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DEVELOPMENT PLAN

October 2011

GOODMAN PROPERTY SERVICES PTY LTD

TPG Ref: 1850

45 – 85 & 125 Glasscocks Road Lyndhurst

Pursuant to Clause 43.04 Schedule 6 of the Greater Dandenong Planning Scheme this is a copy of the Development Plan for part of the land defined as DPO6 and particularly with reference to the Lyndhurst Precinct. This Dandenong South Industrial Site Development Plan (No. 1 – Version 2) has been prepared to the satisfaction of the Responsible Authority. Once the Development Plan has been approved by Council, Council retains the sole right to amend the Development Plan.

Signed *Rachel Turner* 31 January 2012
by Manager Planning and Design
City of Greater Dandenong

Amendment made to original 14th December 2009 Version.

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1. Environmental Management Plan (EMP)
2. Vegetation Management Plan (VMP)
3. Integrated Transport Plan (ITP)
4. Cultural Heritage Management Plan (CHMP)

VERSION CONTROL TABLE

The following table sets out the versions of the Development Plan as progressed through requested and approved amendments:

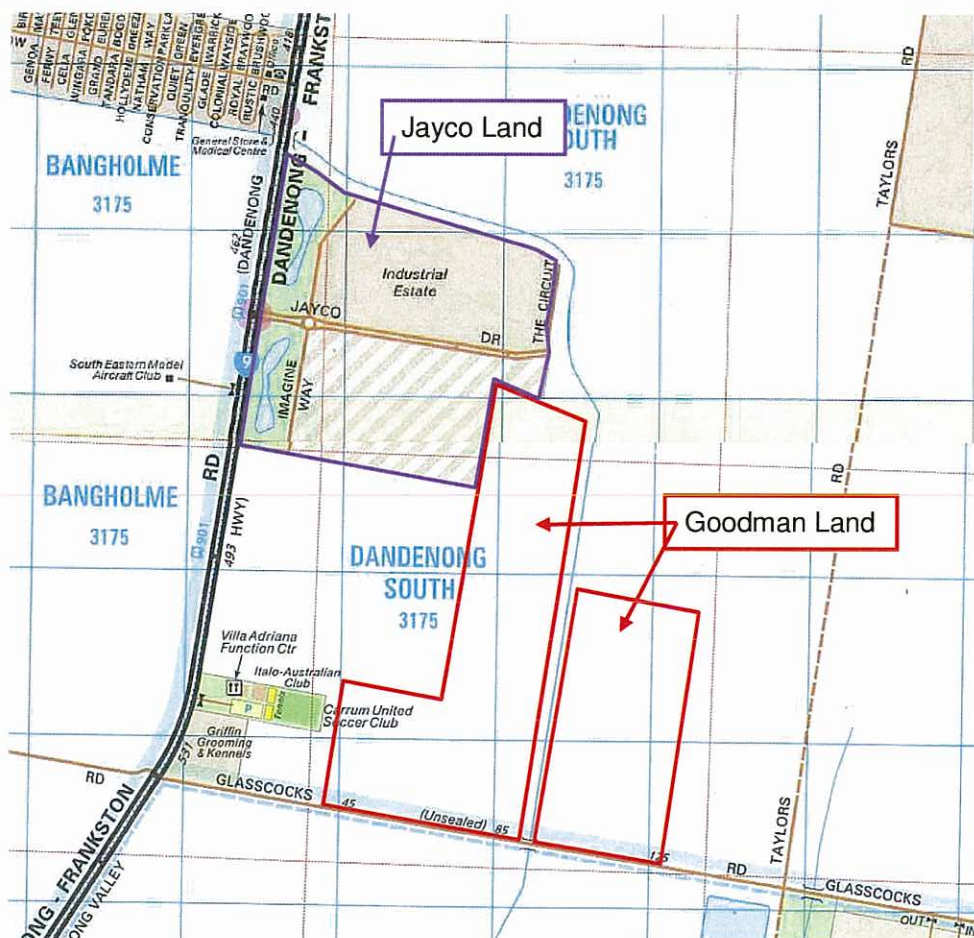
Development Plan	Approval Date	Amendment detail
45-85 & 125 Glasscocks Road, Lyndhurst	14 December 2011	N/A
45-85 & 125 Glasscocks Road, Lyndhurst		Amendment to Figure 7 – Goodman Jayco Development Plan. Amendment involves the realignment of LR5 and the east west connector road.

INTRODUCTION

This development plan has been prepared by The Planning Group Australia in conjunction with the consultant team on behalf of Goodman Property Services (Australia) Pty Ltd for land located on 45 -65, 85 & 125 Glasscocks Road, Lyndhurst. It informs and supports the Development Plan required by Schedule 6 of the Development Plan Overlay (DPO6) at Clause 43.04 of the City of Greater Dandenong Planning Scheme, namely *The Dandenong South Industrial Area Extension – Keysborough & Lyndhurst Sites Development Plan*.

Part of the DPO area referred to as the 'Lyndhurst site' covers an area of approximately 690 hectares and is entirely located within the Urban Growth Boundary (UGB). The Lyndhurst site is divided amongst 33 land owners. This precinct is located approximately 5 kilometres south of the Dandenong Central Activity District and to the south and south west of Dandenong's current industrial area.

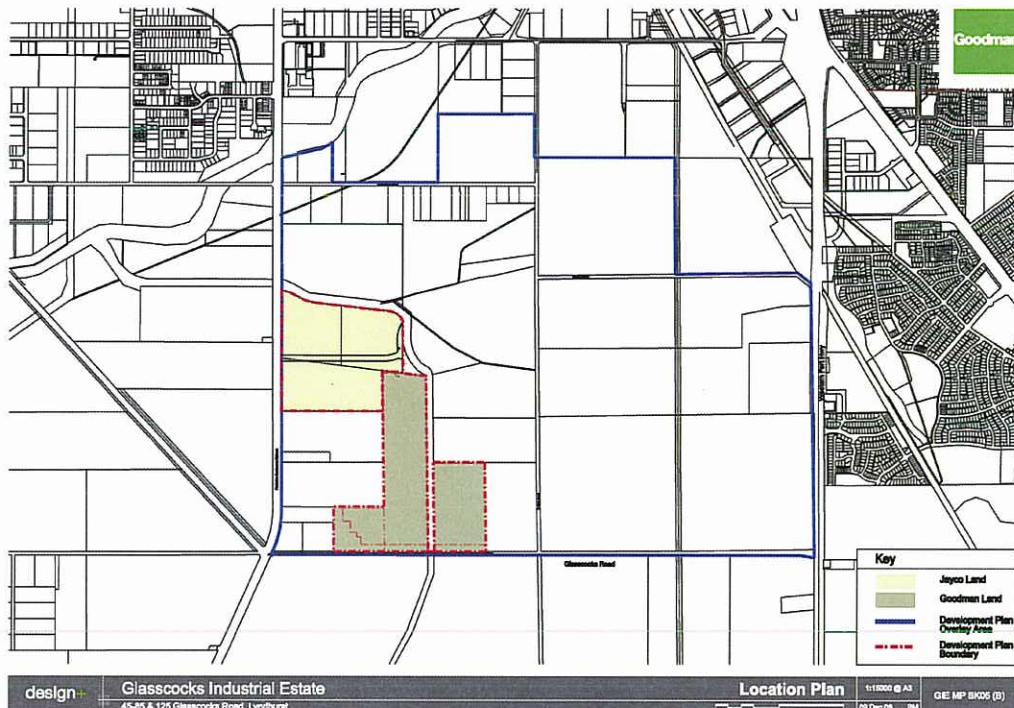
Figure 1 – Location Map



DPO6 was designated and applied to the subject land as part of the rezoning process involved in Planning Scheme Amendment C87 of the City of Greater Dandenong Planning Scheme. DPO6 seeks to provide for the integrated and properly coordinated industrial development of the land and achieve the aims of the Lyndhurst Structure Plan, the Development Contributions Plan and Native Vegetation Precinct Plan for the area. The DPO6 specifies particular criteria that must be demonstrated and addressed by the Development Plan. The DPO also requires a number of supporting documents to accompany the plan.

This Development Plan applies to the Goodman and Jayco land as shown below.

Figure 2: Goodman Jayco Development Plan (GJDP) Area



The Goodman Jayco Development Plan (GJDP) achieves the key objectives and strategic outcomes envisaged in DPO6 and also allows for an integrated response to the development of adjoining land.

This development plan relates essentially to land owned by Goodman and provides detail for that land holding. It responds to the objectives of the Lyndhurst Structure Plan that is, to ensure the provision of well-serviced industrial infrastructure capable of accommodating the existing and future industrial and commercial activities on the land. The Jayco land was previously re-zoned through Amendment C50.

BACKGROUND

In summary, the Jayco land was subject to Amendment C50 to the Greater Dandenong Planning Scheme and the Goodman land was the subject of Planning Scheme Amendment C87. Amendment C87 was ultimately gazetted on the 26 March 2009 and thus both the Goodman and Jayco Land are now predominantly zoned Industrial 1 Zone and subject to the DPO6 and other overlays.

TITLE AND SURVEY

The Jayco site includes Lots 1, 2 and 3 on PS 695084X in Certificate of Title Vol 8844 Fol 075. The site is encumbered by an easement along the northern boundary of Lot 2 and Covenant AB707553L prohibits the use of the land for soil extraction. A S173 Agreement (AE565866Y) exists between the Greater Dandenong City Council and the owner.

