

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

**Received**  
28 AUG 2009  
Planning & Design  
City of Greater Dandenong

# DEVELOPMENT PLAN

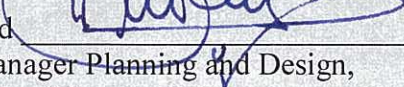
**AUGUST 2009**

**AUSTRALAND HOLDINGS LTD**

TPG REF: 1438

**KEYSBOROUGH ESTATE**

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 Keysborough Precinct. This Keysborough Industrial Site Development Plan (No. 1) has been prepared to the satisfaction of the Responsible Authority.

Signed  and dated 8<sup>th</sup> September 2009  
by Manager Planning and Design,  
City of Greater Dandenong

# Table of Contents

<b>INTRODUCTION .....</b>	<b>2</b>
EXISTING CONDITIONS .....	5
ROADS AND TRANSPORT .....	5
SERVICES .....	6
NATIVE VEGETATION PRECINCT PLAN.....	7
<b>DEVELOPMENT PLAN .....</b>	<b>9</b>
LAYOUT PLAN.....	11
STAGING PLAN / SUBDIVISION CONCEPT PLAN.....	16
HERITAGE ASSESSMENT REPORT .....	17
ENVIRONMENTAL MANAGEMENT PLAN .....	17
TRANSPORT PLAN .....	18
<i>Collector Road</i> .....	19
<i>Integrated Transport Plan</i> .....	21
SERVICES AND STORMWATER & DRAINAGE MANAGEMENT PLAN .....	23
<i>Sewer</i> .....	23
<i>Water</i> .....	23
<i>Gas Reticulation</i> .....	23
<i>Telstra</i> .....	24
<i>Electricity</i> .....	24
<i>Roads and Drainage</i> .....	24
<i>Stormwater</i> .....	26
<i>Conclusion</i> .....	26
OPEN SPACE.....	26
NATIVE VEGETATION / VEGETATION PROTECTION.....	26
<b>URBAN DESIGN AND LANDSCAPE GUIDELINES .....</b>	<b>27</b>
URBAN DESIGN GUIDELINES .....	27
<i>Estate Layout</i> .....	27
<i>Site Layout and External Site Design</i> .....	27
<i>Building Design</i> .....	28
<i>Interface with Other Uses</i> .....	28
<i>Public Realm</i> .....	28
<i>Open Space / Landscape Buffers</i> .....	29
<i>Interface with EastLink</i> .....	32
<b>LANDSCAPE GUIDELINES.....</b>	<b>33</b>
OVERVIEW .....	33
<i>Landscape Character &amp; Scale</i> .....	33
<i>Environmentally Sustainable Design</i> .....	33
<b>ADVERTISING GUIDELINES .....</b>	<b>39</b>
<b>APPENDIX A   BUILDING ENVELOPE PLANS.....</b>	<b>40</b>

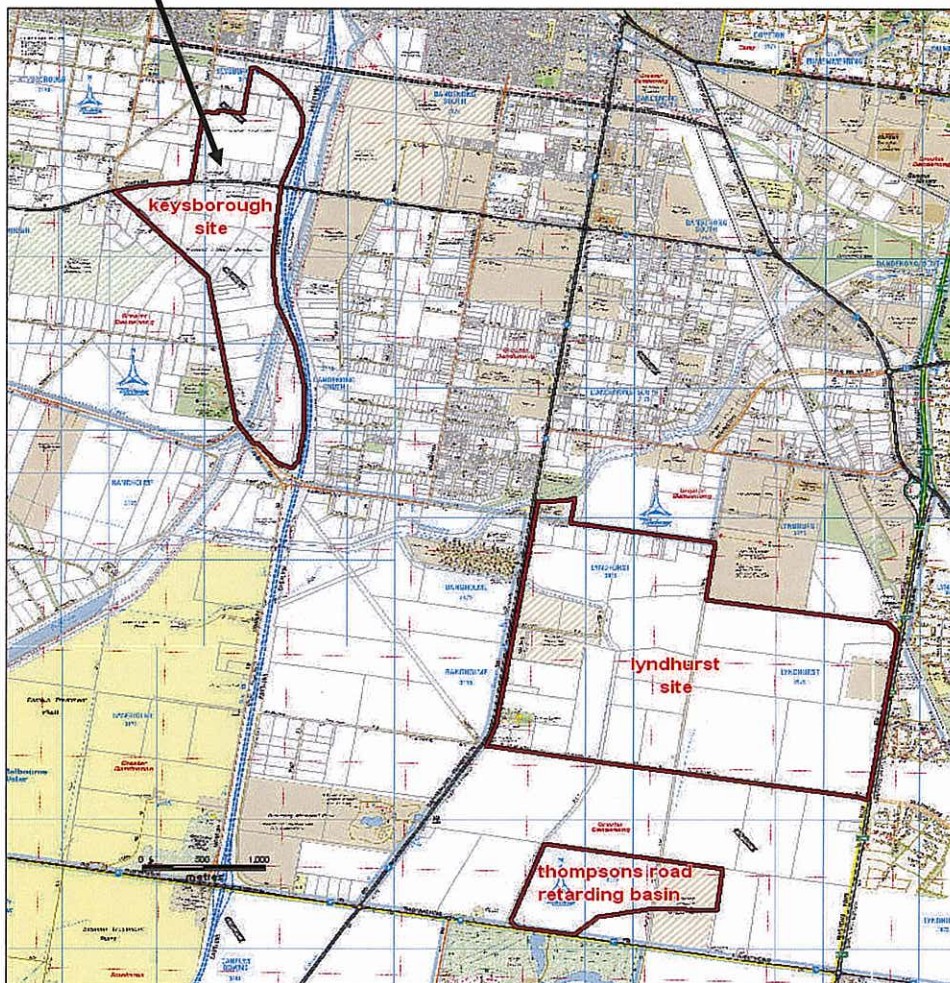


## INTRODUCTION

This development plan has been prepared by the Planning Group Australia Pty Ltd in conjunction with the consultant team on behalf of Australand Holdings Ltd for land known as the Keysborough Estate. The land owned by Australand and those other areas less than 30 hectares also covered by the plan are identified on the Development Plan Map at Figure 6.

This Development Plan has been prepared pursuant to 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. This Development Plan relates to land referred to as the 'Keysborough Estate' which covers an area of approximately 327 hectares and is entirely located within the Urban Growth Boundary (UGB). The Estate is identified in Figure 1 below.

**Figure 1 – Site Context Plan  
Keysborough Estate**





Source: SGS Economics & Planning - Dandenong South Industrial Area Extension Structure Plan

The Development Plan has been prepared in accordance with the Keysborough Structure Plan and the applicable Native Vegetation Precinct Plan and Development Contribution Plan.

Within the Keysborough Estate, Australand control 101 hectares consisting of the following sites:

48-52 Bend Road KEYSBOROUGH VIC	Lot 1 LP 130779
289 Greens Road KEYSBOROUGH VIC	Lot 2 LP 130779 Lot 2 PS 535024
472 Chandler Road KEYSBOROUGH	Lot 6 LP 200715, Lot 1 PS 535024
313-319 Greens Road KEYSBOROUGH	Lot 10 LP 200715
348-380 Greens Road KEYSBOROUGH	Lot 13 LP 130777, Lot 14 LP 130777, Lot 4 PS 535024
213-217 Perry Road KEYSBOROUGH	Lot 9 LP 130777
219-231 Perry Road KEYSBOROUGH	Lot 10 LP 130777
233-237 Perry Road KEYSBOROUGH	Lot 11 LP 130777
243 Perry Road KEYSBOROUGH VIC	Lot 3 LP 208535, Lot 1 PS 439764
253-257 Perry Road KEYSBOROUGH	Lot 2 PS 424141, Lot 2 PS 439764

In addition to the above land, an additional 35 hectares comes under this Development Plan due to land holdings of less than 30 hectares not being able to be subject of an independent Development Plan. These areas are as follows:

21-45 Bend Road KEYSBOROUGH VIC	Lot 1 TP 576993
47-63 Bend Road KEYSBOROUGH VIC	Part Lot 16 LP 7508
24-30 Bend Road KEYSBOROUGH VIC	Lot 4 LP 200715
32-38 Bend Road KEYSBOROUGH VIC	Lot 1 LP 200714
40-46 Bend Road KEYSBOROUGH VIC	Lot 5 LP 200715
295-301 Greens Road KEYSBOROUGH	Lot 3 PS 535024
305-311 Greens Road KEYSBOROUGH	Lot 11 LP 200715
321 - 327 Greens Road KEYSBOROUGH	Lot 9 LP 200715
382 Greens Road KEYSBOROUGH VIC	Lot 12 LP 130777
239 Perry Road KEYSBOROUGH VIC	Lot 1 PS 418910
241 Perry Road KEYSBOROUGH VIC	Lot 2 PS 418910
245 Perry Road KEYSBOROUGH VIC	Lot 1 PS 424141
247 Perry Road KEYSBOROUGH VIC	Lot 1 LP 200652
249-251 Perry Road KEYSBOROUGH	Lot 1 PS 414735

Land included in this development plan but not owned by Australand have not been the subject of detailed on ground assessments which may need to be undertaken prior to planning permits being applied for pursuant to this Development Plan.



The Keysborough Industrial Precinct was the subject of Planning Scheme Amendment C87 to the Greater Dandenong Planning Scheme. This amendment was supported by the Council and was ultimately heard by Planning Panels Victoria between February and May 2008. Amendment C87 was gazetted on 26 March 2009 rezoning the land Industrial 1 and introduced the Development Plan Overlay schedule 6 and Development Contribution Plan Overlay schedule 2.

## EXISTING CONDITIONS

The Development Plan area consists of all land north of Greens Road, approximately two thirds of the land south of Greens Road and within Development Cell 1. The southern balance of Development Cell 1, Development Cell 2 to the west and Development Cell 3 to the south-east are not included within this Development Plan.

The subject land has frontages to Greens Road and Perry Road. The site also encompasses Bend Road toward the north however this road is ultimately to be closed to restrict Industrial traffic traveling east through the adjoining residential area. The East Link Toll Way is a major feature bounding the site to the east and the site fluctuates in terms of levels relative to the carriageway. The Dandenong Creek is also a significant feature in the wider Keysborough Estate however the subject land does not extend to the south to abut this major environmental feature.

Greens Road is a declared main road controlled by VicRoads that traverses in an east/west direction across the estate. Perry Road to the west and also Bend Road to the north which form the general site boundaries are both Council controlled roads.

The site is generally vacant and previously utilized for various agricultural practices. North of Greens Road has previously been used for market gardens. Abutting Greens Road to the north are a number of cultural and educational sites.

South of Greens Road the subject site is occupied by a series of segregated land holdings, some of which accommodate uses such as equestrian and pony clubs, or other low density uses on properties along Perry road. Associated with these uses are occasional dwellings and agricultural outbuildings.

