

LITTLE PROJECT DEVELOPMENTS PTY LTD
DEVELOPMENT PLAN REPORT
GREATER DANDENONG PLANNING SCHEME

155 GLASSCOCKS ROAD
LYNDHURST

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DECEMBER 2009

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. 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  18 December 2009
by Manager Planning and Design
City of Greater Dandenong

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Appendix 5: Infrastructure Servicing Report

1.0 INTRODUCTION

Gattini & Partners has been instructed by Little Project Developments Pty Ltd to prepare this Development Plan for the land known as No. 155 Glasscocks Road, Lyndhurst.

Little Project Developments Pty Ltd proposes industrial development of the land in concurrence with City of Greater Dandenong and State Government directions for industrial land use in the locality as espoused by Amendment C87 to the Greater Dandenong Planning Scheme.

Amendment C87 to the Greater Dandenong Planning Scheme includes the land within the Industrial 1 Zone in addition to the application of Development Plan and Development Contributions Plan Overlays.

This Development Plan sets the development framework for the site and is supported by the following inputs:

- Cultural Heritage Assessment by Tardis Enterprises
- Integrated Transport Plan by GTA Consultants
- Stormwater Management Strategy by CPG Australia
- Arboricultural Assessment by Galbraith & Associates
- Infrastructure Servicing Report by CPG Australia

This Development Plan references these separate inputs and summarises the overall direction for industrial development of this site. In so doing it sets the framework by which future planning permit applications will be assessed.

2.0 POLICY CONTEXT

2.1 Industrial Expansion

Amendment C87 to the Greater Dandenong Planning Scheme was gazetted on March 26 2009 designating two additional "Planned Industrial Growth Areas", one in Lyndhurst and the other at Keysborough. The Little Project Developments (LPD) site at No. 155 Glasscocks Road is at the southern edge of the Lyndhurst parcel.

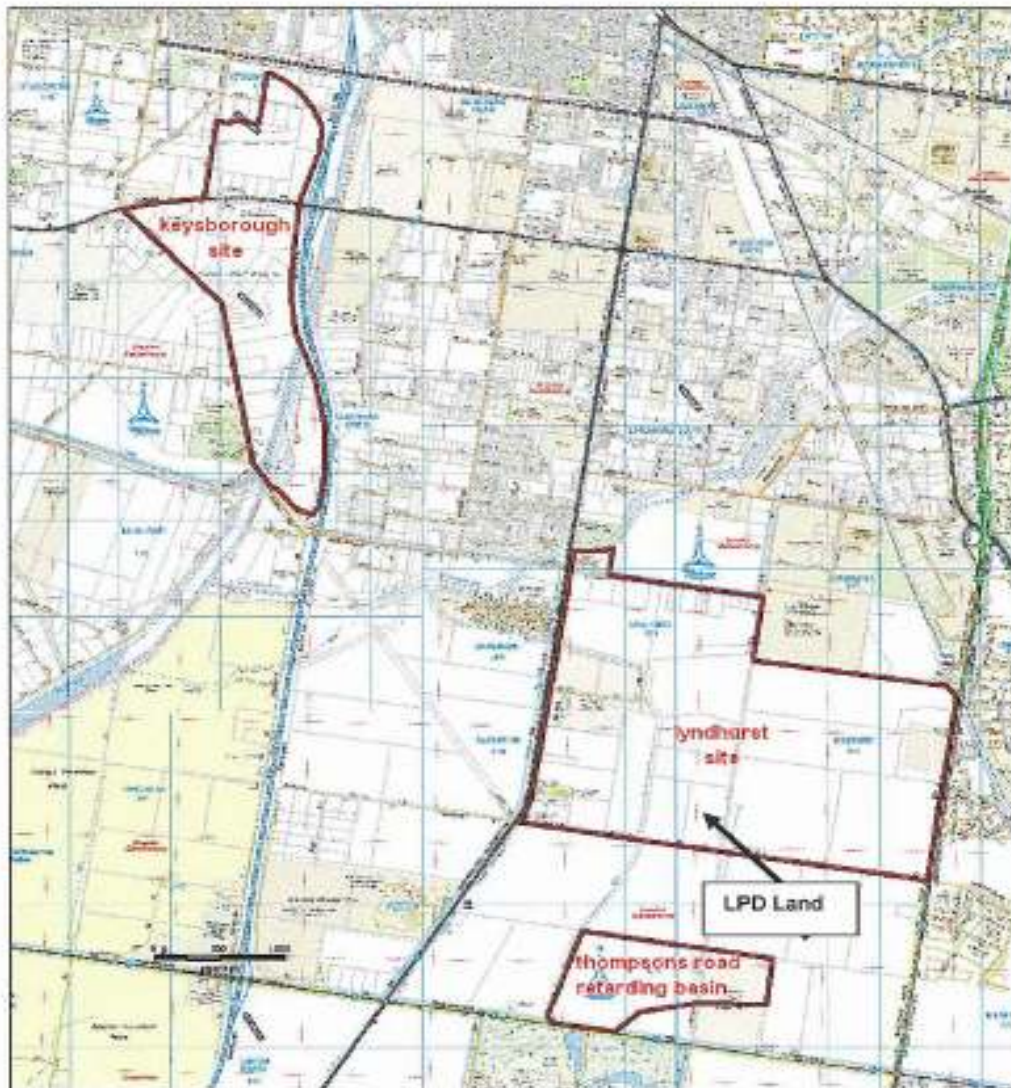


Figure 1: Locality Plan – Dandenong South Industrial Area Extension Structure Plan