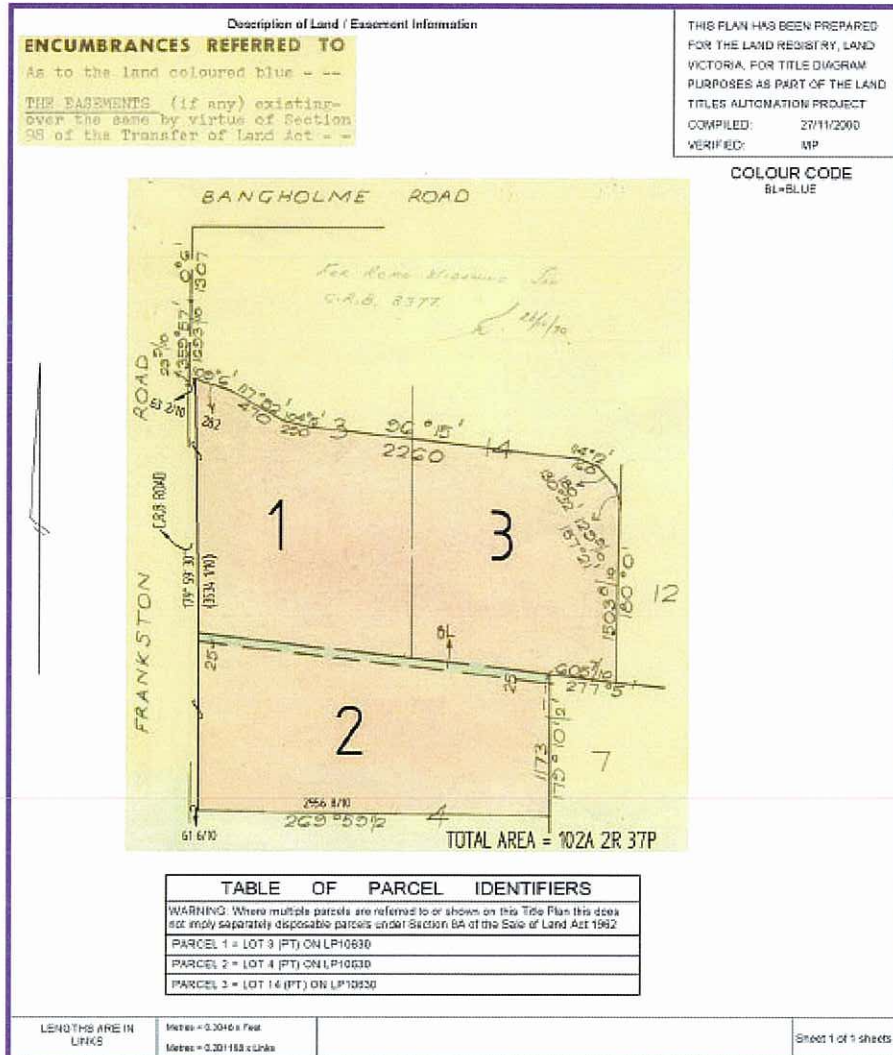


Figure 3: Jayco Plan of Subdivision

The Goodman site consists of 3 titles totalling 50.2 hectares with a 859.5m frontage to Glasscocks Road and is referred to in three parts known as 45-65, 85 and 125 Glasscocks Road. The site is dissected by the Eastern Contour drain which is owned by Melbourne Water. The land is encumbered by two drainage easements. Please refer to Figure 4 – Goodman Title Plan.

Refer to Appendix 2 for Certificates of Title.

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Figure 4: Goodman Title Plan



IMPORTANT NOTE

This plan/digital information is prepared for Goodman Property Services (Aust) Pty Ltd. The purpose of this plan is to indicate any encumbrances on the subject Titles for Town Planning and should not be used for any other purpose. The dimensions and areas shown hereon are subject to field survey and also to the requirements of Council and any other authority which may have requirements under any relevant legislation that could cause a change to this plan.

The title boundaries shown hereon were not marked by the author at the time of survey.

Any reproduction of this information in other plans requires the authorship of KLM Spatial to be noted on that plan and a statement that the information has not been altered.

This note is an integral part of this plan.

CLIENT:



Goodman Property Services (Aust) P/L

LOCATION:

45 - 65, 85 & 125
Glasscocks Road
Dandenong South

REFERENCE: 4232 TP01

VERSION: 1 04-12-08

DATE OF SURVEY: -

SHEET 1 OF 1

MELWAY: 128 E3

SCALE: 1:5000

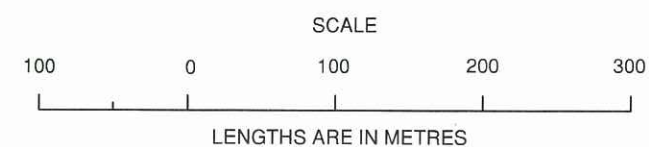
SHEET SIZE: A3

Checked by..... Date..... Initialed.....



P.O.Box 1055
Dandenong, Victoria 3175
Telephone 03 9794 9438
Facsimile 03 9794 9532
manager@klmspatial.com.au

TITLE PLAN



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The land previously included a farm house and associated buildings. Buildings on 45 – 85 Glasscocks Road have now been demolished since time of survey and aerial photograph. Please refer to Figure 5 – Survey Plan (prior to Demolition).

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Figure 5: Survey Plan (prior to demolition)

DEVELOPMENT PLAN

The Development Plan is designed to respond to the key requirements and components of DPO6 of the Greater Dandenong Planning Scheme. In particular:

“The development plan must be generally in accordance with the structure plan diagrams contained in the *Dandenong South Industrial Area Extension Structure Plan, January 2009* and otherwise have regard to that incorporated document.”

Please refer to Figure 6 for the Lyndhurst Structure Plan.

The Development Plan incorporates the key elements of the Structure Plan and accompanying diagrams.

Clause 43.04 Development Plan Overlay (Schedule 6) requires the Development Plan to include the following plans to the satisfaction of the Responsible Authority:

- A layout plan
- Staging plan
- Heritage assessment report
- Environmental management plan
- Integrated Transport Plan
- Stormwater Management Plan

These items are addressed throughout this report and within the accompanying reports.

Please refer to Figure 7 for the Goodman Jayco Development Plan.



Figure 6: Lyndhurst Structure Plan January 2009

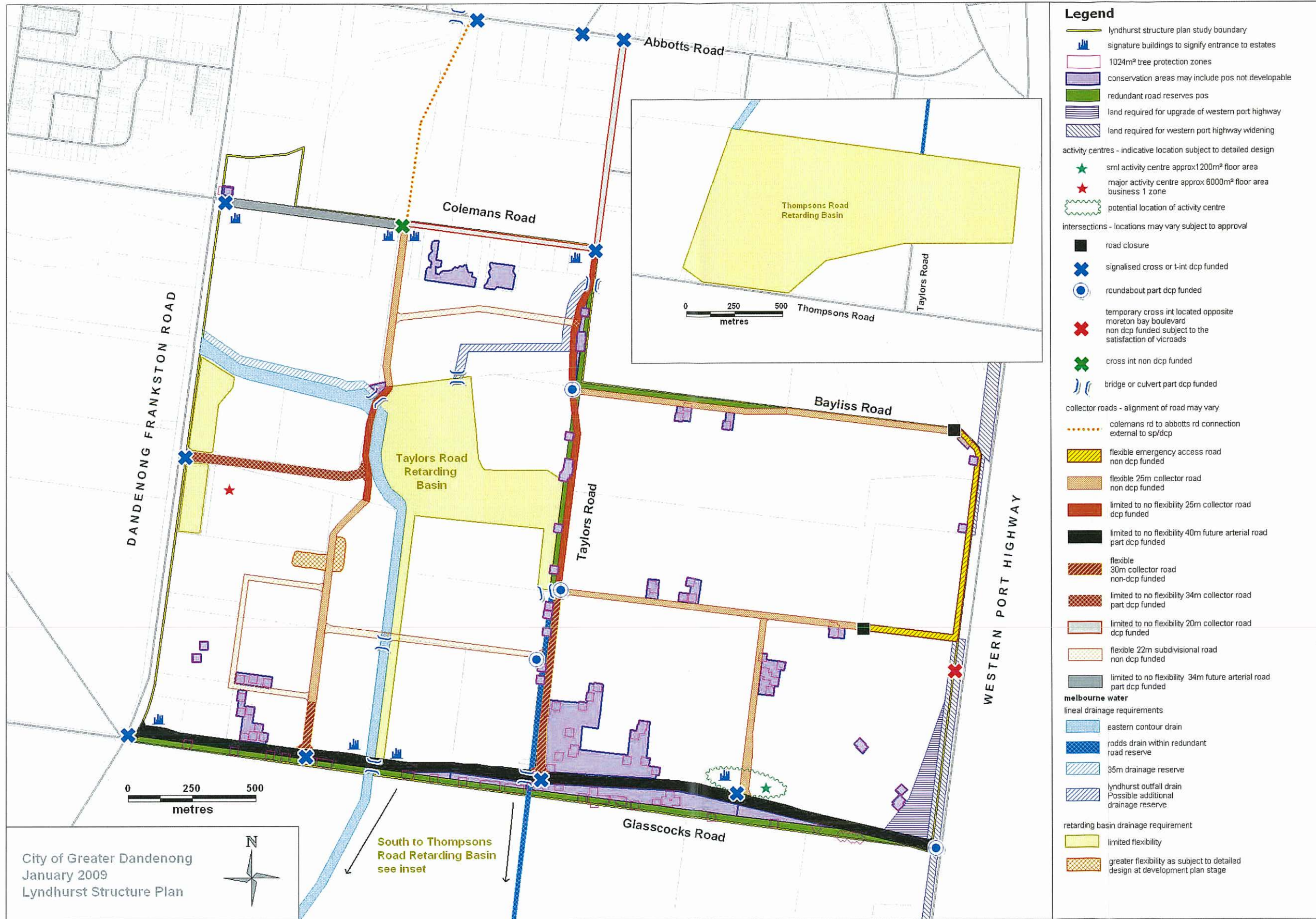
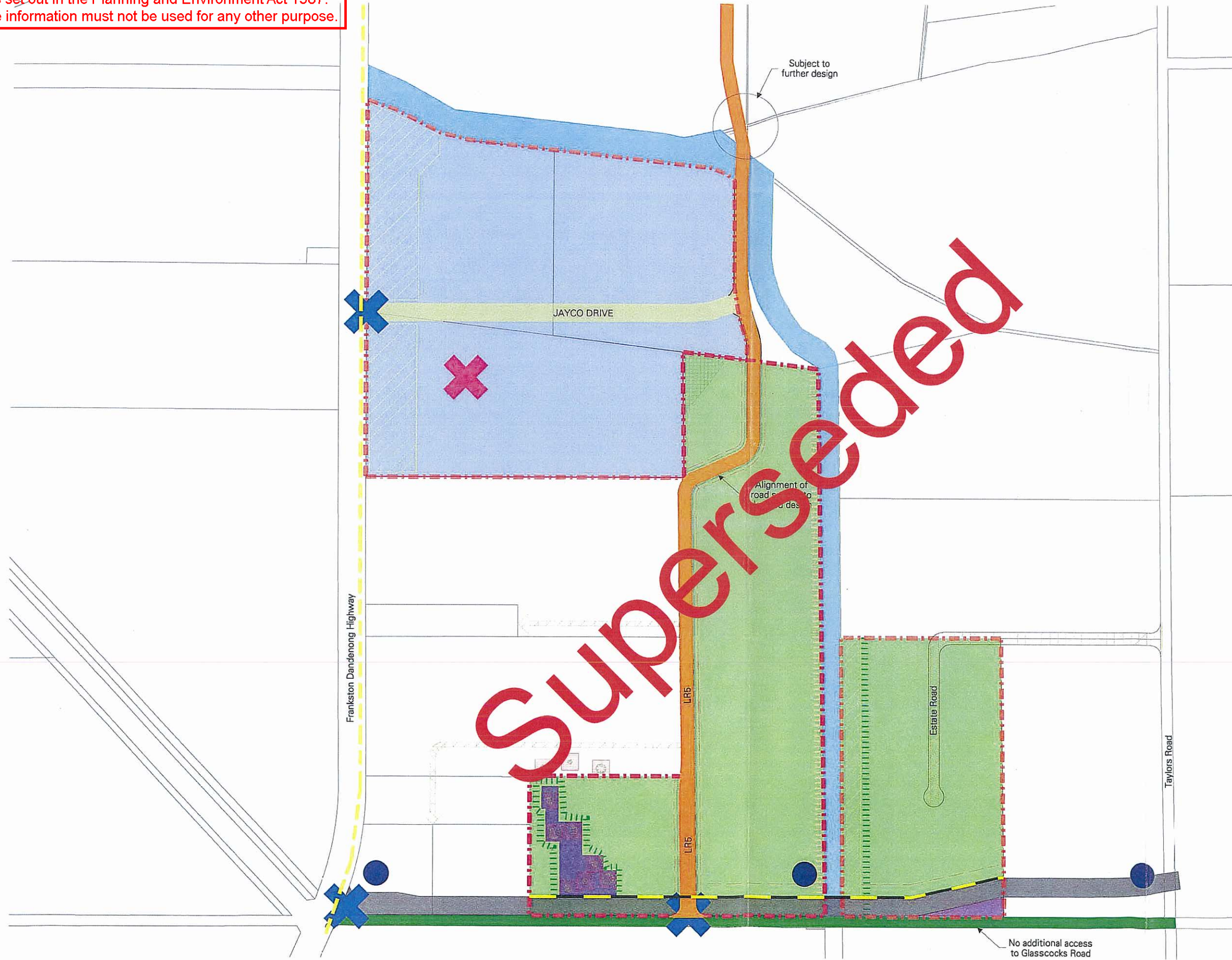




