrogen (kg/yr)	758	622	136	303	45
Gross Pollutants (kg/yr)	9,750	0	9,750	3,980	>100

**Table 4-5 MUSIC Modelling Results – Bioretention Option for Full Treatment**

Parameters	Total source loads	Residual load after treatment	Load removed in proposed WSUD assets	Development source loads	% Removal of development source loads
Total Suspended Solids (kg/yr)	48,200	21,200	27,000	20,000	>100
Total Phosphorous (kg/yr)	101	61	40	43	93
Total Nitrogen (kg/yr)	758	620	138	303	46
Gross Pollutants (kg/yr)	9,750	0	9,750	3,980	>100

## 4.2 50% Water Quality Scenario

An alternative option looking at providing half the water quality treatment on site was assessed, with the balance to be provided through a water quality offset rate payment.

The modelling for this option showed that only a single sediment pond, that receives inflows from the major catchment to the west, is required. This is the western sediment pond as shown in Figure 4-1 above. Further treatment in the form of a bioretention or wetland is not required.

A summary of the total asset size for this options is provided in Table 4-6.

The breakdown of the sizing requirements for this asset is outlined in Table 4-7, and the predicted treatment train performance is outlined in Table 4-8.

**Table 4-6 Total Asset Size for the 50% Water Quality Scenario**

Area (m <sup>2</sup> )	600
Assets	Single sediment pond

**Table 4-7 WSUD Asset Concept Sizing – 50% Water Quality Scenario**

Component	Sediment Pond 1
Area (m <sup>2</sup> )	600
Filter area (m <sup>2</sup> )	-
Extended detention depth (m)	0.35
Permanent pool depth (m)	1
Permanent pool volume (m <sup>3</sup> )	240

**Table 4-8 MUSIC Modelling Results – Option for Half Treatment**

Parameters	Total source loads	Residual load after treatment	Load removed in proposed WSUD assets	Development source loads	% Removal of development source loads
Total Suspended Solids (kg/yr)	48,200	29,200	19,000	20,000	95
Total Phosphorous (kg/yr)	101	75	26	43	61
Total Nitrogen (kg/yr)	758	685	73	303	24
Gross Pollutants (kg/yr)	9,750	2,310	7,440	3,980	>100

## 5. RECOMMENDED FUTURE FLOOR LEVEL

This Section provides advice on proposed floor levels, should the existing four properties be developed in the future. Survey of the highway and the LiDAR data was used to assess the level at which water starts to overtop the highway.

It was found that water would start to pass over the highway at 49.44 m AHD. It is therefore recommended that future floor levels are set with a designated freeboard above this level to minimise the risk of above floor flooding. Out of the four existing properties, only 123-125 Princes Highway (which has a floor level of 49.5 m AHD) has some minimal risk of flooding in large events, when water builds up behind the highway.

## 6. CONCLUSION

The additional flooding and water quality assessments undertaken for the Glismann Road Drainage Scheme shows that:

- Floor levels for the four existing properties along the highway are above the 1% AEP flood level for the developed 'with no retarding basin' option;
- As an alternative to a retarding basin, a levee was considered to protect the four properties from increased below floor flooding. Two levee alignments were considered, both of which provide at least 600 mm freeboard protection to the future 1% AEP flood levels;
- A levee alignment (Alignment 1) which crosses the table drain to the east will provide the greatest protection to the property at the eastern end (123-125 Princes Highway). This alignment will need include a structure to drain the local catchment upstream of the levee; and
- There are options to provide either full or partial (50%) water quality treatment within the triangular open space parcel upstream of the highway.

Regards

Aaron Vendargon

Water Technology Pty Ltd





14 September 2020

Lorna Lablache  
Principal Strategic Planner  
Planning Strategy and Urban Design  
CARDINIA SHIRE COUNCIL  
20 SLIDING AVE,  
OFFICER, VIC, 3809

Dear Lorna,

**RE: CARDINIA PLANNING SCHEME AMENDMENT C238 – GLISMANN ROAD, BEACONSFIELD**

Thank you for further involving Environment Protection Authority (EPA) in the progress of this amendment.