The Lyndhurst land is included in an Industrial 1 Zone and covers 678ha mostly south of Colemans Road extending to Glasscocks Road. Dandenong–Frankston Road forms the west boundary and Dandenong–Hastings Road forms the east boundary. The Structure Plan includes the land in an Industrial 1 Zone as a southern addition to the existing Dandenong South industrial area. Land to the south of Glasscocks Road is in the Green Wedge Zone.

2.2 Planning Scheme Policy

State Planning Policy Framework

Clause 12 Metropolitan Development includes objectives and strategies that “aim to ensure that land use and transport planning and investment always contribute to economic, social and environmental goals.”

Clause 17.03 Industry has a single objective which is: “To ensure availability of land for industry and to facilitate the sustainable development and operation of industry and research and development activity.”

Clause 17 advocates that Responsible Authorities should, amongst others things, protect the quantum of large industrial areas of state significance including Dandenong South.

Local Planning Policy Framework

The Planning Scheme *Municipal Strategic Statement* outlines the profile and directions for the municipality.

Clause 21.01–3 advises that:

“Large areas of land at Keysborough and Lyndhurst which are the subject of a Structure Plan (‘Structure Plan – Dandenong South Industrial Area Extension’, SGS Economics & Planning, January 2009) are also available for industrial development. The ‘vision’ for these areas is that they should host a cluster of ‘new economy’ manufacturing, wholesaling, transport and storage businesses. The term ‘new’ is used to describe manufacturing, wholesaling, transport and storage activity which is ‘knowledge-based’ and ‘export focussed’.

Clause 21.04–2 Industrial supports the city’s industrial land and encourages development to be consistent with the *Structure Plan*. The aims and objectives of the Structure Plan are as follows:

- *High quality urban design and landscaping.*
- *Environmentally sensitive subdivision and building design based on sustainability principles.*
- *Facilitation, development and management of effective and sustainable transport networks within the study area and its integration into the regional transportation system.*

Clause 22.03 Urban Design in Commercial and Industrial Areas sets policy directions for industrial and commercial areas. The policy objectives are:

- *To improve the appearance of all commercial and industrial areas, and particularly development along main roads and at gateways.*
- *To provide urban design solutions which respond to the type of road and the speed of the traffic using the road.*

The policy articulates a range of urban design directions including such matters as roads, lot sizes, building setbacks, landscaping. These matters will be addressed at the detailed design stage of planning permit applications.

2.3 Planning Scheme Zone & Overlays

Industrial 1 Zone

The land is included in the Industrial 1 Zone. A permit is required for subdivision and for buildings and works. A permit is not required for industry subject to meeting standard EPA distances from sensitive uses.

Development Plan Overlay Schedule 6

The Development Plan Overlay Schedule 6 "Dandenong South Industrial Extension - Keysborough and Lyndhurst Sites": sets the planning framework for land at Keysborough and Lyndhurst generally in accordance with the "Structure Plan - Dandenong South Industrial Area Extension".

The Overlay requires a Development Plan be prepared which is consistent with the Structure Plan. The Lyndhurst Structure Plan Map is included on the following page.

Development Contributions Overlay Schedule 3

The Development Contributions Plan Overlay requires the developer contribute towards the construction of road infrastructure including distributor roads, bridges & intersections in addition to public open space.