Figure 7: Goodman Jayco Development Plan

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Legend

- Goodman Land
- Jayco Land

Road Network (Location may vary)

- Flexible - 25m collector road
- Limited to No Flexibility - 40m future arterial road
- Flexible - 22m subdivisional road providing access according to access principles

Lineal Drainage Requirements (Subject to Detailed Design)

- Eastern Contour Drain

Limited Flexibility

Retarding Basins

- Indicative location. To be determined at detailed design stage

Limited Flexibility

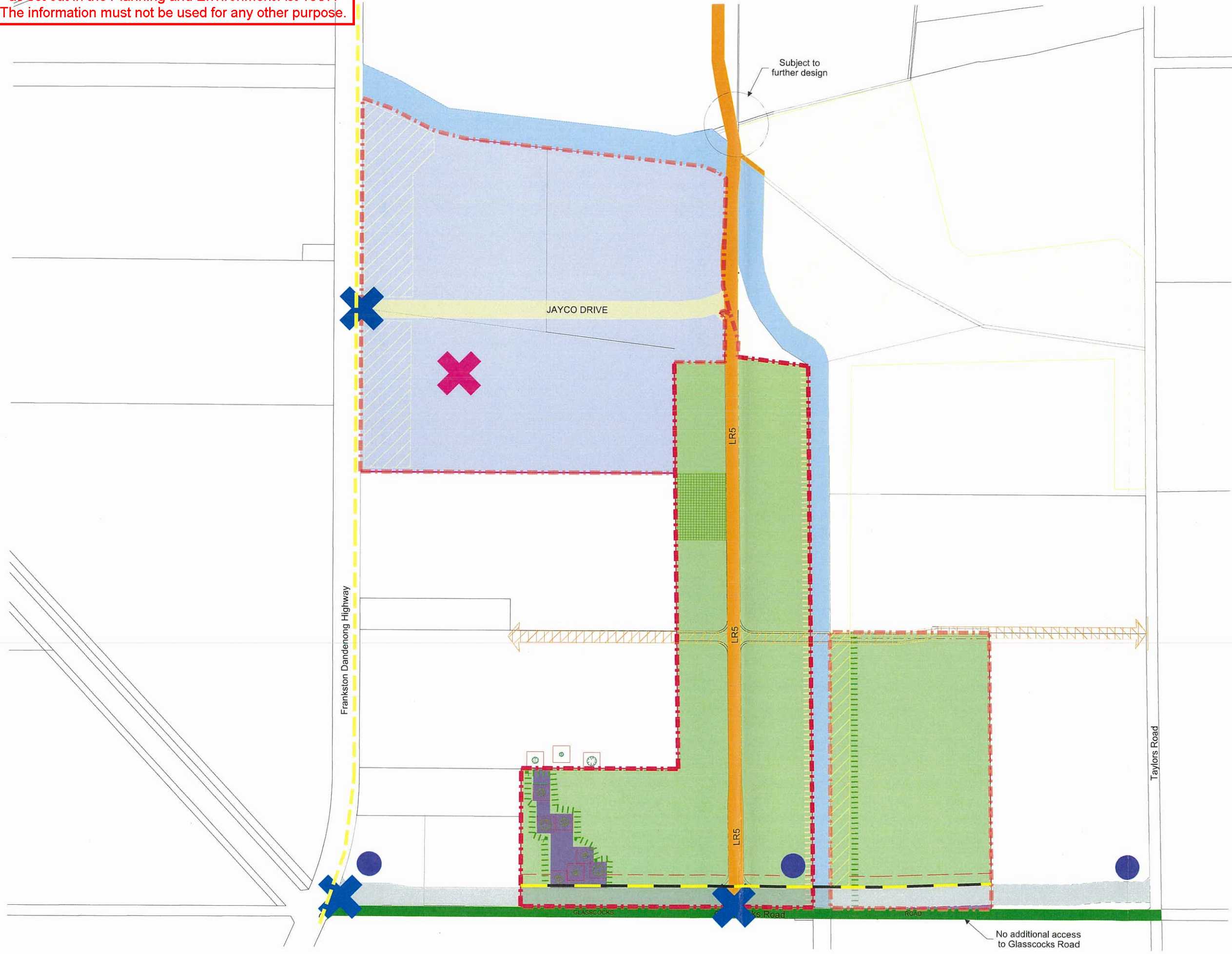
Intersections (exact locations may vary subject to approval)

- Signalised Cross or T intersection dcp
- Activity Centre - approx 6000sqm floor area
- Potential Signature Buildings
- Public Transport - Smart Bus Route
- Line of No Access
- Sensitive Interface / Landscaping
- Minimal Treatment due to large batter
- Public Open Space / Conservation Area

Setbacks

- Building Setbacks - From Glasscocks road 20m From collector road 9m
- Landscape Setbacks - From Glasscocks road min 5m From collector road 3m

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- Goodman Land
- Jayco Land
- Road Network (Location may vary)**
- Flexible - 25m collector road
- Limited to No Flexibility - 40m future arterial road
- Flexible - 22m subdivisional road providing access according to access principles
- Lineal Drainage Requirements (Subject to Detailed Design)**
- Eastern Contour Drain
- Limited Flexibility
- Retarding Basins**
- Indicative location. To be determined at detailed design stage
- Limited Flexibility
- Intersections (exact locations may vary subject to approval)**
- Signalised Cross or T intersection dcp
- Activity Centre - approx 6000sqm floor area
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- Line of No Access
- Sensitive Interface / Landscaping
- Minimal Treatment due to large batter
- Public Open Space / Conservation Area
- Setbacks**
- Building Setbacks - From Glasscocks road 20m From collector road 9m
- Landscape Setbacks - From Glasscocks road min 5m From collector road 3m

The table below sets out the particular requirements of DPO6 and identifies the corresponding plan or report and where it can be found.

Requirements	Plan/Report
Significant features on the land and adjoining land	Survey Plan
Existing easements	Title Plan
Pedestrian Network	ITP
A bicycle network	ITP
Road network <i>(including access points to the existing road network)</i>	ITP & Development Plan
Public transport network	ITP
Native vegetation to be retained	Development Plan
Open Space	Development Plan
Urban design outcomes	Development Plan
Landscape concept plan <i>(including measures to protect and enhance natural features including existing significant vegetation and remnant trees which are to be retained)</i>	Development Plan
Potential for site works	Potential Site Works Plan
How the development within the plan area can integrate with the adjoining industrial land	Development Plan & Staging Plans
The proposed interface with residential areas and community uses	NA