An area of native vegetation exists which abuts Perry Road to the extreme south of the subject area.

## ROADS AND TRANSPORT

Existing street network includes the following:

- Bend Road – unformed local road to be closed at an appropriate time once alternative internal road connections are constructed pursuant to this Development Plan.
- Greens Road – VicRoads road which will provide for major point of access to land both north and south. Provision has been made for an additional secondary access point to the western extreme of the Development Plan area providing access north of Greens Road. No other direct points of access are proposed and any additional access will be to the approval of Council and VicRoads.



- Perry Road – Local road providing major points of additional access in to the estate. Limited direct access may be allowable subject to Councils discretion.
- EastLink Toll way – Access via full interchange at Greens Road.

## SERVICES

The land is not currently serviced for industrial use however all utilities are available to the land. The existing structures on the land benefit from typical domestic services which will be removed as the land is developed. Services to buildings external to the development plan will remain as they currently exist.

## NATIVE VEGETATION PRECINCT PLAN

The Native Vegetation Precinct Plan identifies two remnant patches or Habitat Zones which are to be retained on land not owned by Australand. In addition a number of scattered trees are also to be retained. These requirements are shown in Figure 2 below and The Development Plan recognises and responds to these requirements.

Incorporated Document to the Greater Dandenong Planning Scheme

Map 2 - Keysborough precinct native vegetation precinct plan diagram

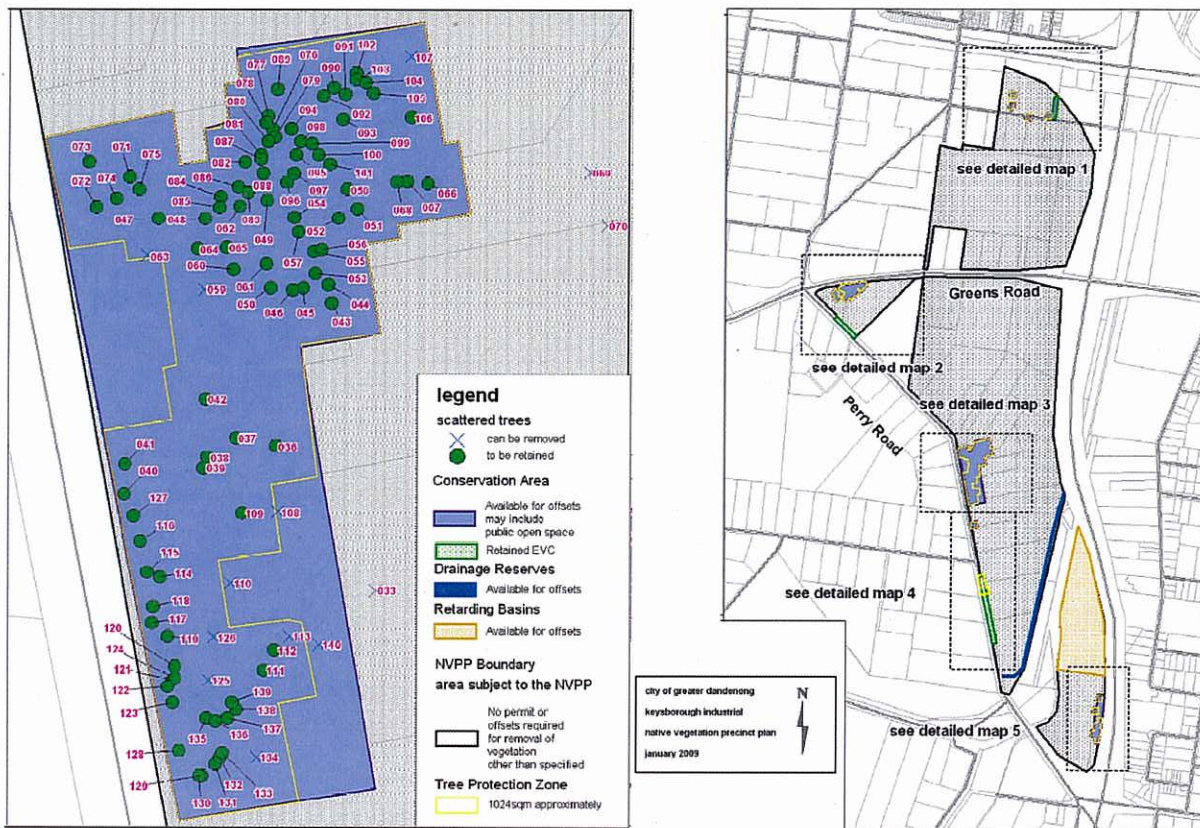


Figure 2 – Extract from Native Vegetation Precinct Plan



### **Development Contributions Plan**

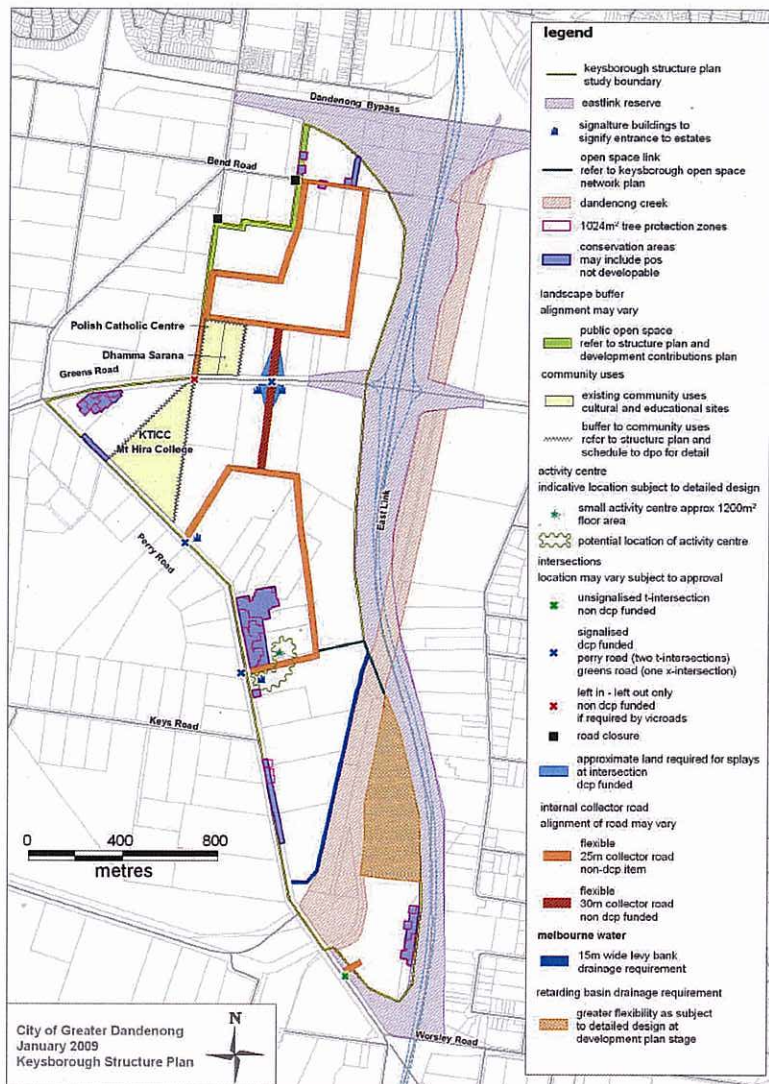
The Development Contributions Plan establishes a levy of \$7.26 per development unit to be paid in the period from 2008 – 2017. This Plan and its requirements do not impact on the design and layout detail of this Development Plan and will be addressed appropriately through subsequent planning permits.

## DEVELOPMENT PLAN

The Development Plan responds to the provisions and requirements of DPO6 within the 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.”*

**Figure 3 – Keysborough Structure Plan**





Clause 43.04 of the Planning Scheme, Development Plan Overlay - Schedule 6 requires the Development Plan to include the following plans to the satisfaction of the Responsible Authority:

- Layout Plan
- Staging Plan
- Heritage Assessment Report
- Environmental Management Plan
- Integrated Transport Plan
- Stormwater Management Plan

## LAYOUT PLAN

The DPO schedule contains a number of matters to be identified, as required, on the layout plan. For Clarity these are shown on the following Figures.

- Figure 4 – layout plan, The Development Plan
- Figure 5 – Existing easements plan,
- Figure 6- Existing and Proposed Transport links
- Figure 7 – Landscape concept (in relation to conservation area / public open space).

The following commentary responds to the matters required to be shown on the layout plan

- The street network reflects in the key elements of the Keysborough Structure Plan (and the Development Contribution Plan). This street network will also perform the function of supporting a pedestrian network, bicycle network and public transport network once the bus service providers complete planning for this new urban area. Main points of access to the existing street network are at Greens Road (signalized intersection) and Perry Road as required in the Structure Plan. In addition the road closures proposed are as depicted in the Structure Plan.
- An open space linkage is provided to the Dandenong Creek trail enhancing the permeability of the site for pedestrians and cyclists. The linkage is 15 metres in width.
- The plan identifies native vegetation to be retained in accordance the Native Vegetation Precinct Plan and set aside for open space and conservation purposes. This area also incorporates areas necessary to ensure the health of the retained vegetation. The remainder of the land subject of this Development Plan does not host any vegetation for which a permit is required to remove.
- The Keysborough Structure Plan identifies roads in the north that are to be closed and, in part, utilized as public open spaces and landscape buffers. The plan replicates these requirements. In addition, buffer land is shown to the north of the Polish Church (north of Greens Road) and to the west of the precinct providing a buffer to the Turkish Islamic Centre and Mt Hira College. The Development Plan Map satisfies the DPO requirement and this aspect will be further developed through the design guidelines and detailed planning permits.
- Urban Design Guidelines are provided as a separate section of the Development Plan.