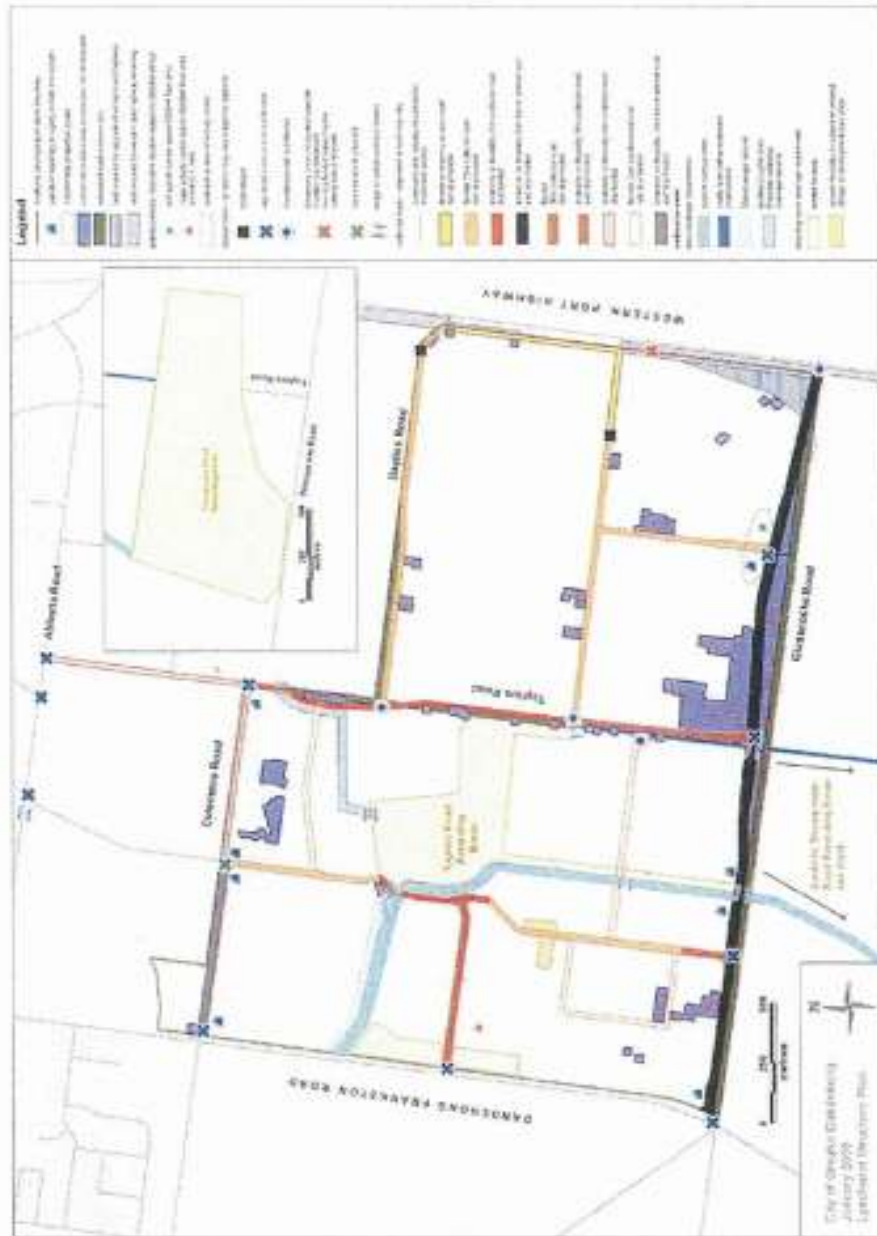


Figure 2: Lyndhurst Structure Plan

3.0 THE SITE CONTEXT

3.1 Strategic Context

The site is at the southern edge of the nationally significant Dandenong South industrial area. Strong impetus for development is expected to continue, particularly due to the strategic benefits of the location.

There is excellent regional and metropolitan accessibility. The site is 4km east of the newly created East Link Freeway and 3.6km west of the South Gippsland Highway. Direct accessibility to the site is afforded by Glasscocks Road which is an east-west link between Frankston-Dandenong Road which is 1.2km to the west and the Dandenong-Hastings Road 1.6km to the east.

The land north of Glasscocks Road falls away to the Eumemmerring Creek to the north. There is an existing market garden opposite the site on the south side of Glasscocks Road. Glasscocks Road is currently a gravel surfaced rural formation, while Taylors Road is not constructed.



Figure 3: Aerial Photo of the site

3.2 The Site

The site has an area of 15.64 hectares and is on the north-west corner of Glasscocks Road and Taylors Road. The site dimensions are approximately 300m by 523m.

The site is flat with a fall of just 1.5m from the south-east corner to the north east corner of the site.

There is a dwelling at the south-west corner of the site. There are no trees on the site, apart from several trees adjacent to the dwelling at this corner. This vegetation is not significant. The Glasscocks and Taylors road reserves both have a series of significant River Red Gum trees.