STAGING PLAN

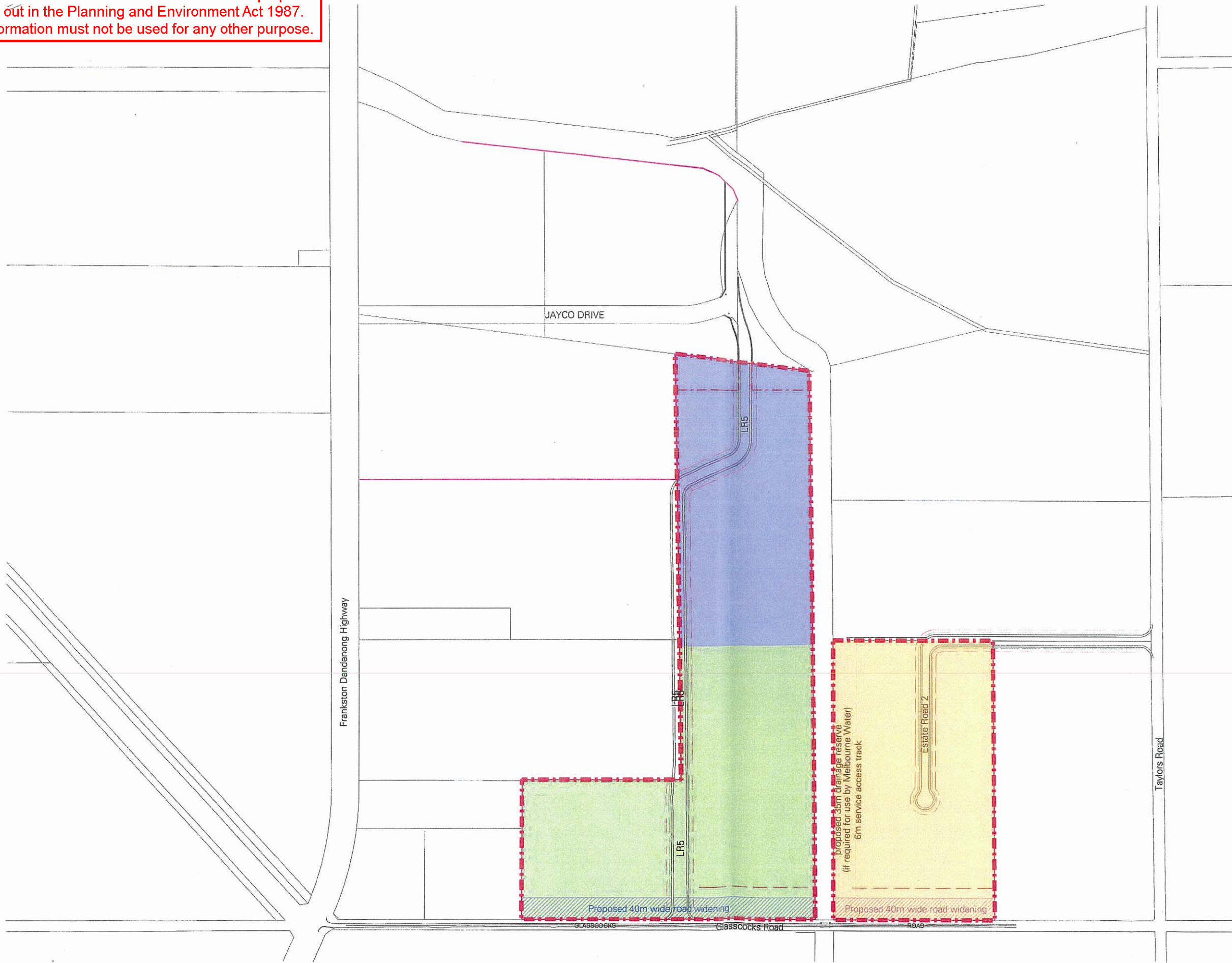
A Staging Plan has been prepared which indicates that the development of the Goodman site is proposed to take place in three stages from the north to the south and then to the east. It should be noted however, that the Staging Plans are subject to change depending on market conditions and other influences however the maps are provided to give an indication of how the development of the land could be staged.

Please refer to Figure 8 for the Staging Plan.



Figure 8: Staging Plan SK07

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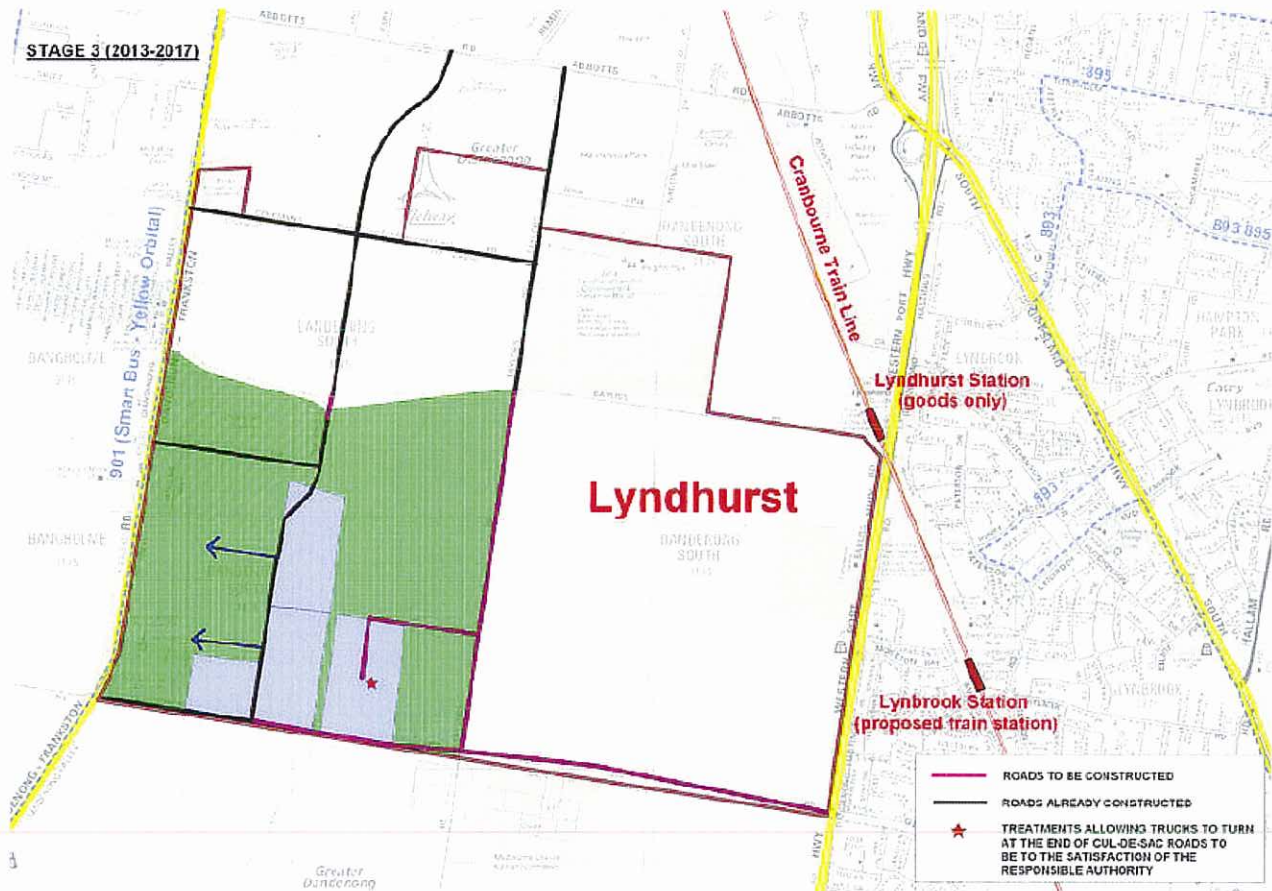
Stage 1
 Stage 2
 Stage 3

Development has commenced on Jaycos land additional staging to be confirmed between Jayco and Council. Development of Goodman land not to be fettered by Jayco staging.

Disclaimer : Stages can not be developed until appropriate road access is constructed.

Stage 3 (2013-2017): Connection to the north (The Circuit) will be made at this stage. Limited direct access to Glasscocks Road is provided in the Structure Plan. Consequently, to enable access to 125 Glasscocks Road, Taylors Road will be constructed from Glasscocks Road and then to the west.

Figure 11: Development Stage 3



Source: GTA Consultants – Integrated Transport Plan (Dated 5 January 2009)

HERITAGE MANAGEMENT PLAN

Goodman Site

A site specific archaeological investigation was undertaken for the activity area (45, 65, 85 & 125 Glasscocks Rd) by Tardis Enterprises Pty Ltd and a Heritage and Archaeological Assessment report detailing the findings was prepared in August 2008 (the Report). The experience and qualifications of the authors are noted in Appendix 7 of their report.

Currently there is no relevant Registered Aboriginal Party (RAP) in relation to the proposed activity area; therefore as required under Section 54 of the Aboriginal Heritage Act 2006 a Notice of Intent to Prepare a Cultural Heritage Management Plan was submitted to Aboriginal Affairs Victoria (AAV) on 30th May 2008. Representatives from the Bunurong Land Council Aboriginal Corporation (BLCAC) and the Boon Wurrong Foundation Limited (BWFL) were consulted throughout the project and participated in the fieldwork.

The Report incorporates the mandatory Cultural Heritage Management Plan (CHMP) required by the *Aboriginal Heritage Act 2006* (Section 47) and *Aboriginal Heritage Regulations 2007* (Regulation 6). The CHMP included a complex assessment of the activity area: desktop assessment; ground surface survey; and subsurface testing.

The investigations and assessment identified two aboriginal sites:

- AAV7921-686 (Scarred Tree -45 Glasscock's Road)
- AAV7921-0922 (Stone artefact scatter site -85 Glasscock's Road)

The Report notes the value of these sites as the previously recorded scarred tree was rated as having moderate scientific and abstract specific cultural significance and the stone artefact scatter was rated as having no scientific and no specific cultural significance.

Management

The report includes recommendations for the management of these *sites* during the development process. Based on the findings of this report the following recommendations are made:

Recommendation 1 AAV7921-686 (Scarred Tree -45 Glasscock's Road)

This site will be preserved in open space and harm to the site will be avoided. Specific management measures are required to avoid inadvertent harm to the site both during and after the conduct of the activity. Management measures must be adopted prior to activity commencing, including installation of protective fencing, signage to restrict access –“Heritage No Go Zone” and information for contractors. Ongoing maintenance and protective measures i.e. mulch within dripline are also recommended following the activity.

It is noted that this *site* is within the conservation area to be transferred to City of Greater Dandenong prior to development and consequently these measures will need to be undertaken by Council as the responsible manager for the open space/conservation reserve.

Recommendation 2 AAV7921-0922 (85 Glasscock's Road)

As stone artefact scatter site AAV7921-0922 has no scientific and no specific cultural significance, no further archaeological investigation or salvage is recommended. The activity plans indicate that harm is unable to be avoided or minimized. It is considered unlikely that salvage excavations will recover additional stone artefacts that will contribute to the scientific or cultural knowledge, therefore no harm avoidance, minimization of management measures are required prior to the activity commencing.