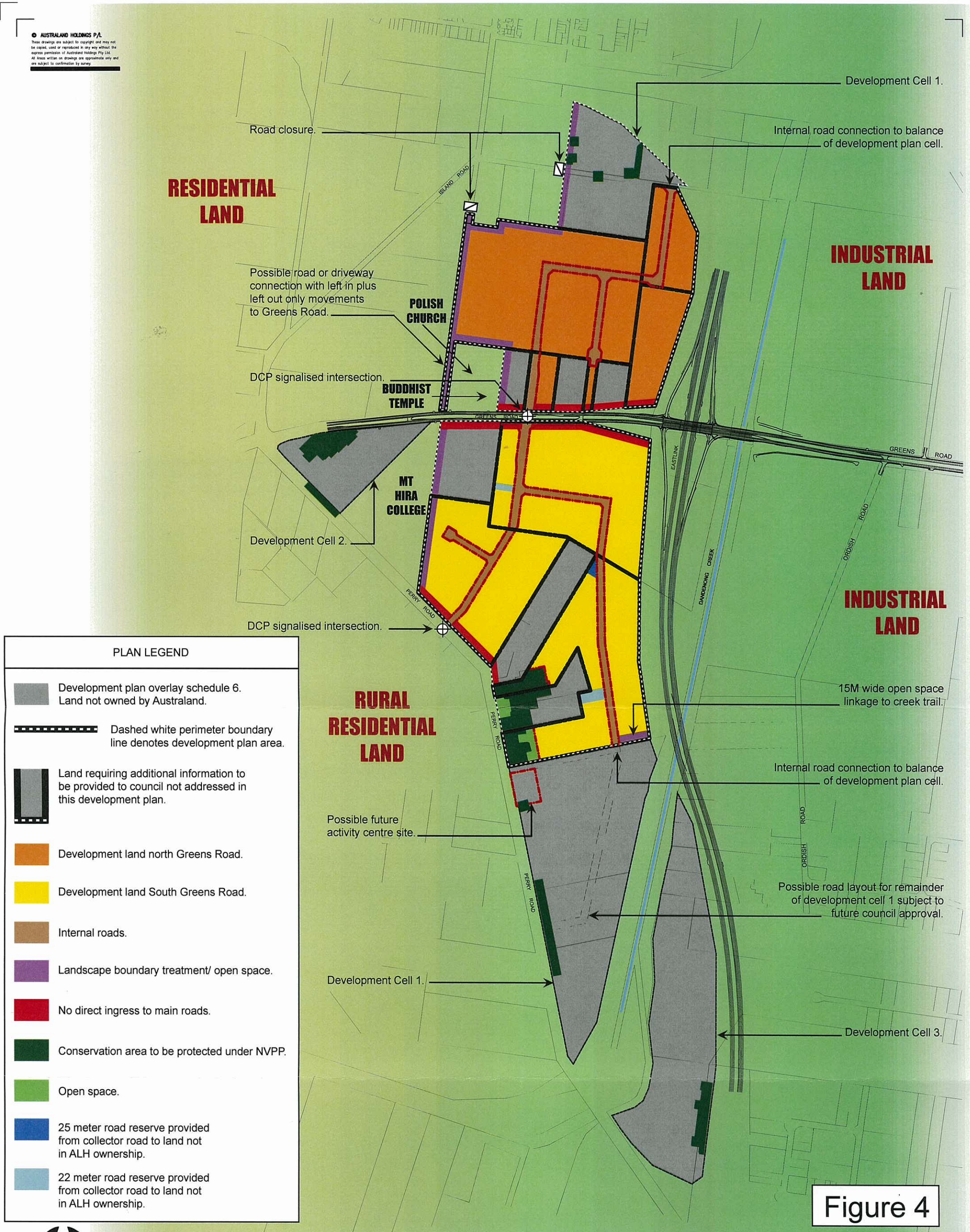


Figure 4



MELBOURNE  
 LEVEL 14  
 FRESHWATER PLACE  
 2 SOUTHBANK BOULEVARD,  
 SOUTHBANK VIC. 3006  
 TEL: 03 9426 1000 FAX: 03 9426 1050

KEYSBOROUGH ESTATES

Perry Rd & Greens Rd, Keysborough

DEVELOPMENT PLAN

FEASIBILITY

0 250 500



Scale 1:5000 @ B1

V08-137-FS-090

06.07.2009

D

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





Existing Easement Details	
E-1	Drainage
E-2	Electricity Supply
E-3	Drainage
E-4	Transmission of Gas
E-5	Drainage
E-6	Water Supply
E-7	Drainage & Water Supply



# EASEMENT LAYOUT PLAN

## GREENS ROAD, KEYSBOROUGH

Ref: 4818003  
 File: 481800FA.DWG  
 06/07/2009  
 1:6000 @ A3

**Bosco Jonson Pty Ltd**  
 A.B.N 95 282 532 642  
 P.O. Box 5075, South Melbourne, Vic 3205  
 16 Eastern Road South Melbourne  
 Vic 3205 Australia DX 20524 Emerald Hill  
 Tel 03) 9699 1400 Fax 03) 9699 5992



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

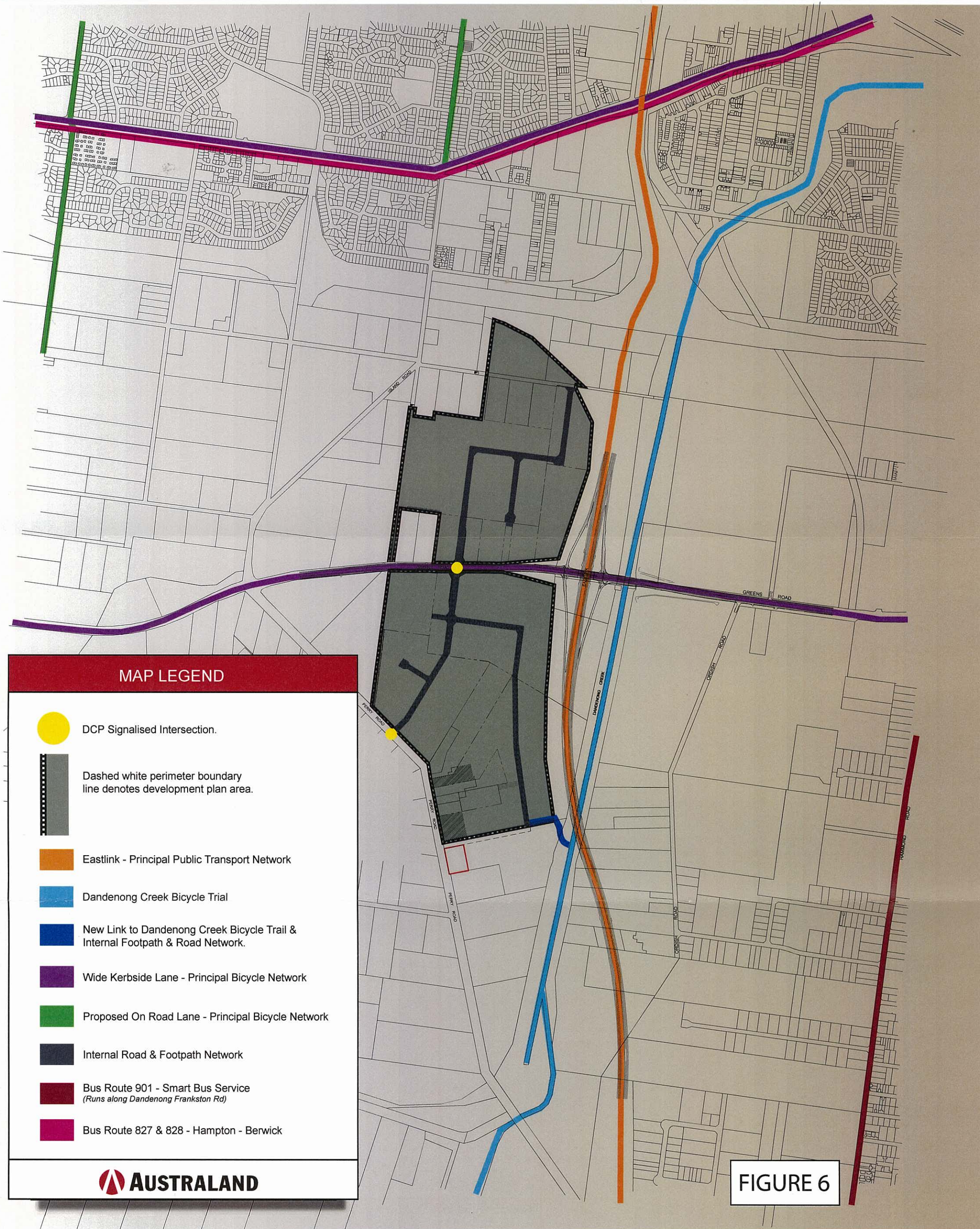
FIGURE 5



# Locality Plan

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

## Existing & Proposed Transport Links



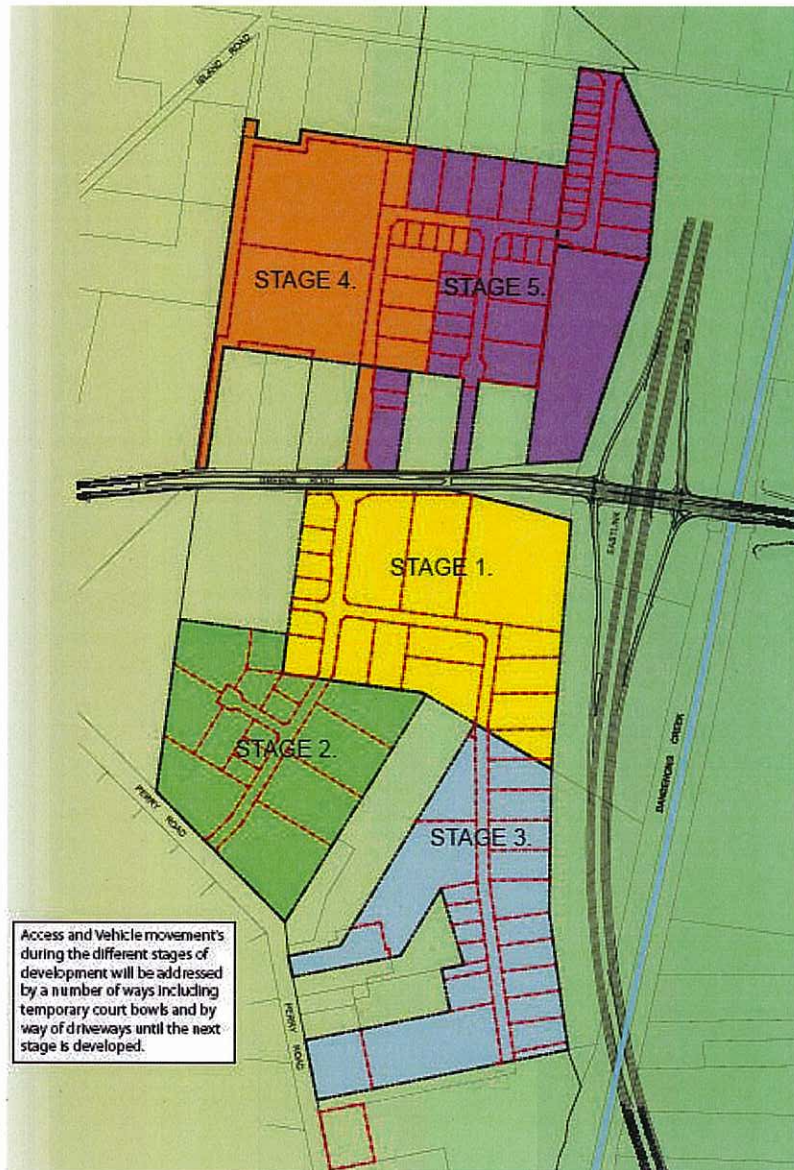


- Due the varying interfaces to the site, the size of the subject land, the native vegetation precinct plan, the variations between open space for conservation and buffer purposes and landscape buffers it is practical to provide a set of guiding landscape principles rather than a physical plan. Concept and detailed landscape plans would be prepared for each stage of the overall subdivision. These principles are reflecting in the Landscape Design Guidelines
- The land is relatively flat and the exact extent of any earth works will be a detailed matter to be considered at planning permit stage. There will be no significant earthworks required within the estate as earthworks would be limited to site leveling. The general approach adopted for each site would seek to balance cut and fill within the lot not requiring net import or export of fill material.
- The development plan area is well connected to other industrial areas in the vicinity through both Greens Road and EastLink. Provision has been made to construct internal roads to serve land in the Development Plan area that is not owned by Australand or to set aside the required Road Reserve to be constructed by others when development commences on that land.
- The drainage of the land will be predominantly piped and therefore there will be no drainage areas set aside in which native vegetation may be established.