EPA understands the Amendment seeks rezone land from Rural Living Zone Schedule 1 (RLZ1) and General Residential Zone Schedule 1 (GRZ1) to Neighbourhood Residential Zone 2 (NRZ2) and apply a Development Plan Overlay Schedule 19 (DPO19) and a Development Contribution Plan Overlay Schedule 5 (DCPO5). The purpose of these changes is to guide the future development of the land at the following properties:

- 1-16 Glismann Road, Beaconsfield;
- 111-123 Old Princes Highway, Beaconsfield; and
- 11 Mahon Avenue, Beaconsfield.

EPA supports the proposed amendment and notes the inclusion of our previous advice (provided in correspondence dated 11 March 2020 (EPA Ref: 5010497) and 9 April 2020 (EPA Ref: 5010654)).

EPA's previous recommendations regarding the assessment of potentially contaminated land have been adopted and included in the exhibited amendment, and therefore EPA has no further comments.

If you seek additional assistance, please contact our Planning Officer, [REDACTED] on 1300 EPA VIC (1300 372 842).

Yours sincerely,

[REDACTED]

[REDACTED]  
Planning Team Lead – Strategic  
Major Projects & Planning  
**EPA Victoria**



Our ref. 0403

Doc. CSC01

10 September 2020

Chief Executive Officer  
Cardinia Shire Council  
PO Box 7  
Pakenham Vic 3810  
Via email: [mail@cardinia.vic.gov.au](mailto:mail@cardinia.vic.gov.au)

Dear Sir / Madam,

Amendment C238  
Submission

We refer to the above and hereby confirm that we act on behalf of the following landowners:



We commence this submission by advising the Responsible Authority that in principle, our Clients are supportive of the rezoning the lands in question. There has been extensive dialogue in this space over the course of many years and in general terms, this represents a steps forward.

In saying this, we hereby raise a number of concerns associated with Amendment C238, for which we not only have fundamental concerns with the desired outcome, but in totality, we say it does not represent a fair and equitable proposition. We submit that the outcome sought will never come to fruition.

Our Clients object to the Amendment on the following grounds:

Neighbourhood Residential Zone

1. We say the application of the Neighbourhood Residential Zone (NRZ) is inappropriate and the General Residential Zone represents a more appropriate zone classification. We note there are no other lands within Beaconsfield of this zone classification.
2. The lands surrounding the subject area, and generally sited to the north side Old Princes Highway, are zoned General Residential Zone (GRZ). Many of these lands, and in particular those within the immediate local environs, exhibit the same topographical features of the subject site (i.e. slope), yet demonstrate a high degree of variation in lot averages and yields. This aligns with Council's settlement to *Encourage a range of lot sizes and housing types in new developments that satisfy the needs and aspirations of the community.*



3. If one is to presume that the zone classification is a result of the objectives for future development to work with the topographical features of the land or seek to maintain 'significant' vegetation, we say there is a clear lack of nexus between these requirements and the application of the NRZ, which is supported by the residential outcomes that currently border the subject area.
4. We say the provisions contained within the GRZ will allow for future development (i.e. dwellings) to better work with the topography features of the area.
5. The subject land (in-part) is within [REDACTED] of the Beaconsfield township precinct.

Development Plan Overlay (Schedule 19 to Clause 43.04)