Recommendation 3 Artefact Storage and Custody

There is currently no relevant RAP for the activity area. Artefacts retrieved during the complex assessment are currently held by the cultural heritage advisor. All artefacts are stored in bags that have provenance information recorded in the labels. Artefacts will be retained by the cultural heritage advisor for 12 months after the activity is completed or until a RAP is approved, whichever is the earlier. If no RAP is approved then custody of the artefacts will be offered in order of priority to the following:

- *Any relevant registered native title holder;*
- *Any relevant native title party;*
- *Any relevant Aboriginal person or persons with traditional or familial links;*
- *Ant relevant Aboriginal body or organisation which has historic or contemporary interest in Aboriginal heritage;*
- *The owner of the land;*
- *The Museum of Victoria.*

Recommendation 4 Contingency Plan

Although the assessment demonstrates that the proposed activity is unlikely to harm Aboriginal cultural heritage apart from AAV7921-0922, a Contingency Plan is included within the report and prescribes management measures in the unlikely event that any Aboriginal cultural heritage outside the expectations of the above complex assessment and recommendations is discovered; In particular, additional stone artefact scatters, shell middens, earth features, stone features and human remain, during any stage of the activity.

Recommendation 5 Other Considerations

The only Aboriginal cultural heritage to be preserved in the activity area after the activity is conducted will be scarred tree AAV7921-0686. This site will be located in future public open space with unrestricted access. The City of Greater Dandenong will be the responsible manager of the open space including the scarred tree.

A Notice of Approval of the Cultural Heritage Management Plan was granted by AAV on 4 September 2008.

Refer to Appendix 1 Cultural Heritage Management Plan - Notice of Approval

Jayco Site

A comprehensive site survey of the study area was conducted on May 11, 2004 by the consultant Tardis Enterprises Pty Ltd and nominated Bunurong Representative Mr Jason Thomas. During this time the entire study area was inspected on foot by the survey team for the presence of cultural heritage sites. During this time, one new historic site ("Cup and Saucer" water tank) was recorded (D7921-0080) and has been assessed as being of low scientific and historic significance.

No areas were assessed as containing potential for significant aboriginal archaeological deposits. The lack of Aboriginal artefacts found during the survey is considered to reflect the impacts of post-contact land use of the study area.

ENVIRONMENTAL MANAGEMENT PLAN

An Environmental Management Plan (EMP) has been prepared by KLM to identify goals and objectives to ensure the proposed development of the site complies with the principles of ecologically sustainable development as well as the State Government's Biodiversity Strategy and State and Federal legislation.

The identified areas of environmental significance are noted on the Structure Plan as Conservation Areas and Proposed Open Space. This area of land will be transferred to Council for the ongoing management and protection and enhancement through appropriate landscaping.

Vegetation Management Plan

Key components pertaining to vegetation protection outcomes from the Structure Plan include retention of seven River Red Gums on the Goodman land. A Vegetation Management Plan (VMP) has been prepared by Biosis. The VMP deals with the management issues pre-construction, during construction and post construction to protect and enhance these trees.

INTEGRATED TRANSPORT PLAN

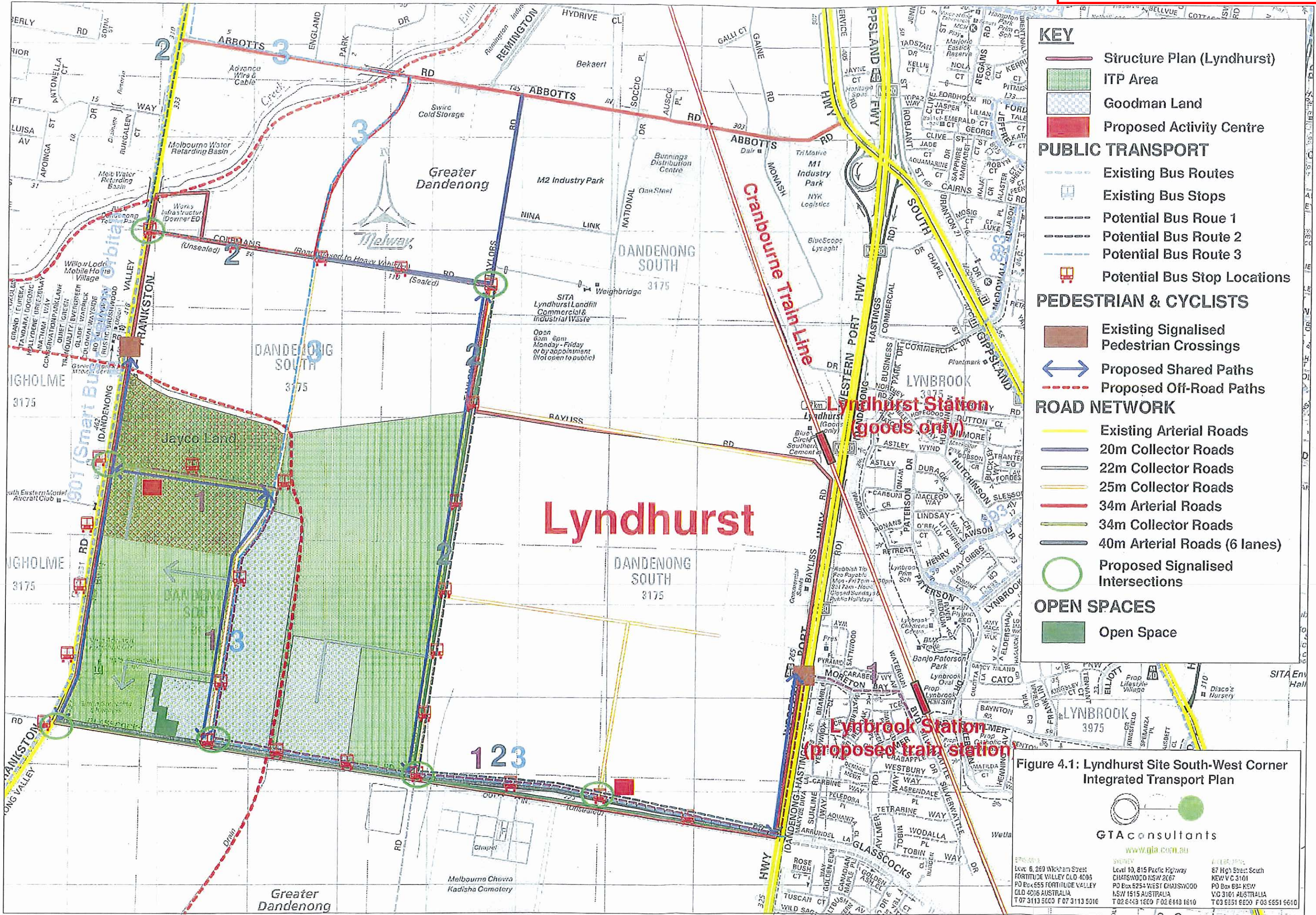
An Integrated Transport Plan (ITP), generally in accordance with the objectives of the Lyndhurst Structure Plan has been prepared by GTA Consultants.

At the request of Council, the ITP area covers approximately 230 hectares bounded by Dandenong-Frankston Road to the west, Taylors Road the east, Glasscocks Road to the south and the Eastern Contour Drain to the north.

The ITP takes into account all transport modes including indicative public transport, road, bicycle and pedestrian network including:

- Provision of access to the existing road network;

Figure 12: Integrated Transport Plan



KEY

- Structure Plan (Lyndhurst)
- ITP Area
- Goodman Land
- Proposed Activity Centre

PUBLIC TRANSPORT

- Existing Bus Routes
- Existing Bus Stops
- Potential Bus Route 1
- Potential Bus Route 2
- Potential Bus Route 3
- Potential Bus Stop Locations

PEDESTRIAN & CYCLISTS

- Existing Signalised Pedestrian Crossings
- Proposed Shared Paths
- Proposed Off-Road Paths

ROAD NETWORK

- Existing Arterial Roads
- 20m Collector Roads
- 22m Collector Roads
- 25m Collector Roads
- 34m Arterial Roads
- 34m Collector Roads
- 40m Arterial Roads (6 lanes)
- Proposed Signalised Intersections

OPEN SPACES

- Open Space

Figure 4.1: Lyndhurst Site South-West Corner Integrated Transport Plan

GTA consultants
www.gta.com.au

Level 6, 269 Wickham Street
FORTITUDE VALLEY QLD 4008
PO Box 655 FORTITUDE VALLEY
QLD 4006 AUSTRALIA
T 07 3113 5000 F 07 3113 5016

Level 10, 815 Pacific Highway
CHAITSWOOD NSW 2067
PO Box 625 WEST CHAITSWOOD
NSW 1515 AUSTRALIA
T 02 8443 1600 F 02 8443 1610

67 High Street South
KEW VIC 3101
PO Box 624 KEW
VIC 3101 AUSTRALIA
T 03 8551 8500 F 03 8551 8610

In summary, GTA Consultant's report establishes and identifies that:

Vehicle Access

The rationale for the road network within the ITP area is described in the Structure Plan. The Structure Plan indicates that Taylors Road will become the major-north-south road supplemented by an additional north-south collector road (LR5) which will run through the middle of the ITP area.

The GJDP incorporates this 25m north south collector road which will be constructed from the north to the south and will provide the initial access and connectivity to The Circuit in the north and Jayco Drive to the west (Stages 1 & 2). This road will provide the link road through the Development Plan area from Abbots Road in the north and Glasscocks Road to the south. The ultimate design and location of this road may vary as acknowledged in the Structure Plan. The alignment will also be influenced by the design of the retarding basin. Provision has been made for signalization of the southern intersection at Glasscocks Road. Stage 3 of the GJDP will be accessed via Taylors Road.

Minor changes to the Structure Plan road network are proposed:

- The east-west road link (LR14) will be removed due to the high cost to construct over the contour drain in relation to its minor function. It is not need to provide public transport connectivity;
- The east-west loop road has been replaced by two potential linkages. The southern access point (to the north of 45-54 Glasscocks Road) has been relocated further north to avoid the tree conservation area. The two linkages can form the loop as per the Structure Plan.

It is acknowledged that access arrangements from developments within the ITP area to arterial roads will only be considered in conjunction with VicRoads access principles.