### STAGING PLAN / SUBDIVISION CONCEPT PLAN

An indicative Staging Plan is provided in Figure 8 below. Staging Plans are subject to change depending on market conditions. It is anticipated that the first stages starting with one either side of the main Greens Road entry will commence in late 2009 early 2010 and be complete by the second half of 2010. Subsequent stages would take a year to complete with the development plan being implemented by 2012/13.

**Figure 7 – Staging Plan**





## HERITAGE ASSESSMENT REPORT

Part of the Keysborough area has been identified within the Aboriginal Cultural Heritage Sensitivity mapping provided by Aboriginal Affairs Victoria. A detailed heritage assessment is being undertaken by Andrew Long and Associates covering the entire Keysborough Precinct. As a result of this assessment the following results have been determined:

- 96% of the estate has been determined to be of low Aboriginal cultural heritage value;
- 4% has the potential for Aboriginal heritage values of higher significance, given the presence of highly localized landforms within the broader landscape of the area (two sandy rises).

Correspondence from Andrew Long and Associates (dated 29<sup>th</sup> April 2009) is submitted as part of the supporting documentation. Cultural Heritage Management Plans (CHMP) are being prepared as the activity area is located on the Koo Wee Rup Plain, an area of cultural heritage sensitivity, and the anticipated industrial subdivision will be a high impact activity. These CHMP's will provide protection for, and manage, Aboriginal cultural heritage values during the development of the Precinct. Contingency arrangements will also feature in the plans to manage any additional discoveries during the construction phase.

A Cultural Heritage Management Plan has already been approved for the whole of stages 1 and 4 together with a large part of Stage 5 (excluding 48 Bend Road) and is included in the reports supporting this development plan submission.

No planning permits can be issued for subdivision or development (with few exceptions) prior to these CHMP's approval and implementation. The combination the low values and the need for CHMP's will ensure that matters of cultural heritage will be appropriately addressed and managed.

## ENVIRONMENTAL MANAGEMENT PLAN

The objective of an Environmental Management Plan is to outline management and mitigation measures and actions in response to identified areas of significance subject to, or affected by, proposed development.

The Keysborough Estate is subject of a Native Vegetation Precinct Plan and therefore, no net gain or off-set assessment will be required.

Any EMP required to address the management of identified areas of environmental significance should generally accord with the following structure:

- Introduction
  - Site description
  - Identified areas of environmental value



- Proposed Development
- Identified potential impacts
- Methods of avoidance, mitigation and management
- Monitoring

Areas of environmental significance, when identified, should have access restricted as required by means of fencing integrated with landscaping to provide a vegetative buffer / barrier. The buffer / perimeter treatments will assist in visually integrating these areas with their surrounds and protect / reinforce the vegetation and associated habitat within areas of environmental significance. Areas of environmental significance will also require a weed control regime and receive supplementary planting with indigenous vegetation to improve their condition and ongoing viability.

Areas of environmental significance will need to be designated on a plan including a description of their significance. Where human access to open space areas will not be allowed, the means of precluding human access will need to be identified through the planning permit process.

Apart from areas of environmental significance which require public access to be restricted, public access will be encouraged to open space within and adjoining the development for pedestrians and cyclists.

Vehicle access to areas of environmental significance will be restricted by planting, bollards and gates as required.

## TRANSPORT PLAN

Pursuant to independent traffic modeling and analysis undertaken by Ashton Traffic Servicers, John Piper Traffic and the Department of Infrastructure, the structure plan recommends that:

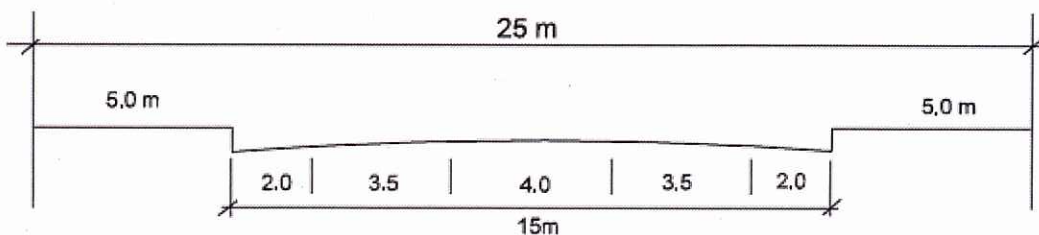
- Perry Road be upgraded as a two lane road with a third centre lane for turning vehicles.
- Keysborough site internal collector roads be constructed mainly as two lane roads with a third centre lane used for turning vehicles or as a landscape medium, except for higher volume sections linking to Greens Road, which be four lanes.

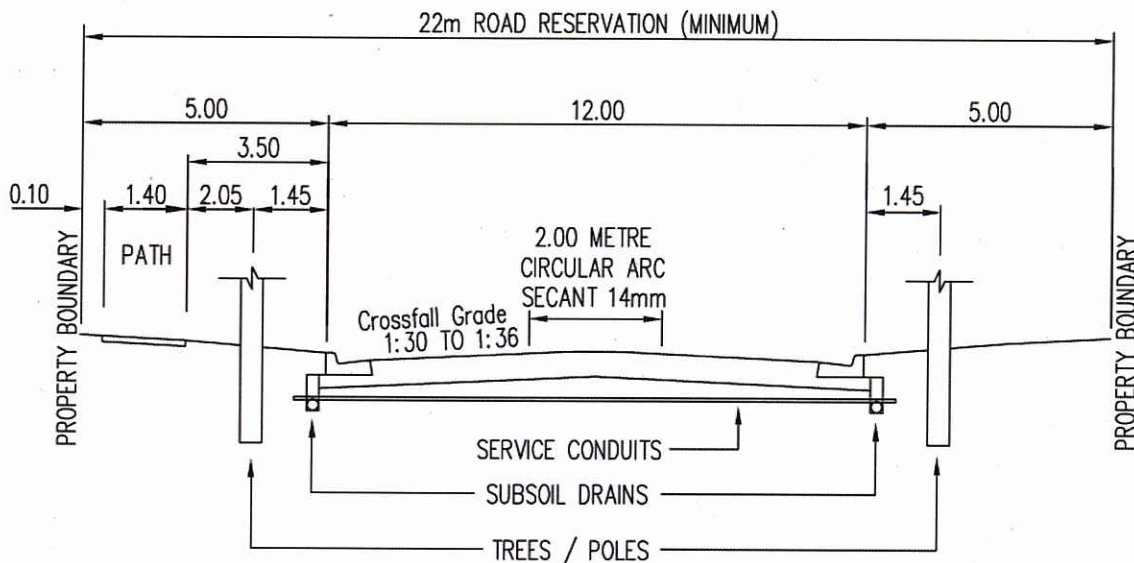
The Keysborough Estate seeks to provide a road network that:

- Includes connections to the surrounding road networks at multiple points to provide convenient access and distribute traffic loads appropriately.
- Take advantage of remnant scattered River Red Gums to enhance the image of the estate as a whole and aid legibility.
- Includes a signalled cross intersection and a non-signaled left-in left-out intersection to service the estate on the north and south side of Greens Road.

- Includes an internal collector road servicing the estate to the north and south of Greens Road to provide sufficient access throughout the site. The internal collector roads are nominated on the Structure Plan Diagram and are contained within a minimum road reserve of 25 meters. This may increase where the internal collector road approaches the arterial road network to 30m or 34m as required.
- Allows for the provision of subdivisional roads as part of the development of the site.
- Provides routes suitable for future bus services to connect the estate with Dandenong CBD and/or surrounding residential areas.
- Can be aligned to facilitate efficient access to each lot while:
  - Minimizing the need for direct access to existing and future arterial roads (Greens Road and Perry Road); and
  - Not unnecessarily severing land or creating parcels of land that are difficult to develop.
- Incorporates all necessary services infrastructure.
- Includes generous provisions for pedestrians and cyclists.
- Is intended to incorporate distinctive streetscape treatments in order to provide a high quality image for and legible circulation around the estate.
- Does not allow for traffic through the residential areas to the north of Greens Road. This will be facilitated by the closure of Bend Road at a suitable time. No access to traffic generated in this industrial area connect to Chandler Road.
- Include footpaths:
  - On both sides of the road for internal collector roads to comprise one 2.5m footpath and one 1.5m footpath
  - On one side of the road for internal collector roads to comprise one 1.5m footpath where the site abuts a public open space path;
  - On at least one side of the road for local subdivisional roads.

### Collector Road





### Local Road

An expert traffic engineering assessment has been undertaken by Lambert and Rehbein (report reference B08605TR002 – 27<sup>th</sup> April 2009) based on the potential layout of the estate depicted in the Development Plan Map and the Staging Plan at Figures 6 and 7. This report is based on projected traffic movements in 2010 based on likely development outcomes on the land. The assessment incorporates all land within this Development Plan scope and the land to extreme north of the Keysborough Precinct. The assessment includes a SIDRA analysis and intersection operation assessments.

The report concludes the following:

- The Greens Road intersection will operate within the 'very good' to 'good' range' with regard to ratings of Degree of Saturation;
- The northern intersection of Perry Road with the internal subdivision road will operate within the 'excellent' range with regard to the ratings of Degree of Saturation;
- The Perry Road intersection would operate best as a stop sign controlled T-intersection however, signalization is advised on safety grounds alone due to heavy vehicles.
- The road layout will cater for all anticipated vehicles including B-doubles and buses;
- Expecting queuing to the 95<sup>th</sup> percentile can be readily accommodated within the road width design;



- Should a future link of Perry's Road to Bangholme and Colemans Road eventuate to link to the Lyndhurst Estate, no adverse impact would occur on the proposed road network.
- The internal road to the east of the estate, south of Greens Road extending in a north-south direction should incorporate traffic calming measures in its detailed design phase due to its unobstructed length.

Overall the proposed road network represents an efficient and practical response to the anticipated needs and demands of the future estate. The expert assessment concludes that the proposed network will operate in a very good to excellent fashion in response to anticipated traffic movements.