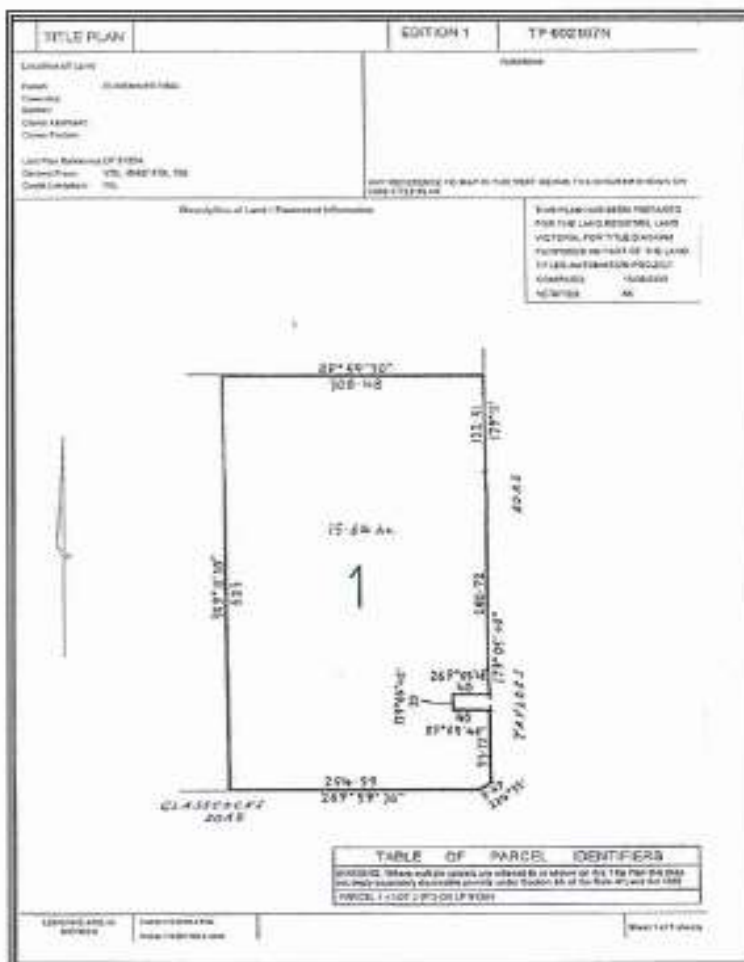


Figure 4: Subdivision Plan

4.0 THE DEVELOPMENT PLAN

4.1 155 Glasscocks Road – Development Plan Summary

The Planning Scheme Development Plan Overlay Schedule 6 specifies various planning requirements which are addressed in the following sections of this report.

The Development Plan (DP) is supported by additional reports which are included as Appendices as follows:

- Appendix 1: Cultural Heritage Assessment
- Appendix 2: Integrated Transport Plan
- Appendix 3: Stormwater Management Strategy
- Appendix 4: Arboricultural Assessment
- Appendix 5: Infrastructure Servicing Report

An overview of urban design requirements are included in Section 5.

A framework for preparing the Environmental Management Plan is included in Section 6.

Generally a DP shall have a minimum area of 30 hectares. The 30 hectare size is not mandatory but preferred. The LPD site has an area of 15.64 hectares, however is consistent with the overall planning of the area and there is no constraint to its development. The key issues with the adjoining sites relate to road links as follows:

- The new Glasscocks Road Reservation shall be consistent with the Reserve in the Goodman property to the west and the Salta property to the east.
- The northern boundary road is shown half in the LPD land and half in the Mirramah land. The position of this road could be adjusted either north or south by mutual agreement of the affected parties. This will be determined in consultation with Mirramah Investments and be finalised as part of a permit application for subdivision. The Road Reserve will also link with the Goodman land adjoining to the west.

The DP has been prepared on the basis of understanding the links between these sites and reflecting an appropriate and consistent approach.

4.2 Layout Plan

The landholding at 15.64ha in area is not large in size and does not present significant constraints to development. The broad development issues are outlined in the diagrammatic Development Plan (*Refer to Figure 5*). The various components are further addressed as follows in this report.

Miramah Investments Land (future industrial currently rural)

- There is no significant vegetation on the land
- The site has uniform fall from South East to North West.
- The land is not encumbered by easements.
- The site is likely to be subdivided as a single stage.

Goodman Land (future industrial Currently rural)

- Line of no access other than to maintain access for residential and agricultural purposes
- New 40 metre Road Reserve. Precise alignment to be determined.

The protection zones for the trees, should be generally in accordance with the requirements of the structure plan.

Existing Native Vegetation (Fried Guins) retained in Road Reserve.

