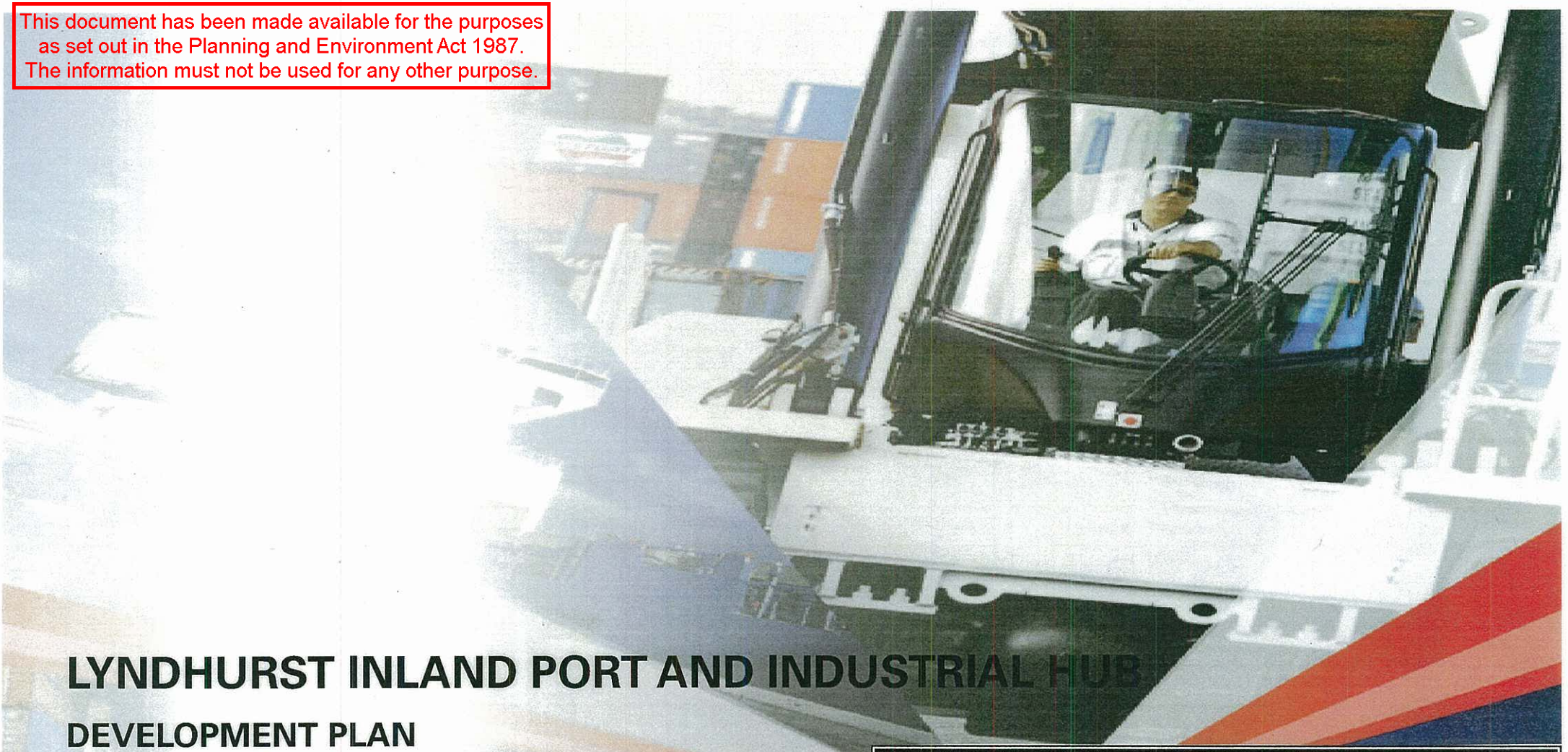
DPO 6 (NO. 5) – LYNDHURST INLAND PORT AND INDUSTRIAL HUB DEVELOPMENT PLAN:

1. ORIGINAL DEVELOPMENT PLAN APPROVED 4 MAY 2012
2. ADDENDUM 1 (185 WESTERN PORT HWY, DANDENONG SOUTH) – APPROVED 13 NOVEMBER 2015
3. ADDENDUM 2 (METROPOLITAN FRIEGHT TERMINAL) – APPROVED 5 AUGUST 2021

PLEASE NOTE THAT THE ORIGINAL DEVELOPMENT PLAN SHOULD BE READ IN CONJUNCTION WITH ALL APPROVED ADDENDUMS



LYNDHURST INLAND PORT AND INDUSTRIAL HUB

DEVELOPMENT PLAN

Under the Greater Dandenong Planning Scheme (DP06)

Bosco Jonson Pty Ltd

SALTA properties

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. 5) 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 _____ 4 May 2012
by Manager Planning and Design
City of Greater Dandenong

CONTENTS

Plans

The Project

'A regional economic driver'

Salta Properties controls 177 hectares of land adjacent to the Western Port Highway, Dandenong South which is to be developed as an 'Inland Port' and Industrial Hub. The land is situated approximately 35km south east of the Port of Melbourne which can be easily accessed via existing rail and road infrastructure.