### **Integrated Transport Plan**

It is not always appropriate or possible to predetermine the level of public transport that a given development area will necessitate. Further, it is not always possible or appropriate for a land development process to predetermine the decisions of public transport authorities in terms of resource allocation and priorities. This issue was commented on by the Amendment C87 Planning Panel who noted in their report that land developers are not in a position to determine the level of public transport service provided to an area and at the subdivision stage their influence is limited to ensuring efficient routes with appropriate configuration are provided for potential public transport services.

Clause 52.36 of the Greater Dandenong Planning Scheme requires the provision of an Integrated Public Transport plan for new developments. The purpose of this clause is to:

- Ensure developments support public transport usage;
- Ensure that easily accessible public transport networks, which are appropriate to the scale of the development, and high quality public transport infrastructure are provided as part of a new development;
- Ensure that developments incorporate safe, attractive and convenient pedestrian access to public transport stops; and
- Ensure that developments do not adversely affect the efficient, equitable and accessible operation of public transport.

The Dandenong South Industrial Area Extension Structure Plan identifies the opportunity to promote public transport and non-motorised vehicle access by incorporating bus interchange facilities, sidewalks and bicycle tracks into the Development Plan approval process to ensure that the road network will accommodate expanding bus routes into the area in the future.

The requirements of the Development Plan Overlay stipulate that an Integrated Transport Plan should take into account all transport modes and include an indicative public transport, road, bicycle and pedestrian network showing, as appropriate:

- Provision of access to the existing road network;

- Provision of adequate pedestrian and cycle ways and accommodation for potential public transport routes and public transport infrastructure; and
- Integration with the Principal Public Transport Network.

The layout of the proposed development, the internal road network and the designated road reserves are considered adequate to allow the provision of bicycle and pedestrian routes throughout the subject land. Footpaths provided within the road reserves and on-road bicycle lanes would be expected to match in conveniently with the existing facilities along Greens Road and ultimately link up with the nearby EastLink Trail, providing a high level of connectivity for pedestrians and cyclists. A 15 metre wide public reserve is provided to the south of the Keysborough Estate linking the estate directly into the EastLink Trail thereby providing a convenient link for land further from Greens Road.

As the industrial estate has been designed to allow access by large industrial vehicles, the road network will be conveniently accessible by public bus services. As the land and the proposed internal road network to the north of Greens Road effectively forms a closed catchment area, with no through connectivity to the north beyond Bend Road, this area is unlikely to generate a sufficient level of patronage or demand for public transport operators to provide a frequent loop bus route through this part of the site.

Once the site is fully developed and operational, and especially once Perry Road is upgraded to provide a link to EastLink Freeway and the Lyndhurst industrial area via Bangholme and Coleman Roads, it is likely that demand/opportunities would arise for a public transport link through the southern portion of the subject land.

Overall, the layout of the estate provides for convenient access for bus and bicycle users. The Estate has excellent links to Greens Road and EastLink in addition to the internal public link into the EastLink Trail. The ultimate route of any future bus route and the location of stops along it will be a decision for public transport authorities as demand dictates.



## SERVICES AND STORMWATER & DRAINAGE MANAGEMENT PLAN

An expert services and feasibility assessment has been undertaken by Lambert and Rehbein. The report is summarised below and concludes that all necessary services can be made available to the land to cater for anticipated demand.

### **Sewer**

South East Water is the responsible authority for the provision of sewerage facilities.

There is no existing sewerage infrastructure within and surrounding the site, however the general sewer servicing strategy proposes to direct the sewer for the land to the west due to the recently constructed East Link Toll way and the restrictions that this now creates.

South East Water have advised that a sewer pump station and rising main will be required to cater for the sewer to the south of Greens Road. The sewer raising main is proposed to extend up Perry Road to the intersection with Hutton Road. A 300mm gravity sewer extension to the west along Greens Road will be required to service the area north of Greens Road. Both of these sewer extensions are proposed to connect into a proposed sewer lift station located in the vicinity of the Greens / Perry and Hutton Road intersection.

A combination of these sewers and the proposed sewer lift station will provide an adequate future outfall of any future development of the site.

### **Water**

South East Water is the responsible authority for the provision of water supply facilities.

There is no existing water infrastructure within and surrounding the proposed development, however the general water servicing strategy for the area proposes to extend a 300mm water main east from Keylana Drive off Chapel Road and extend this to the site to service the land. An interim 150mm water main option is also available subject to development rates to the north of Greens Road at Olive Grove off Chandler Road if required.

It is considered that the proposed and future water supply facilities will be suitable for any possible development of the site.

### **Gas Reticulation**

Jemena is the responsible authority for the provision of gas supply facilities.



There is no existing reticulated gas infrastructure within and surrounding the proposed development area. This is despite the location of an existing 300mm high pressure gas main which dissects the proposed land diagonally on the north side of Greens Road. To extend gas reticulation to this site will require a trunk infrastructure extension from an existing 125mm reticulated gas main located on the corner of Perry and Church road to the north east of the site.

Should gas reticulation be required as part of the servicing of this site, a proposed gas extension from the Perry / Church intersection will provide an adequate supply for this development.

### **Telstra**

Telstra is the responsible authority for the provision of telecommunication facilities. Service information has been provided by Telstra that shows there are existing local facilities west of the site at Perry Road.

Through preliminary discussions with Telstra it is expected that services will be able to be extended to the site frontage of Greens Road. It is considered that the proposed future Telstra facilities will be suitable for any possible development of the site.

### **Electricity**

Jemena is the responsible authority for the provision of electrical facilities. There is existing High Voltage (HV) power supply within the existing Greens Road network to provide connection and branches north and south of Greens Road for the development.

Jemena being the responsible authority has advised that there is a requirement for kiosk substation sites to be located throughout the proposed development site. Electrical facilities for the site should be adequate for any future development.

### **Roads and Drainage**

Melbourne Water is the responsible authority for the provision of main drainage facilities. These facilities include the piped management of stormwater in accordance with the Stormwater Management Plan depicted in Figure 9. Greater Dandenong City Council is the responsible authority for minor drainage works and internal roads and VicRoads are the responsible authority for work associated with Greens Road

Main Drainage and local / minor drainage facilities for the site should be adequate for any future development. Internal roadways and drainage within the proposed development shall be designed in accordance with Greater Dandenong City Council requirements and specifications.



**ASSUMPTIONS**

- UNLESS OTHERWISE NOTED, ALL ROAD CROSSING-DRAINS ARE Ø300mm
- PIPES ARE DESIGNED FOR 20 YEAR AVERAGE RECURRENCE INTERVAL
- PIPE GRADE : 1 IN 500 EXCEPT THE TRIPLE Ø1500mm GRADE 1 IN 1000
- COEFFICIENT OF RUNOFF FOR INDUSTRIAL AREA AND ROAD = 0.9
- CITY OF DANDENONG RAINFALL DATA WAS USED TO DETERMINE ESTIMATED FLOW BY RATIONAL METHOD.

OUTFALL TO PROPOSED WETLANDS FURTHER SOUTH WEST OF THIS SITE WITHIN FUTURE MELBOURNE WATER - KEYSBOROUGH SOUTH MAIN DRAINAGE SCHEME.

OUTFALL TO PROPOSED WETLANDS FURTHER SOUTH WEST OF THIS SITE WITHIN FUTURE MELBOURNE WATER - KEYSBOROUGH SOUTH MAIN DRAINAGE SCHEME.

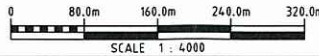
KEYSBOROUGH INDUSTRIAL ESTATE GENERAL AREA TO BE CONTAINED WITHIN PROPOSED MELBOURNE WATER PERRY ROAD DRAINAGE SCHEME. PROPOSED DRAINAGE SCHEME TO HAVE PROVISION FOR STANDARD HYDRAULICS DEVELOPMENT LEVIES FOR MELBOURNE WATER MAIN DRAINAGE INFRASTRUCTURE AND ALSO STANDARD STORMWATER QUALITY OFFSET DEVELOPMENT LEVIES TO SATISFY STORMWATER QUALITY REQUIREMENTS OF MELBOURNE WATER.

KEYSBOROUGH INDUSTRIAL ESTATE GENERAL AREA TO BE CONTAINED WITHIN PROPOSED MELBOURNE WATER PERRY ROAD DRAINAGE SCHEME. PROPOSED DRAINAGE SCHEME TO HAVE PROVISION FOR STANDARD HYDRAULICS DEVELOPMENT LEVIES FOR MELBOURNE WATER MAIN DRAINAGE INFRASTRUCTURE AND ALSO STANDARD STORMWATER QUALITY OFFSET DEVELOPMENT LEVIES TO SATISFY STORMWATER QUALITY REQUIREMENTS OF MELBOURNE WATER.

**EXISTING SERVICES**  
 NOTWITHSTANDING THAT EXISTING SERVICES MAY OR MAY NOT BE SHOWN ON THESE DRAWINGS, NO RESPONSIBILITY IS TAKEN BY THE ENGINEER OR THE PRINCIPAL FOR THIS INFORMATION WHICH HAS BEEN SUPPLIED BY OTHERS. THE DETAILS ARE PROVIDED FOR INFORMATION ONLY. THE CONTRACTOR SHALL ASCERTAIN THE POSITION OF ALL UNDERGROUND SERVICES PRIOR TO EXCAVATION AND SHALL BE RESPONSIBLE FOR THE COST OF REPAIRS TO DAMAGES CAUSED AS A RESULT OF THE WORKS.



**PRELIMINARY DRAWING ONLY**  
 NOT FOR CONSTRUCTION



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

<b>REAL PROPERTY DESCRIPTION</b> PERRY ROAD - GREENS ROAD CHANDLER ROAD - GREENS ROAD KEYSBOROUGH			
No.	Date	By	Amendment
A	23/06/09	P.G.	PRELIMINARY ISSUE
			Checked

**LAMBERT & REHBEIN**  
 ENGINEERS • MANAGERS • SCIENTISTS  
 SUITE 1 GROUND FLOOR, 55 WALSH STREET,  
 WEST MELBOURNE, VICTORIA 3003  
 A.C.N. 093 367 072

TELEPHONE (03) 9328 4166  
 FACSIMILE (03) 9328 4255  
 EMAIL mail@lar.net.au

Project: PROPOSED INDUSTRIAL DEVELOPMENT  
 EASTLINK - GREENS ROAD  
 KEYSBOROUGH

Title: ENGINEERING SERVICES  
 PROPOSED STORMWATER DRAINAGE

Client: AUSTRALAND		Sheet Size	Drawing No.
Draftsperson: P. GONIS	Checked: R. JARVIS	A1	M08076-SK42
Designer: P. GONIS	Approved: <i>[Signature]</i>		
Scale: 1:4000	Date: JULY 2008	A	

FIGURE 8



### **Stormwater**

The servicing report includes a Storm Water Management Plan (depicted in Figure 9) establishing the principles for the future drainage of the land.

The Plan provided in the servicing report details the main drainage points, key stormwater flows and the broad design principles of a future stormwater management system.