Pedestrian & Bicycle Networks

Safe and functional pedestrian links along new roads, through public open spaces and connecting to activity centres and public transport stops will be provided as shown on the ITP.

Pedestrian footpaths will be provided on one side of the road within the ITP area except for roads with potential bus routes which will incorporate a path on both sides.

Cycling is considered to be well suited to the ITP area for a variety of work related journeys due to the area's relatively flat topography. Within the ITP area a network of collector roads provides direct access in all directions and an off road recreational trail along the eastern contour drain will also be provided.

It is anticipated that the new Lynbrook Station will become the focus for bicycle activity within the ITP Area. End of trip facilities will be provided at each industrial development as required by the Greater Dandenong Planning Scheme.

Public Transport

At a meeting held on 14 October 2008 between Council, the Department of Transport (DoT), VicRoads and GTA consultants it was acknowledged that:

- Council is aware of an existing public transport service shortage in Dandenong South area and the need for east-west bus services;
- DoT indicated that there were no immediate plans to introduce new bus routes in the area but will continue to monitor the development of the Lyndhurst area;
- Council advised that an Integrated Transport Plan was being prepared for the municipalities of Dandenong, Kingston and Casey.

The ITP area is currently serviced by only one bus route (901) running north-south along Dandenong Frankston Road connecting to Dandenong CAD approximately 8 Km's to the north and Frankston 12 Km's to the south.

This route introduced in March 2008 as part of the Smart Bus Program provides a cross-town connection from Frankston to Ringwood via Dandenong. This route and the Cranbourne train line form part of the Principal Public Transport Network (PPTN).

Based on this existing service, only the western part of the ITP area is within walking distance (400m or 5 minute walk) of the existing Smart Bus service. Consequently, three potential bus routes have been identified within the ITP area to assist government planning.

Route 1: provides a direct route east-west link potentially between the proposed activity centre on Jayco Drive (potential Bus Interchange) and the new Lynbrook Train Station utilizing Glasscocks Road, the north-south collector road (LR5) and Jayco Drive.

Routes 2 & 3: would potentially provide additional north-south coverage utilizing Taylors Road, Coleman Road and Abbots Road.

Bus Stops have been located near intersections for accessibility and safety and between intersections where distances exceed 300metres.

STORMWATER MANAGEMENT PLAN

The *Environmental Management Plan Industrial Development 45-85 & 125 Glasscocks Road, Lyndhurst* (EMP) prepared by KLM January 2009, gives a comprehensive report of the Stormwater Management measures including Wetland design and management.

The Lyndhurst/Glasscocks Rd Drainage Scheme Proposal is currently under review by Melbourne Water and entails retarding basins south and north of Glasscocks Roads. Melbourne Water will provide further advice and hydraulic information of the land area affected by the Lyndhurst/Glasscocks Rd Drainage Scheme Proposals in order to establish minimum fill levels above the 100 year flood conveyance.

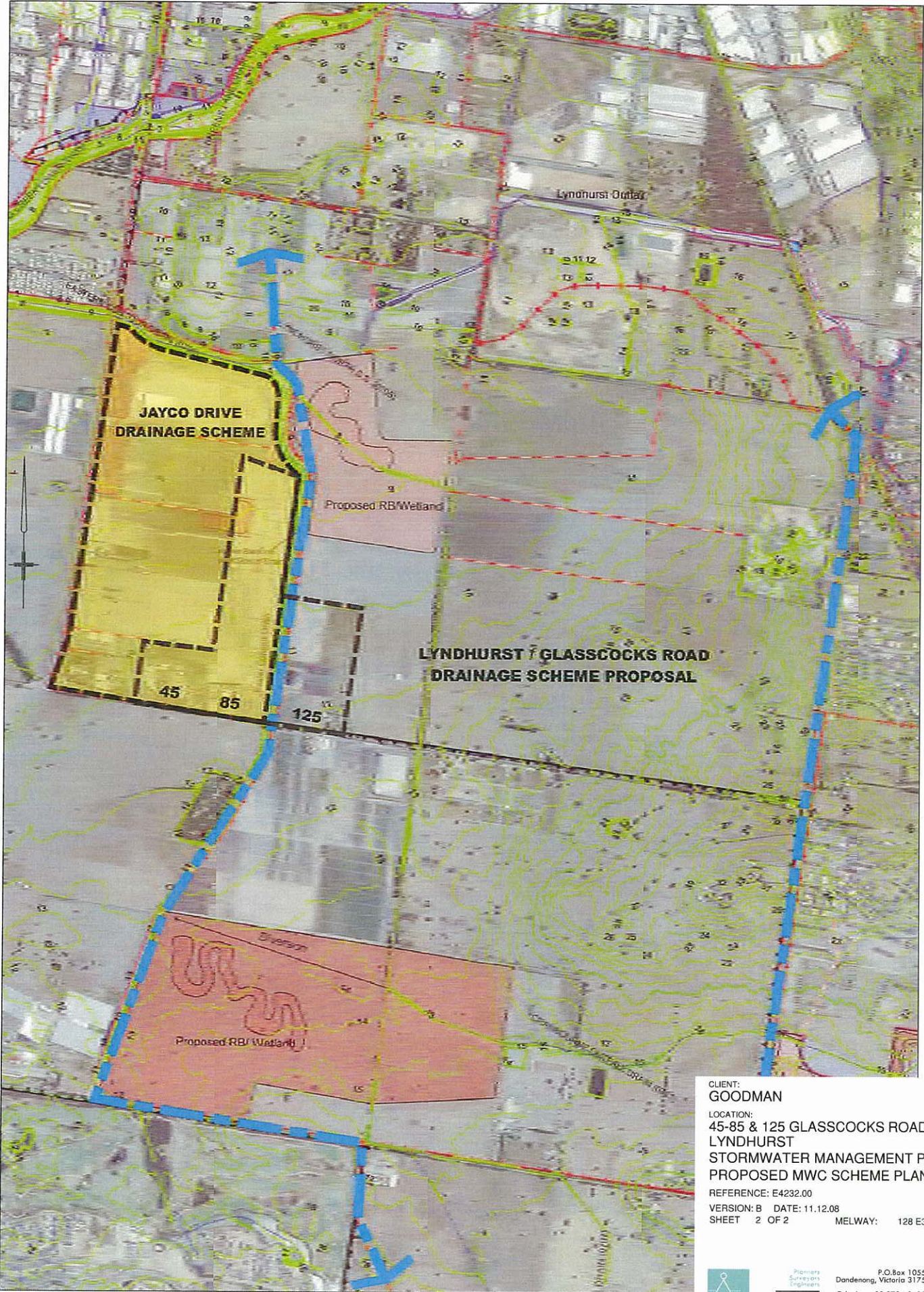
The proposed drainage strategy including flood storage and treatment areas are shown at Figure 14.

POTENTIAL SITE WORKS FILL AND EXCAVATION

A Potential Site Works Fill and Excavation Plan has been prepared by KLM. The minimum Finished Floor Levels (FFL) are to be advised by Melbourne Water.

Please refer to Figure 15 for the Potential Site Works Fill and Excavation Plan.

Figure 13: Proposed MWC Drainage Scheme Plan



CLIENT:
GOODMAN

LOCATION:
45-85 & 125 GLASSCOCKS ROAD
LYNDHURST
STORMWATER MANAGEMENT PLAN
PROPOSED MWC SCHEME PLAN

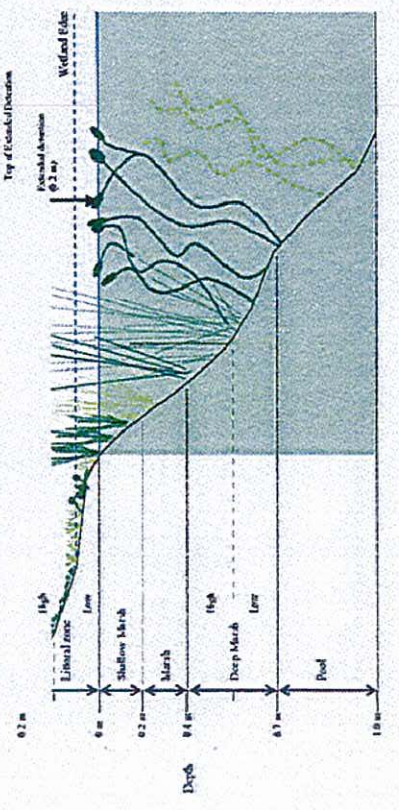
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VERSION: B DATE: 11.12.08