6. We raise concern that DPO19 has had limited regard to the fragmented nature of the subject area and the challenges it presents in delivering a comprehensive and holistic redevelopment plan for the area. The subject area is made up of 21 individual lots (separate ownership) and totals approximately 21ha, and at a macro level, we say such a requirement on a limited catchment area should be coordinated and managed by a single entity (i.e. Responsible Authority).
7. In conjunction with item (6), DPO19 states that a DPO *must be prepared to the satisfaction of the Responsible Authority for the whole site or prepared in two parts*, we say this is too simplistic and entirely presumptuous (incorrectly) that all landowners will collectively put together the funds for these outcomes, particularly given the financial and infrastructure burdens being placed on them and the restricted yields imposed (discussed below). We also say it is also presumptuous to believe a developer / entity will also undertake this exercise for similar reasons, and this therefore in itself raises the question whether the DPO (as written) can/would be physically and financially delivered.
8. We object to the prescriptive and limiting nature DPO19, namely:
  - a. The limitations placed by way of lot averages and the complexities it presents through the DPO process (i.e. *generally in accordance*). Given the isolated nature of the subject area, and the topographical features it presents, we say this places a greater emphasis on the development of a site responsive design that will ultimately inform yields, particularly where significant financial and infrastructure burdens have been placed on landowners. Rather, the exhibited documents presents a density led exercise, which we say is tailored for redevelopment of a larger catchment area, where the densities can be better managed. We say Council's approach goes against the core objectives of the DPO19 of developing a site responsive design.
  - b. The provision of an average lot size of 1,500m<sup>2</sup> to the east side of Glismann Road is creating semi-rural outcome within an established residential area and where development to the immediate east show allotments equal to or less than 1,000m<sup>2</sup>.
  - c. The limitations placed on the opportunity to build on lands of greater than 20%. Once again, the opportunities and constraints this land may present is best determined through a 'design led' exercise. We have been made aware that both Berwick Views & Bowmans Track were confronted by similar, if not greater topographical constraints, yet have been able to achieve a greater degree of diversity and yields than that presented in the Glismann Road DPO.
  - d. We say the use of a Section 173 Agreement is an inappropriate tool to dictate/limit/prevent outcomes on the subject land – all of this can be determined in the subdivision of the land, which makes the S173 Agreement a futile document.
  - e. We do not support the limitation of one dwelling per allotment, particularly where some allotments lend themselves to an infill type development (i.e. those fronting Old Princes Highway, which is consistent with the existing developments along this road).
  - f. We question the emphasis being placed on the *hilltop* and *hillsides*, as the distant views of the site is primarily of the vegetation that borders Glismann Road. We say the surrounding residential lands cascade/descend with the topographical features of the area, thereby concealing the majority of the natural ground level through the subject area. We say the heightened importance placed on *visual sensitivity* and the limitations the GRDP places on the possible development of these areas are excessive and unwarranted, noting the development of surrounding areas.
  - g. Further to item (g), there is limited supporting evidence or nexus presented by Council as to what differentiates the topography of the subject site to the features of surrounding residential lands and the prescriptive nature of the densities envisaged. We note that the residential surrounding the subject area exhibits allotments that in the majority, are no greater than 1,000m<sup>2</sup> in area.
  - h. A housing capacity analysis for such a limited area is onerous, noting that the concept of affordable housing presents a number of complexities and deals with multiple entities. We do not support its inclusion within DPO19.
  - i. There is no strategic support for the provision of a 0.3ha public open space area, particularly where the subject area abuts the O'Neil Road Recreation Reserve and part of the development contributions is apportioned to works contained within. This is discussed further in this submission.
9. The scope of works required by *the first application to subdivide land with access to Glismann Road...* is exhaustive when having regard to the fragmented nature of the subject area and the yields forecasted.
10. The document incorrectly references *the infrastructure contribution plan*.



11. In totality, we say;

- a. the exhaustive list of deliverables required by way of DPO19 is disproportionate to the outcomes allowed on each of the landholdings, thereby affirming our statement that C238 does not represent a fair and equitable solution and is an unattainable outcome.
- b. The document is overly prescriptive for such a small land holding area.
- c. There is a lack of rationale for the division and allotment of lot sizes (i.e. averages) and their placement within the GRDP present as arbitrary.