The stormwater system will be primarily gravity feed reducing the need for pumping. Retarding infrastructure will ultimately be provided to the southern portion of the Precinct beyond the scope of this Development Plan.

### **Conclusion**

This report presents the servicing requirements for the proposed overall industrial development both north and south of Greens Road for land holdings owned by Australand and concludes that the land can be appropriately serviced to meet anticipated requirements.

## **OPEN SPACE**

The provision of open space is predominantly in the form of a reserve adjoining Perry Road identified both in the Native Vegetation Precinct Plan as vegetation required to be retained and on the Development Plan Map. Additional open space is provided to the western boundary of the site in the form of landscape buffers. The width and details of these buffers are further explained in the Landscape Design Guidelines.

## **NATIVE VEGETATION / VEGETATION PROTECTION**

A Native Vegetation Precinct Plan is incorporated in the planning scheme. The Keysborough Structure Plan and Dandenong South Industrial Area Structure Plan both reflect the requirements of the NVPP.

Key components pertaining to vegetation protection outcomes from the structure plan include retention of River Red Gums, planting offsets, separation of industrial and residential uses and possible incorporation of swale drains. Conservation areas on private land will seek to protect native vegetation not incorporated into Public Open Space, and provide for new tree and understorey planting and indigenous material of local provenance. No private conservation areas are proposed as part of this Development Plan.

The Development Plan Map corresponds with the NVPP with native vegetation identified for retention being denoted as areas of Open Space / Conservation.



## URBAN DESIGN AND LANDSCAPE GUIDELINES

### URBAN DESIGN GUIDELINES

The Dandenong South Industrial Area Extension Structure Plan identifies in Section 4, Urban Design and Landscaping principals. These guidelines identify four key areas as follows:

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

These key areas contain a number of more detailed elements and those most applicable to the Keysborough Estate and the subject Development Plan area have formed the basis for the following guidelines.

#### **Estate Layout**

The subdivision of the Development Plan area should:

- Provide a range of lot types and sizes.
- Provide that lots are generally configured to facilitate energy efficient site and building design and incorporate principles of Water Sensitive Urban Design.
- Protect and enhance areas of native vegetation identified in the Native Vegetation Precinct Plan.
- Ensure a well designed interface between development and Public Open Space.
- Create visually interesting estate entrances
- Avoid the proliferation of signage, including promotional signage, at gateway locations.

#### **Site Layout and External Site Design**

The layout of individual sites should:

- Ensure separation of pedestrian and vehicle circulation and visitor parking at 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 on sites adjoining Greens Road and Perry Road be generally 20 metres. The 20 metre setback can be used for car parking, access or landscaping (or combination) but must incorporate a minimum 5 metre landscape strip between the front property boundary and any car parking.
- Require front setbacks on sites adjoining Collector and subdivisional roads be generally 9 metres. The 9 metre setback can be used for car parking, access or landscaping (or

combination) but must incorporate a minimum 3 metre landscape strip between property boundary and any car parking.

- Side setback to an arterial or collector road be generally 5 metres (Greens and Perry Road) and 3 metres (Collector Roads) utilised for landscaping
- Locate loading and storage areas to the rear or side of buildings with screening as appropriate
- Ensure visibility to all predominant parking spaces from the interior of the building is achieved.
- High quality open style fencing will only be permitted forward of the building line as part of an approved landscape treatment. Open style chain link fences will comprise black PVC coated Chain link fences to a height of 1.8m with three strands of barbed wire to a height of 2.1m.
- Buildings should be a minimum of 8.0 metres in height and a maximum of 20 metres.

### **Building Design**

The design of new buildings should:

- Be of a high standard and present to the street
- Buildings on sites adjoining Greens Road should where possible be orientated to, and provide an active frontage to Greens Road.
- Office or showroom component to be oriented to the front of the site.
- Avoid long blank walls along street frontages and boundaries to the public realm.
- Incorporate façades on corner buildings that provide visual interest to both streets.
- Avoid use of highly reflective materials.
- Ensure plant is not highly visible from the street.
- Buildings adjoining the open space link to the Dandenong Creek Trail should avoid presenting blank walls to that public thoroughfare.

### **Interface with Other Uses**

The design of the industrial area should:

- Be separated from the existing and future residential area to the west by appropriate buffers of open space or road in accordance with the Development Plan Map and the Open Space / Landscape Buffers set out below.
- Restrict the use of residential roads by industrial traffic through the closure of Bend Road.
- Protect the amenity of the adjoining green wedge by limiting vehicle entrance points.
- Be separated from existing and future residential uses and community uses by appropriate buffers of open space and/or a road.

### **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.



### Open Space / Landscape Buffers

The Development Plan area contains open space for three purposes as follows:

- Open Space – Conservation
- Open Space – Buffers
- Landscape Buffers

The first two above may be credits as open space up to a maximum of 5 or 25 metres as depicted in Figure's 9, 10 and 11 below. Landscape buffers are a requirement of the Development Plan for amenity purposes and do not contribute toward open space contributions. There are number of potential combinations and Figure 10 below provides an indication of potential outcomes specifically in relation to the western side of the Precinct, north of Greens Road.

The following buffers are to be provided (and are generally shown in Figures 10, 11 and 12):

- The treatment of the western boundary of the industrial area north of Greens Road
  - A 20 metre wide buffer adjoining the Polish Catholic Centre which may include a road / driveway with a minimum 5 metres landscape buffer as Public Open Space;
  - A 25 metre road reserve (including a 5 metre landscape strip the western edge of the road reserve) or a 25 metre wide landscape reserve adjoining the Intrapac land (to the north of the Polish Catholic Centre); and
  - A 15 metre wide landscape reserve along the remainder of the boundary with proposed residential development

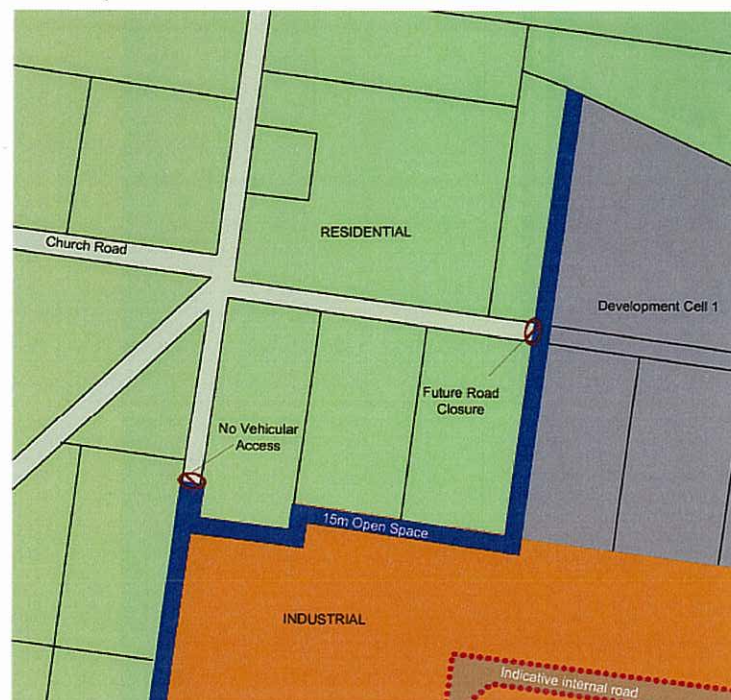
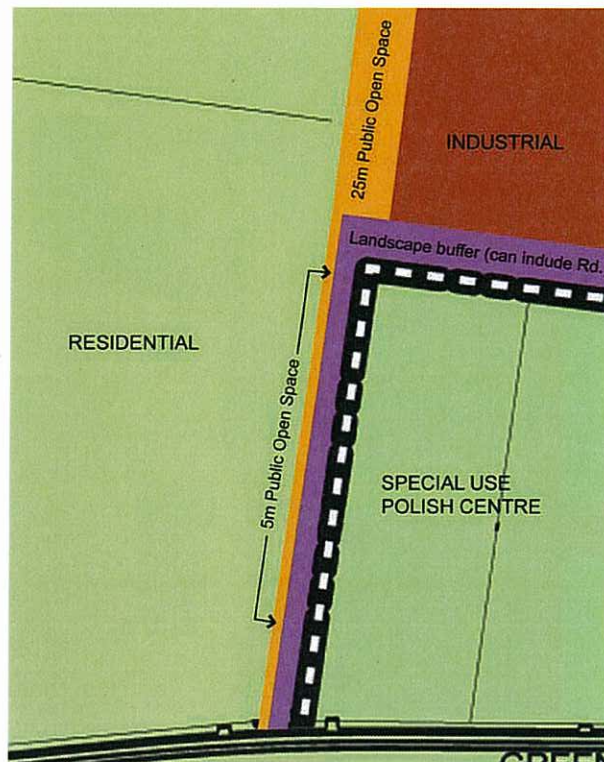


Figure 9 – Open Space Options (northern)





**Figure 10 – Open Space Options (north western)**

- The treatment of the western boundary of the industrial area south of Greens Road
  - A landscape buffer along the western side boundary of land south of Greens Road incorporating existing trees.

Existing rural and residential properties should be effectively screened from industrial developments by means of landscaping or other measures (including appropriate built form).

Interfaces between industrial uses and existing community uses in the Keysborough area should provide a buffer zone, which can include in its composition existing landscaping and roads as desired and includes land within both abutting properties.