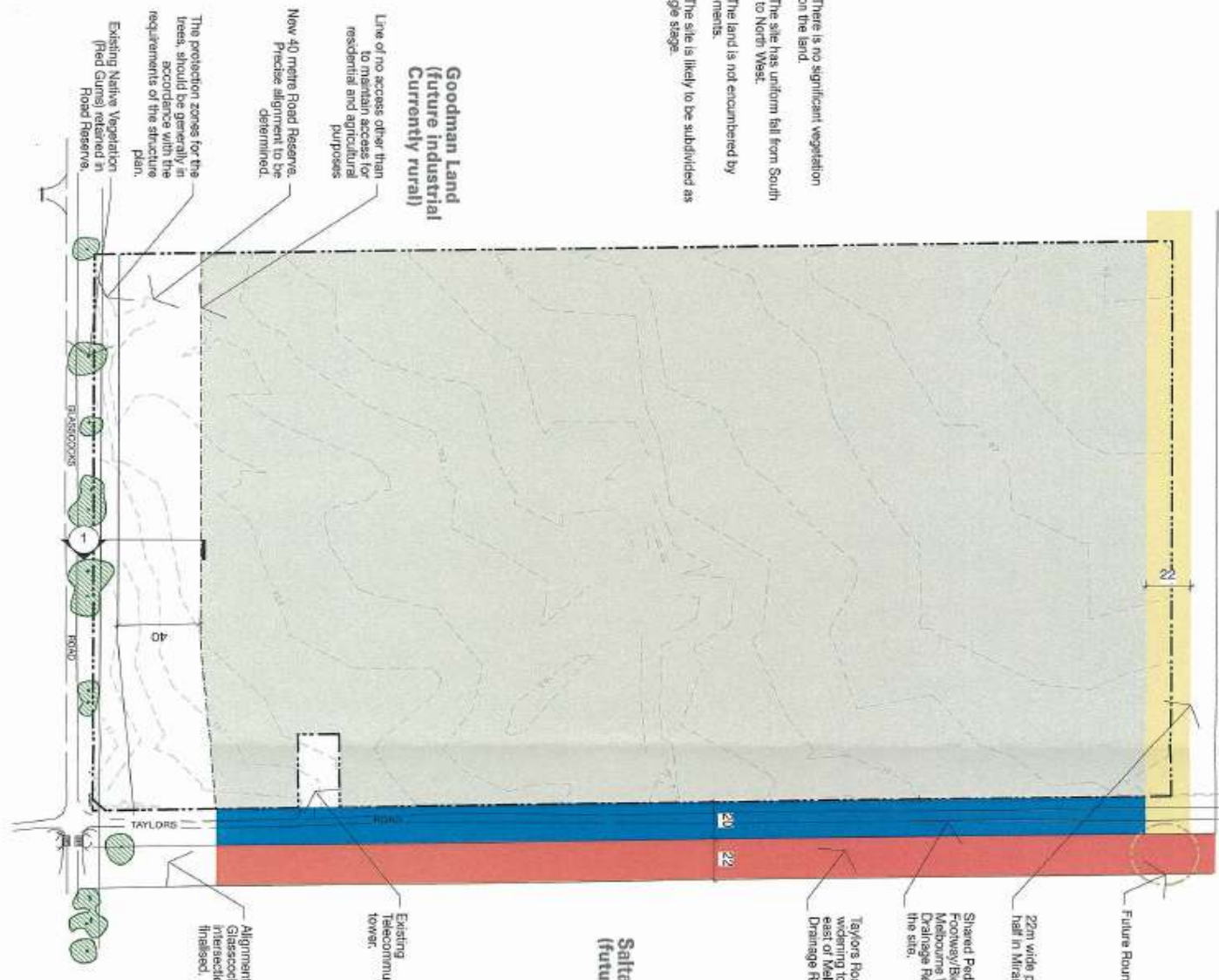
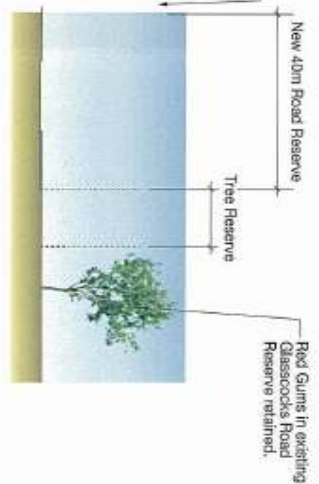
Sata Properties Land (future industrial currently rural)

- Future Roundabout
- 22m wide proposed road half in Miramah land.
- Shared Pedestrian Footway/Bicycle Path. Melbourne Water 20m Drainage Reserve adjoining the site.
- Taylor's Road Reserve widening to be relocated to the east of Melbourne Water Drainage Reserve.

Sata Properties Land (future industrial currently rural)

- Site Landscaping and Building Setback
- Existing Telecommunications tower.
- Alignment of Glasscocks/Taylor's Road intersection to be finalised.

1 Section 1. Glasscocks Rd Interface



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- *Significant features on the land and adjoining land.*

Any significant features on the land are limited to:

- The existing dwelling and outbuildings at the south-west corner of the site.
 - A small dam located in the middle of the site.
 - The land is flat, with a general fall to the north-west corner.

 - Significant features on adjoining land include:
 - River Red Gum trees located in the adjoining Glasscocks Road Reserve.
 - Adjoining to the west is the Goodman land and to the east is the Salta land which are both expected to seek Development Plan approval from Council.
 - Adjoining to the north is the Miramah Investments land.
 - Opposite the land on the south side of Glasscocks Road is a market garden.
 - A Telstra mobile phone tower is located to the east of the land abutting Taylors Road (access will be provided to the Telecommunication site as appropriate)
- *Existing easements.*

There are no existing easements encumbering the land.
 - *Pedestrian network.*

The Lyndhurst Structure Plan specifies a proposed leisure trail at the east boundary of the site.
 - *A bicycle network.*

A bicycle network is expected as part of Glasscocks Road and Taylors Road.
 - *The road network.*

Glasscocks Road is identified as relocated within the site with the River Red Gum trees retained. A tree protection area between 5-7m wide is specified between the existing and relocated alignments of Glasscocks Road.
 - *The public transport network.*

The public transport network will be defined as part of future Council and agency deliberations and is referred to in the ITP.
 - *Native vegetation be retained.*

There is no known native vegetation specified on the land, while there are River Red Gum trees on the adjacent Glasscocks Road Reserve. The River Red Gums will be retained.