#### Traffic

12. We hereby object to the excessive amount of infrastructure required (i.e. roadways) and state that there is a clear lack of nexus presented between this and the forecasted yields. In short, the capacity of the road network has the ability to cater for a much greater volume of traffic and in turn, a greater density across the subject area.
13. We have a fundamental concern and strongly oppose the proposition that the primary throughfare through the site (i.e. Glismann Road), for which significant DCP funding is apportioned, is not being utilised to its full capacity. We say its utilisation is even more critical when dealing with the fragmented nature and limited size (21ha) of the subject area. Glismann Road represents the common, connecting element within the subject area, yet Council's approach looks to steer traffic to a second 'collector road' which is required to be delivered through a number of landholdings and self-funded. We say this represents an impractical solution for the site.
14. Whilst Glismann Road may present some topographical challenges, we are of the opinion that these can be appropriately managed to allow it to function as the primary collector through the subject area. In support of the above, we note the following:
  - a. Glismann Road (north of the proposed roundabout) is proposed to be updated to a Level 1.5 road, which as outlined in the *Traffic Impact Assessment Report*, is equivalent to a Level 2 road, less the provision of on-street parking.
  - b. This section of road has the ability to cater for 2,000-3,000 vehicles per day (vpd).
  - c. As stated in the aforementioned report, a vpd equates to 9 vehicle movements per dwelling.
  - d. Given the road configuration, it is not unreasonable to suggest that no 's' [redacted] will utilise this road as their primary access to the site [redacted]. We say it is also not unreasonable to suggest the same with occur with [redacted].
  - e. As outlined in the *Glismann Road Development Contributions Plan*, it is forecasted that these allotments will yield a total of 46 allotments. This equates 414vpd.
  - f. Even in the event that an additional 72vpd is added (i.e. 8 lots extending from [redacted]), a total of 486vpd represents 22% of the capacity of the road in question.
  - g. In conclusion, we say this puts to question not only the cost-benefit analysis of the upgrade to this portion of Glismann Road, but why the balance of the subject area is being required to self-fund a second 'north-south' road
15. In relation to the *Traffic Impact Assessment Report* prepared by Traffic Works Pty Ltd, we draw Council's attention to the discrepancy in the road classification between this report and the GRDP as it relates to the 'owner funded' road through no. 6 to no. 14 Glismann Road. The former earmarks this road as an *Access Street (Level 1)*, whilst the latter notes it as an *Access Street – Level 2*.
16. In this, we firstly question the viability of such a proposition, for which the majority of the road is required to be self-funded by landowners yet the DCP still requires their contribution towards the Glismann Road upgrade for which access will be limited / prevented. Secondly, we have been made aware of the ongoing discussions with Beaconsfield Primary School and their desire for a secondary entry to the school. This statement is supported by the fact that the GRDP does not support the connection to external road network, yet on-street parking is proposed outside the proposed park, whilst a *shared* path is shown to connect to this school. In this, we strongly oppose:
  - a. The increased external traffic being brought into the subject area.
  - b. The subject area being required to address the traffic congestions associated with the school.
  - c. O'Neil Road Recreational Reserve is not provided with any on-street parking, and we therefore question the purpose for its requirement here. If the purpose of the park is to service the subject area, all allotments are within readable walking distance and car parking is not required.
  - d. For any infrastructure projects proposed to be self-funded or funded through the DCP to be used by others outside of the DCP / subject area, particularly where no connectivity presently exists.

We say that in the event that any form of connectivity is required to the Beaconsfield Primary School, a significant financial contribution is apportioned to the school itself, as they will be the drivers of bringing additional traffic into the subject area.

17. We say there is a lack of nexus between the Level 2 classification (infrastructure) and the projected yields, for which Council deems the areas to the west side of Glismann Road as less constraint due to their topographical features. If one is to undertake the same exercise as item (14), the projected yield renders a total of 97 allotments, which equates 873vpd on a road that can accommodate up to 3,000vpd (29% capacity). Whilst one can vary the vehicle distribution between the roads, it is fairly evident the clear lack of correlation between projected yields and required infrastructure. At its optimum capacity, the road required by the Responsible Authority can cater for an additional 236 allotments.





18. In light of this information, we object to the need a second high order road (westernmost collector), particularly given the capacity of Glismann Road where opportunities present themselves for lower order roads to connect to what should be the primary collector through the site (i.e. Glismann Road).
19. We object to the position of road RD-05, as its position land locks the four allotments fronting Old Princes Highway, yet at the same time, DCP funding doesn't extend it to the O'Neil Road Recreation Reserve for which an apportionment of the DCP is allocated to.
20. [REDACTED] has a frontage and access to the same, yet the GRDP requires connection through [REDACTED]. We oppose any vehicular connection of this manner.
21. Collectively, the GRDP is creating a number of land-lock situations and we therefore question whether the road configuration and vehicle distribution should be revisited to one that not takes advantage of the road through the spine of the site, but removes the need for a second collector type road and replaces it with lower order roads / crescents that connect to the same.

#### Local Open Space

22. We say there is a lack of strategic justification for the provision of a local park adjacent the western title boundary, noting it is displacement within the subject area. With a clear lack of connectivity with the balance of the subject area, we question the rationale for the open space, as apart from potentially retaining some vegetation, it serves very limited purpose. In this instance, the site shares a boundary with the O'Neil Road Recreation Reserve, which is a high order recreational area that accommodates a number of amenities. The DCP apportions a levy to the upgrade of facilities within the reserve, which further puts to question the need for an internal park.
23. We say it is not unreasonable to suggest that its intent is to provide secondary connectivity to the Beaconsfield Primary School. Both financial and infrastructure burden is being placed on the subject area, yet a high proportion of users will likely be external to the subject area.
24. In conclusion and as per the principles for DCP's, we say it cannot be demonstrated that the new development to be levied is likely to use the new infrastructure provided, and a nexus justifying the application of this charge is not evident.