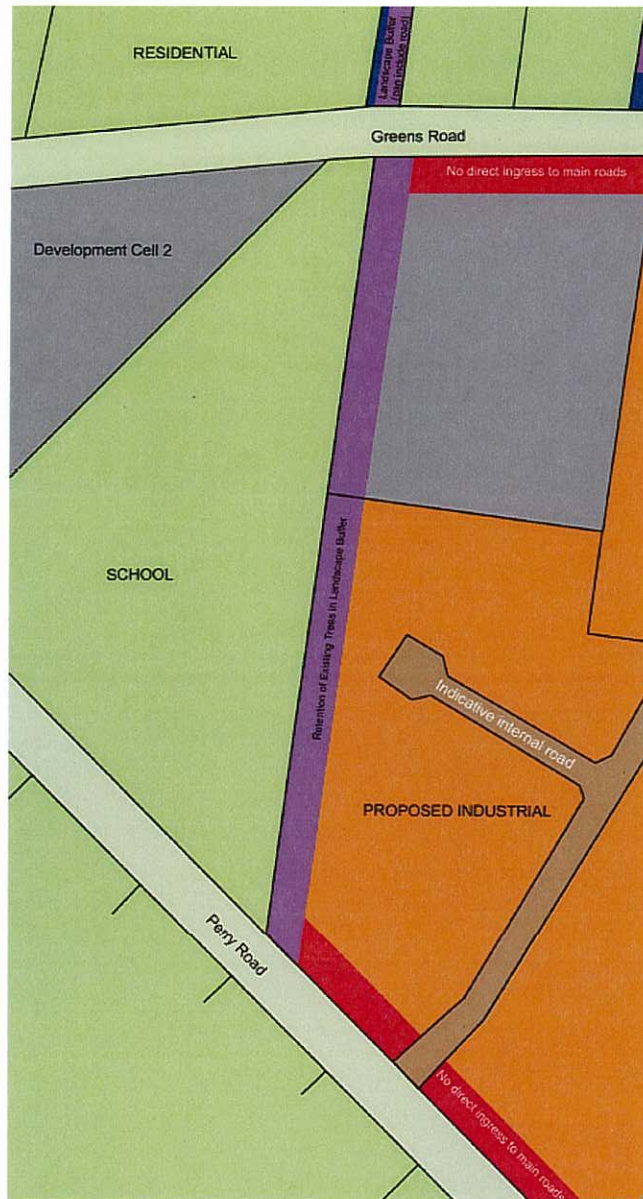


Figure 11– Open Space Options (south western)

### **Interface with EastLink**

EastLink which runs along the sites eastern boundary is an important road connection which services the site. Running parallel to EastLink is Dandenong Creek, the EastLink trail regional shared pathway and associated landscaping which creates an open space and recreation resource. The site detail design as it progresses into implementation should optimise its interface with this road, pathway, waterway and open space corridor. Interfaces with EastLink should include;

- A pathway connection to enable people working in the estate to use the pathway for recreation and to cycle to and from work.
- Screening of service and storage areas using appropriate fencing and landscaping with buildings setback 3m from the boundary.
- Utilisation of high quality and or visually recessive fencing amongst boundary landscaping.
- Signs facing EastLink should denote the building premises occupier only and the sign should not cover more than 10% of the building's façade / wall and should not extend beyond the buildings facades unless as an integral part of the built form.



## LANDSCAPE GUIDELINES

### OVERVIEW

The Landscape design intention is to create an integrated visually engaging industrial estate which complements and protects the surrounding environment and landscape values.

#### **Landscape Character & Scale**

Landscape treatments and planting species shall be in keeping with the scale of the development, its infrastructure and buildings. Landscaping shall also;

- Utilise landscape areas which are sufficiently large enough to enable the planting of canopy trees.
- Use upper canopy / trees which complement the existing river red gums that constitute an important landscape element in the area.
- Utilise landscape treatments / vegetation which assists in way finding and defining gateways and road hierarchies through the incorporation of feature planting at entry and destination points.
- Include gateway treatment to the main entrance to the estate at the Greens Road intersection.
- Have signage incorporated into Gateway treatments to avoid visually competing elements and to provide a clearly recognisable and coordinated entry element legible from the roads.
- Integrate Gateway elements with landscaping such as feature planting of the road verges and central medians, traffic islands.
- Utilise visually recessive fencing which is located off front and, ideally, to be set amongst landscaping.
- Include furniture such as seating, bicycle storage rails, picnic table and benches and picnic shelters in public open space areas within the development in keeping with City of Greater Dandenong standard street and park furniture.
- Use way-finding signage to public open space areas and shared pathways.
- Utilise semi-advanced tree (15 Litre or greater pots and 1.2 metre plus height) planting in street tree plantings, gateways and entry points to public open space areas.

#### **Environmentally Sustainable Design**

Landscaping treatments shall complement Environmentally Sustainable Design (ESD) measures undertaken with the buildings and infrastructure and shall;

- Utilise landscape treatments which relate too, protect and integrate existing native / indigenous vegetation
- Incorporate Water Sensitive (WSUD) measures to provide at source storm water / run off treatment and water storage.
- Utilisation of plant species which are predominantly indigenous and reflect the areas Ecological Vegetation Class (EVC).
- Utilisation of plant species which are drought tolerant and provide habitat and food sources for local wildlife.
- Incorporate water storage facilities which capture roof and / or pavement runoff for reuse in the buildings and for irrigating landscape areas.
- Utilisation of permeable and not reflective landscape surfaces to maximize water infiltration and minimize radiant heat.
- Inclusion of tree planting through car park areas to provide visual amenity, areas for water infiltration, shade and heat reduction / reflection of hard surfaces.
- Use of mulch to all garden bed areas which is sourced from environmentally sustainable sources.



## INDICATIVE PLANTING SPECIES SCHEDULE

Street Tree , Park, Threshold / Entry / Gateway , Buffer, Frontage	Botanical name	Common Name	Indigenous, Native, Exotic	Height	Width	Indicative Pot Size
<b>TREES</b>						
Park, Buffer	<i>Acacia implexa</i>	Lightwood	Indigenous	5-8	2-4	Tube-45L
Park, Buffer	<i>Acacia melanoxylon</i>	Blackwood	Indigenous	5-10	4-6	Tube-45L
Park , Buffer, Threshold, Frontage	<i>Allocasuarina littoralis</i>	Black She-oak	Indigenous	4-8	3-5	Tube-45L
Park, Buffer	<i>Allocasuarina verticillata</i>	Drooping She-oak Smooth-barked Apple	Indigenous	4-10	3-6	Tube-45L
Street Tree, Threshold, Frontage	<i>Angophora costata</i>	Gum	Native	10-20	9-15	16-45L
Threshold, Park	<i>Angophora hispida</i>	Dwarf Apple Gum	Native	4-7	3-5	16-45L
Park , Buffer, Threshold, Frontage	<i>Banksia integrifolia</i>	Coastal Banksia	Indigenous	8-20	4-8	Tube-45L
Street Tree, Threshold, Frontage	<i>Brachychiton acerifolius</i>	Flame tree	Native	8-15	5-10	16-45L
Street Tree, Threshold, Frontage	<i>Brachychiton populneus</i>	Kurrajong Bottle Tree	Native	5-10	5-8	16-45L
Street Tree, Threshold, Frontage	<i>Ceratonia siliqua</i>	Carob	Exotic	5-8	5-8	16-45L
Street Tree, Threshold, Frontage	<i>Corymbia maculata</i>	Spotted Gum	Native	10-25	7-15	16-45L
Park, Buffer	<i>Eucalyptus camuldulensis</i>	River Red Gum	Indigenous	12-40	15-40	Tube-45L
Park, Buffer	<i>Eucalyptus cephalocrapa</i>	Silver-leaf Stringybark	Indigenous	8-12	6-10	Tube-45L
Street tree, Park, Buffer	<i>Eucalyptus melliodora</i>	Yellow Box	Indigenous	10-20	8-20	Tube-45L
Park, Buffer	<i>Eucalyptus ovata</i>	Swamp Gum	Indigenous	8-30	8-20	Tube-45L
Street tree, Park, Buffer	<i>Eucalyptus pauciflora</i>	White Sallee	Indigenous	5-10	6-10	Tube-45L
Street tree, Park, Buffer	<i>Eucalyptus radiata</i>	Narrow -leaf Pappermint	Indigenous	10-15	6-10	Tube-45L
Street tree, Park, Buffer	<i>Eucalyptus pryoriana</i>	Coast Manna Gum	Indigenous	8-16	5-12	Tube-45L
Street Tree, Threshold, Frontage	<i>Geijera parviflora</i>	Wilga	Native	5-8	5-8	16-45L

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

**SHRUBS**

Threshold, Frontage	Acacia boormanii	Snowy Mountains Wattle	Native	3-4	2-3	140mm
Park, Buffer	Acacia implexa	Flinders Ranges Wattle	Native	3-4	2-3	140mm
Park, Buffer	Acacia oxycedrus	Spike Wattle	Indigenous	1-3	1-2	Tube
Park, Buffer	Acacia paraodxa	Hedge Wattle	Indigenous	2-4	2-3	Tube
Park, Buffer	Acacia stricta	Hop Wattle	Indigenous	2-4	2-3	140mm
Park, Buffer	Acacia suaveolens	Sweet wattle	Indigenous	1-3	1-2	140mm
Park, Buffer	Acacia verticillata	Prickly Moses	Indigenous	2-4	2-3	Tube
Threshold, Park, Buffer, Frontage	Allocasuarina paludosa	Acrid She-oak	Indigenous	1-2	1-2	Tube
Park, Buffer	Allocasuarina paradoxa	Green She-oak	Indigenous	1-2	1-2	Tube
Threshold, Frontage	Artemisia arborescens	Wormwood	Exotic	1-2	2-3	140mm
Threshold, Frontage	Atriplex nummularia	Old Man Saltbush	Native	1-3	2-4	140mm
Park, Buffer, Frontage	Banksia marginata	Silver Banksia	Indigenous	1-5	1-3	140mm
Park, Buffer	Bursaria spinosa	Sweet Bursaria	Indigenous	3-6	2-4	Tube
Threshold, Frontage	Callistemon citrinus cultivars	Bottle brush	Native	1-4	1-3	140mm
Park, Buffer	Cassinia aculeata	Common Cassinia	Indigenous	2-3	1-2	Tube
Threshold, Frontage	Correa alba	White Correa	Indigenous	1-2	1-2	140mm
Park, Buffer, Frontage	Correa reflexa	Common Correa	Indigenous	1-2	1-2	140mm
Park, Buffer	Davesia latifolia	Hop Bitter pea	Indigenous	1-2	1-2	Tube
Park, Buffer	Goodenia ovata	Hop Goodenia	Indigenous	1-3	1-2	Tube
Threshold, Frontage	Hakea laurina	Pin Cushion Hakea	Native	3-5	2-4	Tube
Park, Buffer	Hakea nodosa	Yellow Hakea	Indigenous	1-3	1-2	Tube
Park, Buffer	Hakea ulcina	Furze Hakea	Indigenous	1-3	1-2	Tube
Park, Buffer	Indigofera australis	Austral Indigo	Indigenous	1-2	1-2	Tube
Park, Buffer, Frontage	Kunzea ericoides	Burgan	Indigenous	2-4	2-3	Tube
Threshold, Frontage	Lasiopetalum baueri	Slender Velvet Bush	Native	1-2	1-2	140mm
Park, Buffer	Leptospermum continentale	Prickly Tea tree	Indigenous	1-4	1-3	Tube
Park, Buffer	Leptospermum lanigerum	Wooly Tea tree	Indigenous	2-5	2-3	Tube
Park, Buffer	Leptospermum myrsinoides	Silky Tea -tree	Indigenous	1-2	1-2	Tube
Park, Buffer	Melaleuca ericifolia	Swamp Paperbark	Indigenous	3-9	2-3	Tube
Park, Buffer, Frontage	Melaleuca squarrosa	Scented Paperbark	Indigenous,	1-3	1-2	Tube



Park, Buffer	Myoporum insulare	Common Boobialla	Indigenous	2-5	3-6	Tube
Park, Buffer	Myoporum viscosum	Sticky Boobialla	Indigenous	1-2	1-2	Tube
Park, Buffer	Oleria axillaris	Coast Daidy-bush	Indigenous	1-2	1-2	Tube
Park, Buffer	Pomaderris paniculosa	Shining Coast Pomaderris	Indigenous	1-2	1-2	Tube
Park, Buffer, Frontage	Rhagodia candolleana	Seaberry Saltbush	Indigenous	1-2	2-3	Tube
Threshold, Park, Frontage	Westringea fruticosa	Native Rosemary	Native	2-3	2-3	140mm