- *Areas necessary to ensure the health of the native vegetation to be retained (native vegetation protection zones).*
Native vegetation protection zones have been specified for the Glasscocks Road River Red Gums.
- *Areas set aside for drainage in which native vegetation may be established.*
There are no drainage areas required, given drainage retardation has been identified by Melbourne Water off site.
- *The proposed public open space network in accordance with the Dandenong South Industrial Area Extension Structure Plan, January 2009 and the Dandenong South Industrial Area Extension Development Contributions Plan, January 2009.*
The Lyndhurst Structure Plan outlines a set of linear parks that protect the existing River Red Gum trees. The parks will be linked via the Eastern Contour drain to the Eumemmering Creek which is to the north side of Colemans Road. There is a 1.733% contribution to levied toward public open space.
- *Urban design outcomes having regard to the urban design and landscaping guidelines contained in the Dandenong South Industrial Area Extension Structure Plan, January 2009.*
The urban design guidelines have been prepared for the buildings and cover building appearance, streetscape and landscape presentation (*refer to Chapter 5*).
- *Landscape concept plan, including measures to protect and enhance natural features including existing significant vegetation and remnant trees which are to be retained in accordance with the Dandenong South Native Vegetation Precinct Plan, January 2009 (incorporated document).*
There are no significant trees on the site. There will be landscape buffers to the road frontages. Landscaping will be consistent with the River Red Gums in the road reserves and feature drought tolerant species. Landscaping will be addressed at the detailed planning stage.
- *The potential for site works (fill and excavation).*
Finished surface levels will be graded to the north-east and north-west corners of the site. Melbourne water require 600mm of freeboard above the 1:100 year flood level. These aspects are described in the Stormwater Management Strategy by CPG Australia (*refer to Appendix 3*). The provision of fill can be readily accommodated as defined in the "Indicative Filling Plan" (*Refer to Figure 6*).
- *How the development within the plan area can integrate with the adjoining industrial land.*
The site has frontage to both Glasscocks Road and Taylors Road and a new local road connection on its north boundary. There is therefore good connectivity with adjacent industrial land.



Figure 6 - Indicative Filling Plan

 Denotes Proposed Fill Area

FS - Finished Surface
 NS - Natural (Existing) Surface
 FL - Estimated Flood Level

Assumptions:

- Split Site Catchment
- Grading to North, East & North-West as per Melbourne Water endorsed Stormwater Management Strategy prepared by CPG
- 400mm free board to lots
- Fill Levels Subject to detailed design and Melbourne Water approval

155 Glasscocks Road, Lyndhurst

Client Little Projects Developments Pty Ltd Date 17/12/08

Drawing No. 128.035 Revision 4

CPG Australia Pty Ltd

0959900300.com

File: Lyndhurst - Reservoir - Stage 3 (A3) - Urban Development Agreement



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- *The proposed interface with residential areas and community uses.*
The site does not have an interface with residential areas and community uses. It is opposite rural land to the south.
- *The potential to develop an inland port in the Lyndhurst area.*
The LPD site is not part of any proposed inland port.
- *Staging Plan*
The landholding is not a large site so a staged development is not proposed. The site benefits from the two existing road frontages and one additional proposed road along the north boundary and so there will be ready accessibility during development.
- *Servicing*
An Infrastructure Servicing Report by CPG Australia details the required works to enable connection to reticulated infrastructure, gas, electricity and telecommunications (*Refer to Appendix 5*).

4.3 Heritage Assessment Report

A "*Cultural Heritage Assessment*" was undertaken by Tardis Enterprises in 2007 on behalf of the former owner. This report now forms part of the Development Plan (*refer to Appendix 1*). The Assessment included a survey of the entire site by the consultant with representatives of the Bunurong and Boonerwung Communities and no Aboriginal or historic sites were located. The report advises that the study area has "...low to moderate potential for low numbers of Aboriginal site/s or material."

The report also recommends that further sub-surface testing be undertaken. Further testing will ensure that the site is consistent with the Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2007. The application of the Regulations now requires that a Cultural Heritage Management Plan be prepared. The 2007 report provides an overview of the site, while a CHMP will be prepared prior to subdivision and development. This will be undertaken as part of a future planning permit application and enable compliance with the relevant legislation.

4.4 Environmental Management Plan

A range of matters are specified in the Development Plan Overlay and are to be addressed in the Environmental Management Plan (EMP). A framework for an EMP is outlined in Chapter 6 of this report. The EMP will be prepared in detail as necessary in response to a Planning Permit condition for subdivision.

4.5 Integrated Transport Plan

An Integrated Transport plan has been prepared by GTA Consultants and is consistent with the GTA plan for the adjoining Goodman land to the west (*refer to Appendix 2*). That plan has already been approved by VicRoads, Department of Transport and Council. The Structure Plan notes that the road locations may vary to suit the needs of adjacent landowners.

- **Provision of access to the existing road network**

The LPD land has good opportunity for access in that it fronts Taylors Road which is the major north-south collector road and Glasscocks Road which is a major east-west collector road. An east-west link on the north boundary of the site (LR14) will act as a connection between Taylors Road and the Goodman land to the west.

Glasscocks Road shall be re-located to the north (within the site) and a Tree Reserve will protect the River Red Gum trees adjacent to the existing south boundary. Glasscocks Road comprises a "limited to no flexibility 40m future arterial road". Taylors Road is to be relocated and widened on its east side adjacent to the subject land. To the north boundary is a "flexible 22m subdivisional road".

There are three opportunities for access to the site:

1. Access from the west via Glasscocks Road to Dandenong-Frankston Road
2. Access from the north via Taylors Road
3. Access from the east through the Salta land to Western Port Highway.