#### Development Contributions

25. Having regard to the history of the Glismann Road area as outlined in the agenda to the *General Council Meeting – 19 August 2019*, we question how rigorous the process was in developing the DCP's, particularly given Council's resistance to apply such document and it was only in mid 2019 that Council entertained its preparation.
26. Whilst we reserve the right to discuss the quantum of costs before an independent panel to determine whether they are warranted, we say the excess level of infrastructure required along with the monetary burden placed on allotments with limited return (i.e. yield), puts to question whether Amendment C238 (as exhibited) is a feasible proposition.
27. Whilst in principle our clients recognise the need for development contributions, we have reservations of how these monies are allocated, namely:
  - a. The apportionment of money to RD-02, yet the DPO looks to restrict access to this road.
  - b. The requirements for the allotments to the west side of Glismann Road to pay an equal portion of RD-02, yet are restricted/limited access to RD-02 and are required to deliver a second, self-funded road through their land. This self-funded road, for example at [REDACTED], has a potential projected cost in excess of \$400,000, resulting in a DCP / road construction cost in excess of \$700,000. This to yield a total of 11 allotments
  - c. The position of RD-05 (i.e. land locking the allotments fronting Old Princes Highway) and question why the DCP does not cover the cost to bring the road through to the O'Neil Road Recreation Reserve, particularly where part of the levy placement on allotment within the subject area are for the betterment of this space.
  - d. We oppose the need for a public open space area adjacent the western boundary and any contributions towards it.
28. As outlined above, our clients [REDACTED] of Glismann Road object to the requirement to deliver a self-funded road and better use of Glismann Road should be prioritised.
29. We say that the costs expressed in the DCP, coupled with the expense associated with the development plan and subdivision approval process, and the delivery of the allotment themselves, does not represent a fair and equitable solution given the restricted yields being imposed by the GRDP.

#### Other

30. Please find below further concerns raised by our clients:
  - a. The density opportunities for allotments fronting Old Princes Highway should be akin to those further west of the subject site. There is no strategic justification presented to warranted an average lot size of 400m<sup>2</sup>
  - b. The GRDP is creating a land lock situation and further investigatory works should be undertaken in relation to a one-way service road (similar to that currently servicing land adjacent Old Princes Highway). Further to this, the current GRDP is creating a land locked situation where landowners are dependent upon others before they can subdivide, particularly with allotments on the west side of Glismann Road.



- c. Questions the science (or lack thereof) relating to the inability to develop on sloping sites when this wasn't the issue for surrounding developments.
- d. Objects to the self-funded access road and believes it is unreasonable for this to service the flow of traffic to the school for an additional entrance. It is both unreasonable and unfair that the people of Glismann Road are being required to deliver, fund and ultimately alleviate an access issue presently with Beaconsfield Primary School. It should be the schools responsibility to address any traffic or car parking issues they may have.
- e. The high order of roads required to be delivered does not align with the projected density.
- f. Questions are raised in relation to the accuracy of the contamination report and methods used to determine and ultimately inform policy.
- g. [REDACTED] is incorrectly highlighted as having a high potential of being contaminated. It is our understanding that discussions have been had with the Responsible Authority and its classification was to be downgraded.

We reserve our right to add or expand to this submission following the preparation of further material by Council. Further to this, as a result of Stage 4 restrictions throughout Metropolitan Melbourne, we have not had an opportunity to walk the subject area in its entirety, and therefore ask for the opportunity to present further evidence (including images) once restrictions are eased and site inspection can be completed.

Should you have any queries please contact the undersigned on [REDACTED]

Yours sincerely

[REDACTED]

Director

Encl

Cardinia C238card Submission



Friday 4<sup>th</sup> September 2020

Lorna Lablache  
Principal Strategic Planner  
Cardinia Shire Council  
Email: mail@cardinia.vic.gov.au

Dear Lorna,

Re: **Cardinia Planning Scheme Amendment C238  
- Beaconsfield Primary School**

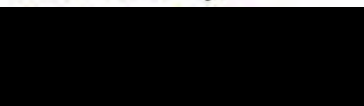
Cardinia Shire Council is currently preparing a plan for the future development of the "Glismann Road Area" in Beaconsfield.  
This area interfaces with our school, directly affecting land adjacent to the Eastern Boundary.