SHEET 2 OF 2 MELWAY: 128 E3

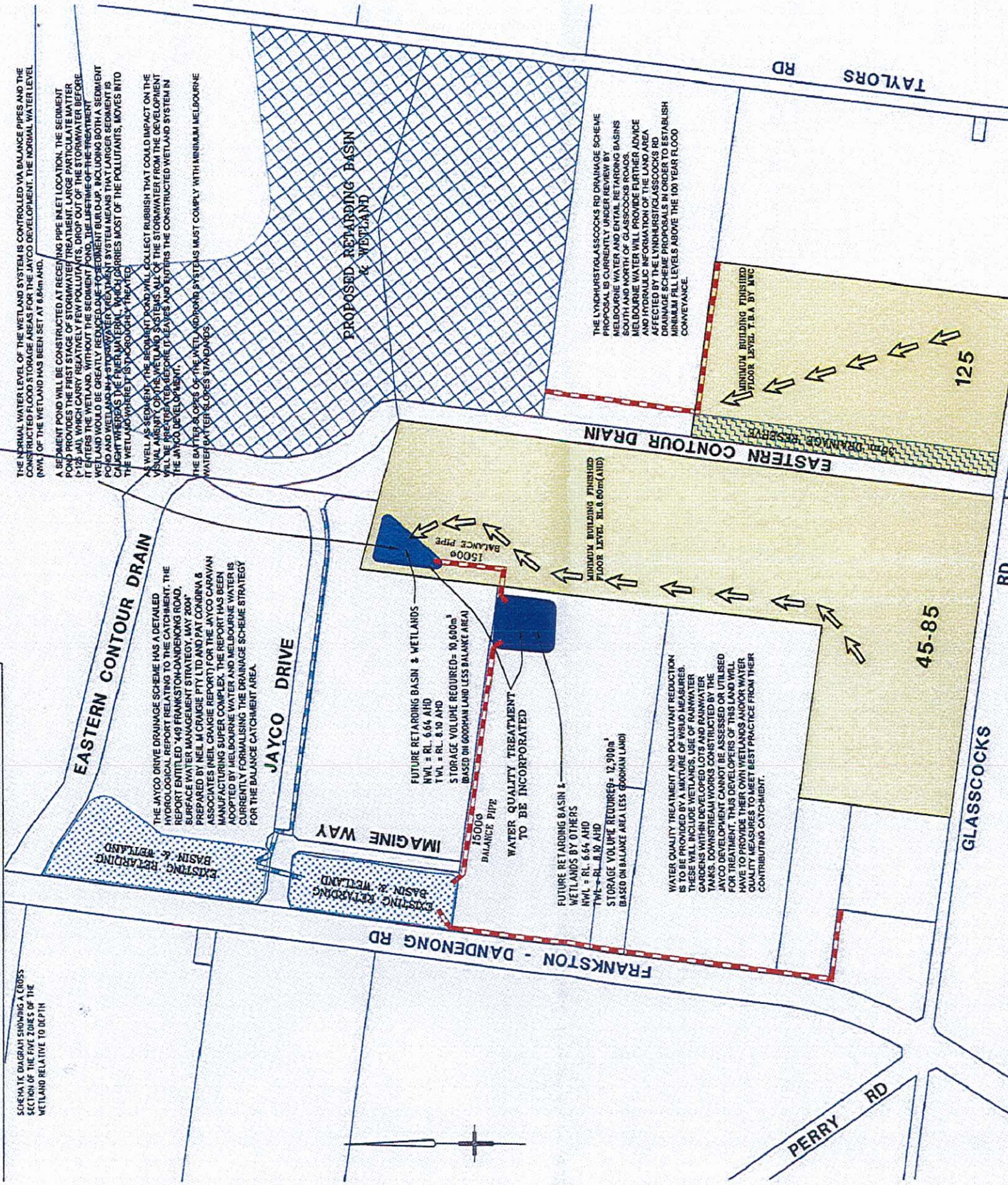
 **KLM SPATIAL**
P.O. Box 1055
Dandenong, Victoria 3175
Telephone 03 9794 9438
Facsimile 03 9794 9532
manager@klmspatial.com.au

Figure 14: Stormwater Management Plan



SCHEMATIC DIAGRAM SHOWING A CROSS SECTION OF THE FIVE ZONES OF THE WETLAND RELATIVE TO DEPTH

- MAINTENANCE OF CONSTRUCTED STORMWATER WETLANDS INCLUDES:**
- SEDIMENT REMOVAL
 - VEGETATION MAINTENANCE AND MANAGEMENT
 - ENSURING ADEQUATE FLOW TO AND THROUGH THE WETLAND
 - ELIMINATING UNDESIRABLE VEGETATION
 - PERIODIC MOWING OF FLOOD STORAGE AREAS ABOVE THE WETLAND EDGE LEVEL (IF THESE AREAS ARE NOT ROADS)
- COMMON POTENTIAL PROBLEMS ASSOCIATED WITH CONSTRUCTED WETLANDS AS A RESULT OF POOR MAINTENANCE INCLUDE:**
- DECREASED AESTHETIC APPEAL
 - REDUCED FUNCTIONAL PERFORMANCE
 - PUBLIC HEALTH AND SAFETY RISKS
 - DECREASED HABITAT DIVERSITY (DOMINANCE OF EXOTIC WEEDS)
- IT IS RECOMMENDED THAT PERSONNEL WHO WILL UNDERTAKE THE OPERATION AND MAINTENANCE OF THE WETLAND BE BRIEFED AND TRAINED ON PROCEDURES AND PROTOCOLS PRIOR TO COMMENCEMENT. KEEPING AND MAINTAINING RECORDS ON THE CONDITION OF THE WETLAND AND ALL MAINTENANCE WORKS REQUIRED WILL BE IMPORTANT TO INFORM AND SCHEDULE FUTURE MAINTENANCE WORKS.



THE NORMAL WATER LEVEL OF THE WETLAND SYSTEM IS CONTROLLED VIA BALANCE PIPES AND THE CONSTRUCTED FLOOD STORAGE AREAS FOR THE JAYCO DEVELOPMENT. THE NORMAL WATER LEVEL (NWL) OF THE WETLAND HAS BEEN SET AT 8.64m AHD.

A SEDIMENT POND WILL BE CONSTRUCTED AT RECEIVING PIPE INLET LOCATION. THE SEDIMENT FROM THIS POND WILL BE REMOVED BY THE JAYCO DEVELOPMENT. THE SEDIMENT FROM THE RECEIVING PIPE WILL BE CARRIED RELATIVELY FEW POLLUTANTS, DROP OUT OF THE STORMWATER BEFORE IT ENTERS THE WETLAND. WITHOUT THE SEDIMENT POND, THE BURDEN OF THE TREATMENT WETLAND WOULD BE GREATLY REDUCED DUE TO SEDIMENT BUILD-UP. INCLUDING BOTH A SEDIMENT POND AND WETLAND IN A STORMWATER TREATMENT SYSTEM MEANS THAT LARGER SEDIMENT IS CAUGHT WHEREAS THE FINEST MATERIAL, WHICH CARRIES MOST OF THE POLLUTANTS, MOVES INTO THE WETLAND WHERE IT IS THOROUGHLY TREATED.

WELL AS WELL AS THE SEDIMENT POND, THE PROPOSED SYSTEM WILL COLLECT RUBBISH THAT COULD IMPACT ON THE WETLAND'S FUNCTION. THE WETLAND SYSTEM WILL BE DESIGNED TO REMOVE RUBBISH FROM THE DEVELOPMENT AND THE RUBBISH WILL BE CARRIED TO THE RECEIVING PIPE AND ENTERS THE CONSTRUCTED WETLAND SYSTEM IN THE JAYCO DEVELOPMENT.

THE BATTER SLOPES OF THE WETLAND AND ROAD SYSTEMS MUST COMPLY WITH MINIMUM MELBOURNE WATER BATTER SLOPES STANDARDS.

THE JAYCO DRIVE DRAINAGE SCHEME HAS A DETAILED HYDROLOGICAL REPORT RELATING TO THE CATCHMENT. THE REPORT ENTITLED '449 FRANKSTON/DANDENONG ROAD SURFACE WATER MANAGEMENT STRATEGY, MAY 2004' PREPARED BY NEIL M CRAGIE PTY LTD AND PAT CONDINA & ASSOCIATES (NEIL CRAGIE REPORT). THE REPORT HAS BEEN MANUFACTURING SUPER COMPLEX FOR THE JAYCO CARAVAN AND HOMES DEVELOPMENT. THE REPORT HAS BEEN CURRENTLY FORMALISING THE DRAINAGE SCHEME STRATEGY FOR THE BALANCE CATCHMENT AREA.

FUTURE RETARDING BASIN & WETLANDS
 HWL = RL 6.64 AHD
 TWL = RL 8.10 AHD
 STORAGE VOLUME REQUIRED = 10,600m³
 BASED ON GOODMAN LAND LESS BALANCE AREA

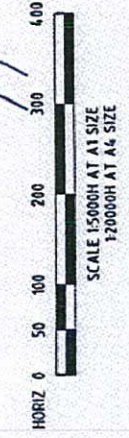
WATER QUALITY TREATMENT TO BE INCORPORATED

FUTURE RETARDING BASIN & WETLANDS BY OTHERS
 HWL = RL 6.64 AHD
 TWL = RL 8.10 AHD
 STORAGE VOLUME REQUIRED = 12,900m³
 BASED ON BALANCE AREA LESS GOODMAN LAND

WATER QUALITY TREATMENT AND POLLUTANT REDUCTION IS TO BE PROVIDED BY A MIXTURE OF WILD MEASURED GARDENS WITHIN DEVELOPED LOTS AND RAINWATER TANKS. DOWNSTREAM WORKS CONSTRUCTED BY THE JAYCO DEVELOPMENT CANNOT BE DEPENDENT ON OTHERS FOR THE PROVISION OF WATER QUALITY MEASURES TO MEET BEST PRACTICE FROM THEIR CONTRIBUTING CATCHMENT.

THE LYNDHURST/GLASSCOCKS RD DRAINAGE SCHEME PROPOSAL IS CURRENTLY UNDER REVIEW BY MELBOURNE WATER AND ENTAL RETARDING BASINS SOUTH AND NORTH OF GLASSCOCKS ROADS. MELBOURNE WATER WILL PROVIDE FURTHER ADVICE AND HYDROLOGICAL INFORMATION OF THE LAND AREA AFFECTED BY THE LYNDHURST/GLASSCOCKS RD DRAINAGE SCHEME PROPOSAL. MELBOURNE WATER WILL ESTABLISH MINIMUM FILL LEVELS ABOVE THE 100 YEAR FLOOD CONVEYANCE.

THE PROJECT LAND IS WITHIN TWO SEPARATE MELBOURNE WATER DRAINAGE STRATEGIES. THE EASTERN CONTOUR DRAIN DIVIDES THE PROPERTY 45-85 GLASSCOCKS ROAD TO BE WITHIN THE CURRENTLY CALLED JAYCO DRIVE DRAINAGE SCHEME WHILST 125 GLASSCOCKS ROAD TO WITHIN THE LYNDHURST/GLASSCOCKS RD DRAINAGE SCHEME PROPOSAL.