The preferred access is option 1 being to the west along Glasscocks Road. These options are being explored in terms of funding possibilities and timing for construction. Access to the site will be in accordance with the ITP and VicRoads requirements.

- *Provision of adequate pedestrian and cycle ways and accommodation for potential public transport routes and public transport infrastructure*

There is opportunity for pedestrian access on both sides of Glasscocks Road, and possibly Taylors Road. For the road adjacent to the north boundary a footpath will be on one side only. Visible, safe and attractive pedestrian linkages are required with public transport stops, open space and bicycle paths.

- *Integration with the Principal Public Transport Network*

There is a lack of public transport in the Lyndhurst area being currently serviced by just the 901 bus route which runs north-south along Dandenong-Frankston Road providing a link between Frankston, Dandenong and Ringwood. The site, however is approximately 2km from the existing service.

There is an opportunity to provide new bus routes or modify an existing route to connect with the proposed new Lynbrook railway station, the existing service on Frankston–Dandenong Road, and surrounding residential catchments.

The plan identifies three potential bus routes that could be considered in the future to service the Lyndhurst area as follows:

Route 1 provides a direct–east–west link potentially between the proposed activity centre on Jayco Drive and the new Lynbrook Train Station utilising Glasscocks Road, the north–south service collector road (LR5) and Jayco Drive. Routes 2 & 3 provide potential additional north–south service coverage and utilise Glasscocks Road, Taylors Road and the LRS Road.

The potential bus routes all pass the site and will directly service it.

- *Any other matter as required by the responsible authority, Roads Corporation and the Department of Transport.*

The relocated Glasscocks Road and Taylors Road have been specified by the Responsible Authority, VicRoads and Department of Transport and are referred to in the Development Plan.

4.6 Stormwater Management Plan

Melbourne Water has addressed stormwater flows in the "Glasscocks Road Development Services Scheme" which incorporates retarding basins and wetlands within the catchment. This drainage scheme will cater for a 1:100 year Average Recurrence Interval. Stormwater management for the site is addressed in the Stormwater Management Strategy by CPG Australia (*refer to Appendix 3*).

- *Details of stormwater management measures.*

The design of stormwater drainage works on site shall be constructed to Council requirements. Melbourne Water has agreed that part of the land will outfall to the north–west and part will outfall to the Rodds Drainage reserve to the north–east.

Treatment of urban run–off and detailed design of the drainage system will be to the requirements of Council and Melbourne Water and subject to approval as part of the planning permit for subdivision and estate subdivision design. No runoff during construction will directly enter a Melbourne Water drain.

- *How development will comply with best practice environmental management for urban stormwater.*

The stormwater management techniques will be specified in detail at the time of subdivision.

- *Any other matters as required by the responsible authority and Melbourne Water.* This will be addressed in detail at the appropriate time.

5.0 URBAN DESIGN & LANDSCAPE GUIDELINES

Urban design guidelines are specified in the Structure Plan and set the basis for future permit applications. It is envisaged that potential development will comprise all lots with frontage to an external road and this will obviate the need for internal roads. Small lots are not envisaged but rather medium sized and larger lots are to be provided commensurate with the needs of logistics and related industry.

The applicable guidelines relate to four areas that are detailed below:

- Estate Layout;
- Site Layout and External Site Design;
- Building Design and;
- Interface with Other Uses.

Estate Layout

- Provide lots that are regular in shape and allow for efficiencies in development.
- Apply principles of energy efficient and water sensitive urban design.
- Ensure attractive presentation of building facades and landscape treatment.
- Provide well located identification signage and avoid excessive signage.

Site Layout and External Design

- Ensure 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 soften car parks and buildings. Landscaped will be maintained and provided with appropriate in-situ irrigation systems, including where appropriate rainwater run-off collection and reuse.
- Front building setbacks adjoining Glasscocks Road, shall 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 to the area.
- Front building setbacks to the nominated collector roads on the Structure Plan are 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 to the area.
- A side building setback to Glasscocks Road can be reduced to 5m and for a collector road to 3m and this area is to be landscaped.
- Locate loading and storage areas to the rear or side of buildings with screening as appropriate.
- Ensure visibility to all parking spaces from the interior of the building is achieved.
- Ensure fencing is not obtrusive that allows the building itself to become part of the security solution for the site.

Building Design

- Building presentation should be of a high standard in highly visible locations and incorporate facades on corner buildings that address both streets.
- Position office or showroom components to be orientated to the front of the site.
- Avoid exposed plain walls to street frontages.
- Avoid the use of highly reflective materials.
- Minimise visibility of plant and equipment from the street view.
- Incorporate landscaping into the design response of the site wherever possible.
- The rear section of buildings, where dominant to nearby roads, shall be articulated by such means as imprint relief and integrated colour schemes.