The land has been rezoned to Industrial 1 under the extension of the Dandenong South Industrial Area.

'An important link in Victoria's Freight Network'

The development of the Inland Port at Lyndhurst is generally consistent with the State Planning Policy Framework provisions for freight infrastructure, and with the propositions put in Shaping Melbourne's Freight Future Discussion Paper (Department of Transport, 2010) and the proposed Metropolitan Freight Terminal Network (MFTN), now referred to as a Metropolitan Intermodal System (MIS).

The Inland Port at Lyndhurst is proposed by Salta to be the South Eastern 'hub' of the MIS, with the site uniquely located to meet all of the Victorian Government's criteria for a genuine Inland Port. Any endorsement of the Lyndhurst site as a terminal within the proposed MIS would be contingent on the MIS being endorsed by the Government and on the acceptable completion of a range of investigations, including:

- a better understanding of the capacity of the Dandenong rail corridor;
- the capacity of the road network for high performance freight vehicles;
- an appropriate design of the intermodal terminal;
- determining arrangements for operating an intermodal freight terminal; and clarifying how the terminal would operate in a regional context with broader freight objectives.

A proposition underpinning the MIS is that line-haul operations should utilise next generation High Productivity Freight Vehicles (HPFV). Salta Properties will assess the impact and management of HPFVs as part of the site development plan. This assessment will take into consideration the impact of HPFVs on traffic flows and on road infrastructure associated with the development, including access from the Port of Melbourne to the site.

The Lyndhurst Inland Port and Industrial Hub Development Plan

The Development Plan has been prepared by Bosco Jonson, and comprises:

- Contextual Analysis.
- A Development Plan, key development principles and detailed supporting plans, and
- Assessment of the Development Plan against relevant State and Local strategic and statutory planning frameworks.

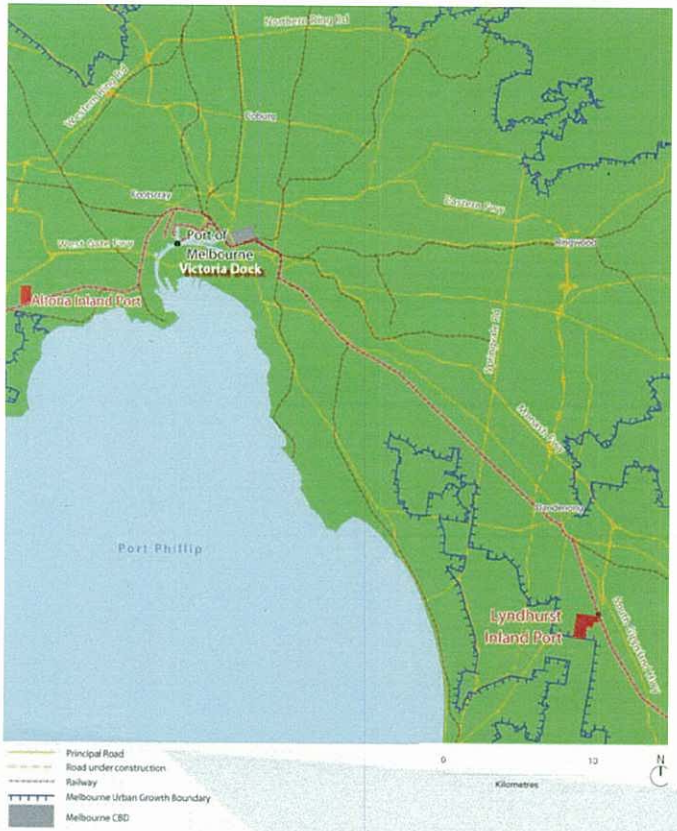
The Development Plan is further supported by the following technical assessments which are provided in a separate document titled "Technical Reports":

- Integrated Transport Plan - Cardno Grogan Richards
- Stormwater Drainage Management Report - DCE
- Environmental Management Plan - Brett Lane and Associates
- Cultural Heritage Management Plan (draft) - Dr Vincent Clark & Associates.

Analysing the Site

The Lyndhurst Inland Port and Industrial Hub land is situated in a prime position to take advantage of existing rail and road infrastructure, being:

- Directly adjacent to the Melbourne-Cranbourne Railway corridor;
- Less than 800 metres from Western Port Highway; and
- 1 kilometre south of the South Gippsland Freeway interchange.



As depicted on the following Plans, the site's entire northern boundary abuts Bayliss Road, and the entire western boundary abuts Taylors Road. The western half of the southern boundary abuts Glasscocks Road. The north-east corner of site has frontage to Bayliss Road/Western Port Highway. The majority of the eastern boundary abuts two private properties which are not included in the Development Plan area, however both are part of the Lyndhurst Structure Plan area and identified for industrial use and development.

As depicted on the Title Plan, the total area of the land is 177.16 hectares and comprises three separate Titles:

- a 56.2 hectare property (Volume 10307 Folio 825);
- a 55.9 hectare property (Volume 10307 Folio 826); and
- a 65.06 hectare property (Volume 6350 Folio 915).