- LEGEND**
- GOODMAN LAND
 - PROPOSED RETARDING BASIN AND WETLAND FOR JAYCO DRIVE DRAINAGE SCHEME
 - PROPOSED RETARDING BASIN AND WETLAND
 - PROPOSED RETARDING BASIN AND WETLAND FOR LYNDHURST/GLASSCOCKS RD DRAINAGE SCHEME PROPOSAL
 - PROPOSED 35m WIDE DRAINAGE RESERVE FOR LYNDHURST/GLASSCOCKS RD DRAINAGE SCHEME PROPOSAL
 - PROPOSED MWC DRAINAGE SCHEME PIPES

CLIENT: GOODMAN
 LOCATION: 45-85 & 125 GLASSCOCKS ROAD LYNDHURST
 STORMWATER MANAGEMENT PLAN
 REFERENCE: E4232.00
 VERSION: B DATE: 11.12.08
 SHEET 1 OF 2 MELWAY: 128 E3

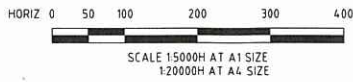
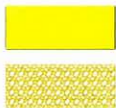
Figure 15: Potential Site Works Fill and Excavation Plan



LEGEND

GOODMAN LAND

PROPOSED AREA FOR POTENTIAL MAJOR
FILL AND EXCAVATION WORKS
PROPOSED FILLING TO RL 8.60m AHD



CLIENT:
GOODMAN

LOCATION:
**45-85 & 125 GLASSCOCKS ROAD
LYNDHURST
POTENTIAL SITE WORKS
FILL AND EXCAVATION**
REFERENCE: E4232.00
VERSION: A DATE: 11.12.08

SHEET 1 OF 1 MELWAY: 128 E3

Planners
Surveyors
Engineers

P.O.Box 1055
Dandenong, Victoria 3175
Telephone 03 9794 9438
Facsimile 03 9794 9532
manager@klmspatial.com.au

PUBLIC OPEN SPACE

As noted in the Structure Plan, the type of recreational opportunities afforded to employees within an industrial area differs from that of a residential setting, however it is necessary to provide public open space that meets the needs of workers and visitors to the industrial area particularly during lunch breaks, in addition to facilitating linkages to the broader open space network.

Within the Development Plan area a Conservation zone has been designated to be incorporated into the open space network. The Conservation zone includes the seven River Red Gums for retention and a minimum protection zone (being twice the tree canopy area) has been designated to ensure long term viability of the vegetation.

A linear area alongside the Eastern Contour drain has also been nominated as an open space corridor connecting with the overall open space network. This corridor of approximately 15 metres in width will be improved and managed by Council as public open space. The balance of the corridor will be developed and maintained by Melbourne Water. The final location either side of the drainage channel will be determined by Melbourne Water requirements.

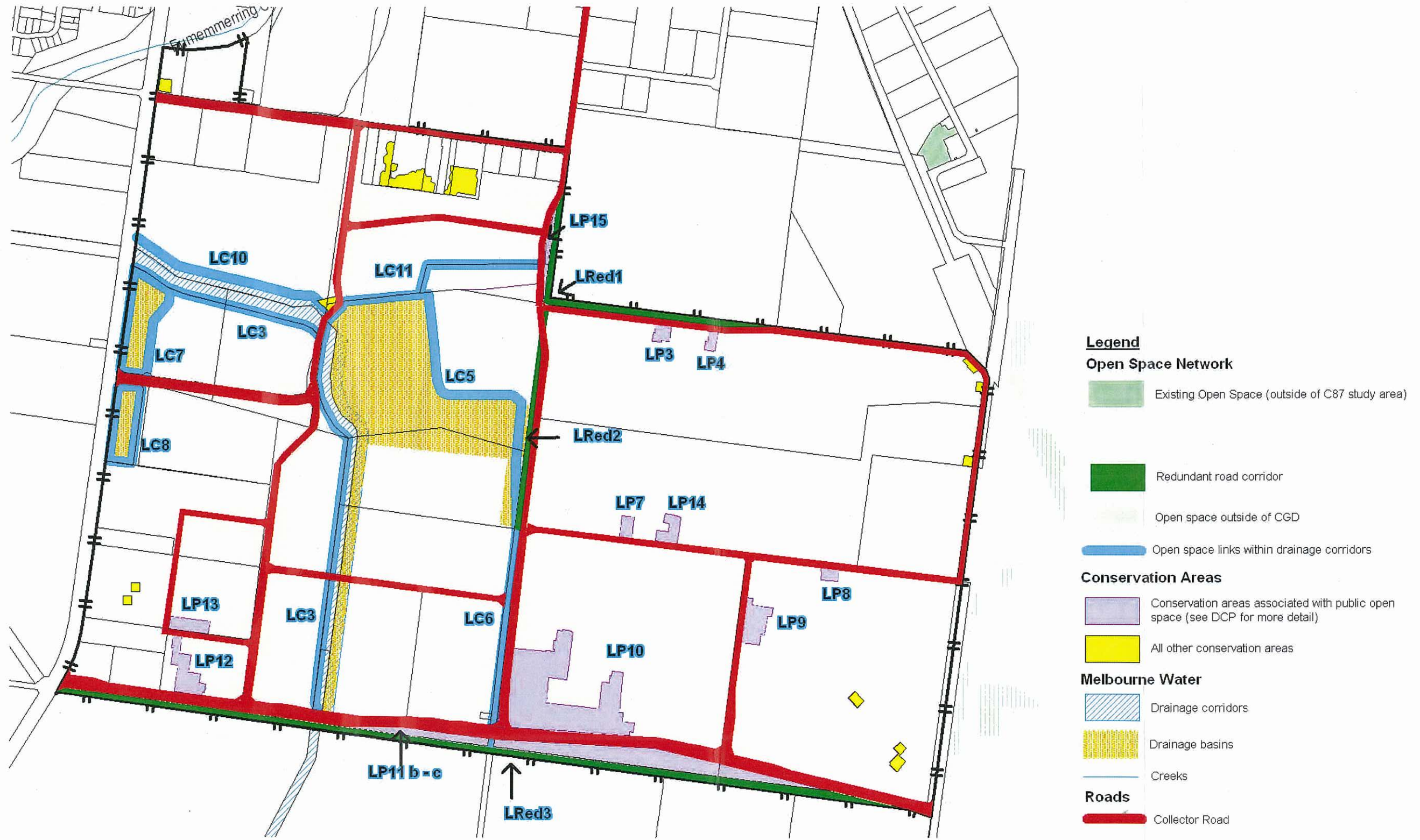
These public open space areas are consistent with the Lyndhurst Open Space Network Plan and the open space requirements set out in the Development Contributions Plan. A Public Open Space contribution of 1.733% applies to the Lyndhurst Structure Plan area.

Please refer to Figure 16 the Lyndhurst Open Space Network Plan.



Figure 16: Lyndhurst Open Space Network

Figure 5 Lyndhurst Open Space Network



URBAN DESIGN AND LANDSCAPE GUIDELINES

The Structure Plan outlines the general lot layout, building siting and urban design and landscape principles and objectives. Future development will respond to these guidelines and incorporate high quality design within a visually appealing landscape. In summary, those most relevant to the Glasscocks Road Development Plan (and further detailed design) are noted below:

Estate Layout

- Provide a range of lot types that are regular in shape.
- Provide lot configurations that facilitate energy efficient site and building design and water sensitive urban design.
- Protect and enhance watercourses and native vegetation which is to be retained.
- Ensure a well designed interface between development and Public Open Space areas to maximise utilisation of Public Open Space and foster public safety.
- Create interesting estate entrances through the provision of landscaping and other urban design features.
- Provide well located, informative high quality estate identification signage. Excessive signage, including promotional signage is considered inappropriate in gateway locations.

Site Layout and External Site Design

- Ensure the separation of pedestrian and vehicle circulation and location of visitor parking at the entrance to each site.
- Require landscaping to be appropriate to the character of the area, and should soften car parks and buildings.
- Require front building setbacks adjoining existing and future **arterial** roads (Glasscocks Road) to be generally 20m. This zone could be fully landscaped and could include car parking. A minimum 5m landscape strip between the property boundary and any car parking should be provided to create a unified appearance of the area.
- Require front building setbacks adjoining nominated **collector** roads on the Structure Plan to be generally 9m. This zone could be fully landscaped and could include car parking. A minimum 3m landscape strip between the property boundary and any car parking should be provided to create a unified appearance of the area.
- For both existing and future arterial and collector roads, building setbacks for a sideage will be permitted to be reduced. A 5m and 3m landscape component, respectively, is still required.
- Front building and landscaping setbacks for subdivisional roads are not specified, but should be well designed to incorporate landscaping and assist in creating a unified appearance for each area.
- Locate loading and storage areas to the rear or side of buildings with screening as appropriate.
- All landscaping must be designed to ensure long term viability by providing adequate space for protection and full growth.

- Ensure fencing is less obtrusive that allows the building itself to become part of the security solution for the site. This is to be achieved by utilising high quality fences which should not be located within the front landscape setback and should be set back to, or behind, the line of the building.
- Ensure visibility to all parking spaces from the interior of the building is achieved.

Building Design

The design of new buildings within the subject areas should:

- Be of a high standard with buildings in highly visible locations, primarily the Signature Buildings, receiving greater attention to presentation and detail.
- Insist on the location of office or showroom components to be orientated to the front of the site.
- Avoid exposed plain concrete block walls along street frontages or boundaries to the public realm.
- Incorporate facades on corner buildings that address both streets.
- Ensure signage is integrated with building architecture and landscape design of the structure plan areas.
- Avoid the use of highly reflective materials.
- Integrate service and plant equipment within the building, or to the rear of a building.
- Incorporate existing vegetation into the design response of the site and building wherever possible.

Public Realm

Future development will incorporate high quality elements within the public realm focusing on linear corridors of open space, entry features, watercourses and commercial activity centres.

Activity Centre

An activity centre of approximately 6000m² has been identified within the Jayco land in the Lyndhurst Structure Plan. This centre will provide shopping plus personal and business services for the existing industrial area within Dandenong South and the proposed extension in the Development Plan area.

An Urban Design Framework for the centre will be prepared by the owner having regard to the *Activity Centre Guidelines, Department of Planning and Community Development, 2005* to ensure the centre will be an attractive and vibrant meeting place featuring a public plaza as a focal meeting place for the local working community.

The Integrated Transport Plan provides for bicycle and pedestrian linkages to the activity centre on shared pathways. The Activity Centre may potentially be the location for a bus interchange.

CONCLUSION

The Goodman and Jayco Development Plan (GJDP) considers all of the appropriate issues and strategic considerations to ensure a framework is outlined for the future staged development of industrial land and supporting services.

We commend this application to Council.

The Planning Group Australia

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The information must not be used for any other purpose.



**APPENDIX I | CULTURAL HERITAGE MANAGEMENT PLAN
NOTICE OF APPROVAL**

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APPENDIX 2 | CERTIFICATE OF TITLE INFORMATION