### GROUNDCOVERS

Threshold, Park, Frontage	Allocasuarina glauca prostrate	Swamp Oak	Indigenous	0.5-1	1-2	Tube
Threshold, Buffer, Park, Frontage	Atriplex semibaccta	Berry Saltbush	Indigenous	Prost.	1-2	Tube
Threshold, Buffer, Park, Frontage	Carpobrotus rossii	Karkala	Indigenous	Prost.	1-2	Tube
Threshold, Buffer, Park, Frontage	Correa alba prostrate forms		Native	0.5	1-2	140mm
Threshold, Frontage	Correa Dusky Bells		Native	0.5	1-2	140mm
Park, Buffer	Disphyma crassifolium ssp clavellatum	Rounded Noon-flower	Indigenous	Prost.	1-3	Tube
Threshold, Buffer, Park, Frontage	Einadia nutans	Nodding Saltbush	Indigenous	0.5-1	1-2	Tube
Threshold, Buffer, Park, Frontage	Enchlyaena tomentosa	Ruby Saltbush	Indigenous	Prost.		Tube
Threshold, Frontage	Grevillea lanigera prostrate 'Mt. Tamboritha'		Native	0.3-0.5	1-2	140mm
Threshold, Frontage	Grevillea obtusifolia prostrate		Native	Prost.	1-3	140mm
Park, Buffer	Hardenbergia violacea	Purple coral peas	Indigenous	0.3-0.5	1-2	Tube
Threshold, Frontage	Homoranthus flavescens fine leaf form		Native	0.5-1	1-2	140mm
Threshold, Buffer, Park, Frontage	Myoporum parvifolium	Creeping Boobiala	Native	Prost.	1-3	Tube
Threshold, Frontage	Personia chamaepitys		Native	0.5	1	140mm
Threshold, Buffer, Park, Frontage	Rhagodia spinescens		Native	Prost.	1-3	Tube
Park, Buffer	Tetragonia implexicoma	Bower Spinach	Indigenous	0.5	1-2	Tube
Park, Buffer	Westringia fruticosa prostrate		Native	0.5-1	1-2	140mm

**WETLANDS / SWALES**

Park	<i>Acaena novae-zelandiae</i>	Bidgee Widgee	Indigenous	Prost.	1	Tube
Park	<i>Baloskion tetraphyllum</i>	Tassel Cord-rush	Indigenous	1	1	Tube
Park	<i>Baumea tetragona</i>	Square Twig Sedge	Indigenous	1	1	Tube
Park	<i>Bolboschoenus caldwellii</i>	Salt club-sedge	Indigenous	1	1	Tube
Park	<i>Carex appressa</i>	Tall Sedge	Indigenous	0.5-1	0.5-1	Tube
Park	<i>Eleocharis acuta</i>	Common Spike -sedge	Indigenous	0.5-1	1	Tube
Park	<i>Juncus pallidus</i>	Pale Rush	Indigenous	1	1	Tube
Park	<i>Micolaena stipoides</i>	Weeping Grass	Indigenous	0.5-1	0.5-1	Tube
Park	<i>Myriophyllum crispatum</i>	Upright Milfoil	Indigenous,	Prost	1	Tube
Park	<i>Persicaria decipiens</i>	Slender Knotweed	Indigenous	Prost	1	Tube
Park, Frontage, Threshold	<i>Poa labillardoeri</i>	Common Tussock Grass	Indigenous	0.5-1	0.5-1	Tube
Park	<i>Triglochin procera</i>	Water Ribbons	Indigenous	0.5-1	0.5-1	Tube

**TUSSOCKS**

Threshold, Frontage	<i>Aloe ferox x arborescens</i>		Exotic	1-3	1-2	200mm
Threshold, Frontage	<i>Beschoneria yucciodes</i>	Mexican Lily	Exotic	1-2	1-2	200mm
Threshold, Buffer, Park, Frontage	<i>Dianella admixta aap revoluta</i>	Black-anther Flax lily	Indigenous	0.5	1	Tube
Threshold, Buffer, Park, Frontage	<i>Dianella laevis</i>	Pale flax lily	Native	0.5	1	Tube
Threshold, Buffer, Park, Frontage	<i>Ficinia nodosa</i>	Knobby Club-sedge	Indigenous	1	1	Tube
Threshold, Frontage	<i>Furcraea bedinghausii</i>		Exotic	1-2	1-2	200mm
Threshold, Frontage	<i>Kniphofia dwarf hybrids / cul</i>	Red Hot Pokers	Exotic	0.5-1	0.5-1	140mm
Threshold, Buffer, Park, Frontage	<i>Lomandra longifolia</i>	Spiny-headed mat-rush	Indigenous	1	1	Tube
Threshold, Frontage	<i>Yucca filamnetosa</i>	Adams Needle	Exotic	1	1	200mm

**CLIMBERS**

Park, Buffer	<i>Clematis aristata</i>	Austral Clematis	Indigenous			Tube
Park, Buffer	<i>Clematis microphylla</i>	Small-Leave dClematis	Indigenous			Tube
Park, Buffer	<i>Hardenbergia violacea</i>	Purple Coral-pea	Indigenous			Tube
Park, Buffer	<i>Muelenbeckia adpressa</i>	Climbing Lignum	Indigenous			Tube



## ADVERTISING GUIDELINES

Advertising signs should only be erected and displayed in the following forms, and as generally permitted by the Greater Dandenong Planning Scheme:

- One sign located within the landscaped frontage setback. This sign should address the street and identify the occupier of the premises. Additional signs may be approved on larger sites.
- Signs on the front walls of the factory/warehouse component of the building should be printed directly onto the surface of the building and should not exceed 10% of the building's façade / wall and should not extend beyond the buildings facades. Signs on buildings shall be designed and located to follow the form of the building and to be in keeping with the building design.
- Where possible all directional information should be provided on one sign.
- Signs should be restricted to business signs only.
- Signs should not be located on the roof, on the parapet or above parapet height of any buildings.
- Signs facing EastLink should denote the building premises occupier only and the sign should not cover more than 10% of the building's façade / wall and should not extend beyond the buildings facades.
- One Major Promotional Sign to the north and one to the south of Greens Road may be located facing Eastlink subject to the approval of VicRoads and the Responsible Authority.

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

## APPENDIX A | BUILDING ENVELOPE PLANS



this is a copy of the Development Plan for the land defined as  
DPO6.09 Pacific Drive, Keysborough.

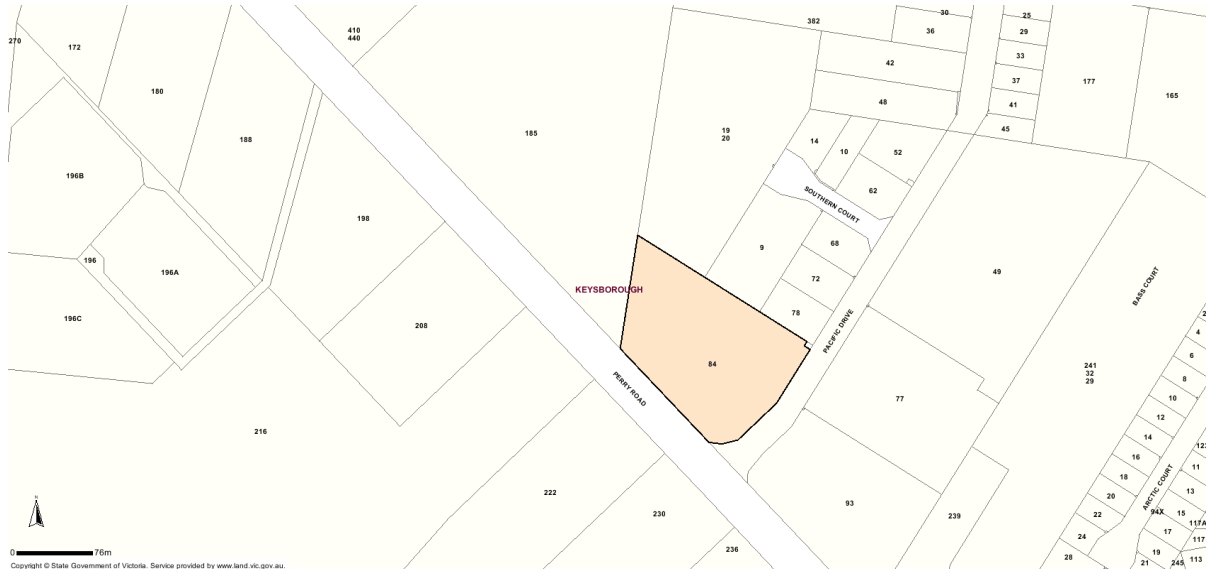
This Development Plan DPO6.09 has been prepared to the satisfaction  
of the Responsible Authority. Once the Development Plan has been  
approved by

Council, Council retains the sole right to amend the Development Plan.  
Council Delegate: Debi Sisson, Manager, Planning & Design

Date: 11/04/2019 Total pages: 2  
Greater Dandenong City Council

## ADDENDUM 1 DPO6 KEYSBOROUGH ESTATE – 84-100 PACIFIC DRIVE KEYSBOROUGH

This addendum development plan applies to the land at 84-100 Pacific Drive, Keysborough  
("the subject site").



**Above: cadastral plan showing subject site outlined.**

This addendum development plan is to be read in conjunction with the approved development "Keysborough Estate" approved 8 September 2008, as amended from time to time.

This addendum development plan provides guidance in respect to access to the subject site to and from Perry Road. Access Perry Road (ingress and egress) is permitted from the subject site, on the proviso that any permit issued contains the following conditions:

1. Access is limited to left in, left out.
2. Access to Pacific Drive must be maintained.
3. Within 6 months of the issuing of any Planning Permit, the Owner must enter into an agreement with the Responsible Authority made pursuant to Section 173 of the Planning and Environment Act 1987. The Owner must make an application to the Registrar of Titles to have the agreement registered on the title to the land under Section 181 of the planning and Environment Act 1987.
  - a. The agreement must provide that:

- i. Unless with the prior written consent of the Responsible Authority, access to Perry Road (egress from the subject site) is permitted until such time that Perry Road is upgraded to a two lane (east boundary directions) adjacent to the land at 84-100 Pacific Drive (“the Perry Road upgrade”), to Council’s satisfaction.
- ii. Any access from Perry Road (ingress to the subject site) can remain following the Perry Road upgrade, to Council’s satisfaction.
- iii. Access to Perry Road (egress from the subject site) must be removed within 12 months of the completion of the Perry Road upgrade, unless with the prior written consent of the Responsible Authority, to Council’s satisfaction.