Interface with Other Uses

- A Landscape Masterplan shall complement the River Red Gums in the adjacent Road Reserve and ensure consistency across the site.
- Protect the amenity of the adjoining green wedge and ensuring points of access are in accordance with access to main road principles subject to the satisfaction of VicRoads and the responsible authority.
- Protect the amenity of the adjoining green wedge by protecting and enhancing vegetation as outlined in the Development Plan.
- Ensure signage compliments the adjoining green wedge areas, is unobtrusive and does not impact on the amenity of the area.
- All exterior on-site services, including but not limited to drainage, sewerage, gas, water supply and electrical, telephone and communications cabling and equipment shall be installed and maintained underground.

6.0 FRAMEWORK FOR AN ENVIRONMENTAL MANAGEMENT PLAN

An Environmental Management Plan (EMP) will be prepared to guide the detailed development of the land. The EMP will specify the means by which the development of the site will be responsive to the natural environment and will address matters that arise as a consequence of development.

This framework outlines the substantive requirements to be addressed by an EMP.

The Environmental Management Plan (EMP) will show as appropriate:

- *The environmental issues affecting the land.*

The environmental issues affecting the land derive from existing conditions in relation to topography and vegetation. The background documents as part of Amendment C87 to the Greater Dandenong Planning Scheme assessed the broader environmental issues. These issues are as follows:

- There will be some fill required in the north of the site to ensure development is above the 1:100 year flood level.
- A Native Vegetation Precinct Plan has identified no significant vegetation on the land. The River Red Gum trees in the adjoining road reserves will be protected.

The impacts of drainage, pollution, visual elements, landscaping and tree protection will all be considered at the subdivision and lot development stages as appropriate.

- *Goals and objectives of the EMP.*

The Goal is to minimise environmental impacts from the development of the site.

The objectives are to:

- Identify the potential environmental impacts of development
- Ensure that appropriate environmental measures are addressed as part of the planning permit process.

- *Measures to be taken to ensure that appropriate landscaping is carried out in identified areas of environmental significance.*

The Precinct Vegetation Plan for Lyndhurst by Practical Ecology identifies no significant vegetation on the site and does not restrict development. For the Development Plan, the only significant vegetation are the River Red Gum trees in the adjoining road reserves.

The "Dandenong South Industrial Area Extension Structure Plan" refers to a 32m by 32m area allocated around a typical 16m diameter canopy to ensure long term

viability. However, the Structure Plan is not specific about the required protection zone for trees with a canopy of less than 16m.

The protection of the trees and required landscaping measures will be considered as part of the future planning permit process.

- *Erosion and siltation control during construction.*

Erosion and siltation methods will be addressed as part of the subdivision approval and subsequent applications for buildings. Potential pollution impacts will be directed to specified areas. All construction materials and waste products will be stored on site in a designated area and contaminants disposed of off-site.

Any excess soil associated with construction will be stockpiled and any potential sediment impacts from the construction area will be contained on site through measures such as bunding. There will be no sediment as a result of construction directly entering the Melbourne Water drainage system.

- *Designation of areas (if any) where human access to open space areas will not be allowed, including descriptions of the systems to be established and the means of precluding human access.*

There are no areas where human access will be precluded. The key aspect to be addressed will be around the River Red Gum trees in terms of ensuring that the root protection zones are protected.

- *An overview of the design details proposed for wetlands and open water bodies, including different edge treatments, vegetation associations, habitat areas, perching areas and underwater habitat.*

There are no wetland areas and open water bodies within the site. There may be site works within individual lots as part of drainage treatment and the like but nothing is envisaged as having significant environmental implications.

- *A Stormwater Management Plan that ensures appropriate hydrological regimes for retained vegetation based on expert ecological assessment.*

The retention of the River Red Gums will be retained as part of future planning permission.

- *Incorporation of stormwater management measures, including stormwater storage and water quality improvement devices such as wetlands and open water bodies to the satisfaction of Melbourne Water.*

Stormwater management is addressed in the Melbourne Water "Glasscocks Road Development Services Scheme" (refer to Appendix 3).

- *The requirements of the Dandenong South Native Vegetation Precinct Plan, January 2009 including the protection and enhancement of areas of public open*

space, native vegetation to be retained and native vegetation protection zones to be established.

The Native Vegetation Precinct Plan has identified no native vegetation on the site itself. Tree protection zones will be applied around the trees in the existing Glasscocks Road road reserve and the road reserve to be re-located to the north shall be suitably setback from this area. This will be generally in accordance with the requirements of the Structure Plan and the actual areas will be finalised as part of a permit application,

- *Where offsets are required, the method of protecting those offsets through measures such as conservation covenants, section 173 agreements, or gifts to the Crown (where such gifts are accepted).*

There are no offsets required and this is therefore not applicable to this site.

- *Method of protection of the reserve areas to be vested in Council until such time as the reserve area is developed.*

The only Reserves will be the Road Reserves and tree reserve relating to the protection of the River Red Gum trees.

- *Any other matters as required by the responsible authority and the Department of Sustainability and Environment.*

There are no other specific matters.

7.0 CONCLUSION

The Development Plan provides a clear framework for future development of the site. The plan is entirely consistent with the Industrial 1 Zone, and responds to the key requirements of the Development Plan Overlay.

The Development Plan allows for appropriate linkages with adjacent sites and will ensure all relevant matters will be addressed prior to development of the land.