School Council strongly believes that securing this additional land through the Development Plan would be beneficial for the following reasons.

- 1) Safety is a major concern. Currently a large number of our 700 students access the school via the extremely busy and dangerous Princes Highway. Facilitating another pick up point would remove this need and provide a safe alternative for foot and bike traffic.
- 2) During these uncertain times of the COVID pandemic, having multiple entry & exit options alleviates congestion and allows for safer social distancing of our families at the busy 9am and 3.30pm times.
- 3) For students living in nearby estates, this closer and safer access point would encourage many of them to become more active by walking or riding to school.
- 4) Many of our families live in small housing blocks, flats and units. Securing this additional land and building Beaconsfield Primary School to the standard 3.5 hectares would allow for a safe community outdoor space, which is vital in these COVID 19 times.
- 5) Developing this area as a green space would be a great opportunity to engage our students in the design process, creating a wonderful sense of inclusion and community partnership with the Shire.

Thank you for the opportunity to make a submission.  
We would be happy to discuss further if Council wishes to explore this option.

Yours sincerely,



School Council President

Cardinia Planning Scheme amendment

C238.

Cloud Mail Service  
Cardinia Mail Centre

17 SEP 2020

RECEIVED

I object to 1-6 metres being taken off the crest of hill on Glesmann Rd

I object that it will make my driveway into my property ( ) too steep.

I object that no on street parking, postman emergency, etc

I object to the planning of how many blocks of land we can have on our property. As the owner of this land I feel my rights are being taken away. Someday, somebody might want to buy it and only want 1, 2, or 3 blocks etc,

I object that this plan can not work in its present form unless a developer can negotiate successfully with 20 odd land owners to get control of all the land.

Thats all for now.

14 - 9 - 2020



## Amendment C238 Cardinia Planning scheme.

eCloud Mail Service  
Cardinia Mail Centre

17 SEP 2020

RECEIVED

DATE. 14.9.2020

- (1) I object to the fact that this has been going on for 15 years, & it is still not workable. A developer would have to buy top of properties to make it work.
- (2) I object to the amount of blocks & their size on 1 hectare of land on my property. I object to 1.6m to be taken off crest of hill.
- (3) My property was [redacted] there was an [redacted] where I built my house, all of the trees were planted in (1966 approx) there were no trees prior to this.
- (4) I have [redacted] & limited access at the front on this plan.  
It would devalue my property if in the future it was put on the market.
- (5) Section 6.6 of traffic report.  
It doesn't make sense, you can't have a levee bank & existing houses, if you had heavy rain it would dam up & flood the existing houses.  
yours. [redacted]



**Fire Safety Referrals**

**Fire & Emergency Management**

Email: [firesafetyreferrals@cfa.vic.gov.au](mailto:firesafetyreferrals@cfa.vic.gov.au)

Telephone: 03 9262 8578

**Our Ref:** 8000-412710-101367  
**Telephone:** 9262 8578  
**Council Ref:** AMENDMENT C238  
**TRAX Ref:** slup\_psa\_submission

25 September 2020

Cardinia Shire Council (Planning Strategy)  
Amendment C238  
PO Box 7  
**PAKENHAM VIC 3810**

Dear Lorna

**SUBMISSION TO PLANNING SCHEME AMENDMENT**

**Proposal:** C238  
**Location:** 1-16 Glismann Road, 111-123 Old Princes Highway and 11 Mahon Avenue, Beaconsfield

Thank you for providing CFA notice of C238 in accordance with section 19 of the *Planning and Environment Act 1987*.

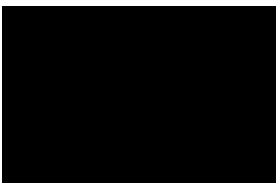
CFA has reviewed the proposed planning scheme amendment and would like to make the following comments:

- The location of the amendment is in an area away from bushfire hazard which is consistent with Clause 13.02-1S Bushfire planning which seeks to direct population growth and development to low risk locations
- There is a fire station nearby and safe access to areas of low threat.

CFA encourages the incorporation of policy in the Development Plan Overlay to ensure that the bushfire risk is not increased due to unmanaged vegetation on future lots.

If you wish to discuss this matter in more detail, please do not hesitate to contact me Safety on 9262 8672

Yours sincerely



Land Use Planning Coordinator  
**Fire & Emergency Management**