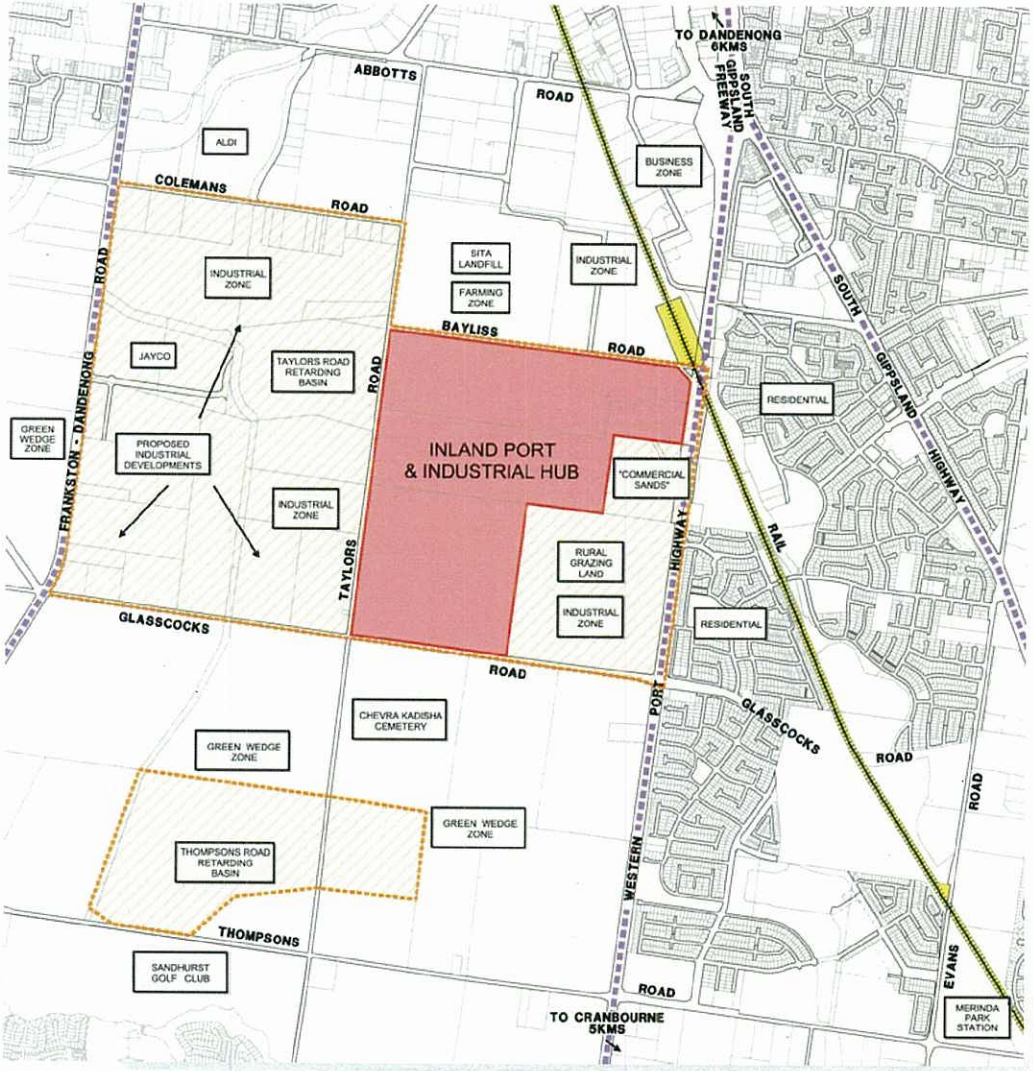
The Title Plan also depicts two easements side-by-side: a 15.24 metre-wide gas easement; and a 15.24 metre-wide petroleum easement which traverse the site from north to south.

The Aerial Plan depicts the locations of trees and tree protection zones.

The Lyndhurst Inland Port and Industrial Hub land has an Industrial 1 zoning, and is entirely covered by Development Plan Overlay (Schedule 6), and Development Contributions Plan Overlay (Schedule 3). Part of the land adjacent to the western (Taylors Road) boundary is affected by a Land Subject to Inundation Overlay.

The land is positioned at the southern end of the Dandenong South Industrial Area, and included in the Dandenong South Industrial Area Extension Structure Plan January 2009, which is an incorporated document in the Greater Dandenong Planning Scheme.

The land adjoins Industrial 1 Zoned land to the north,west, and east (except where it abuts the Western Port Highway which is Road Zone Category 1). Land to the south forms part of the Green Wedge Zone and is outside the Urban Growth Boundary. Further east beyond Western Port Highway is Residential 1 Zoned land, the closest of which is buffered by the Melbourne-Cranbourne railway line.



Context Plan
Lyndhurst Inland Port and Industrial Hub

LEGEND

- Development Plan Area
- Major Roads
- Structure Plan Boundary
- Cranbourne Rail Line

VOL 10307 FOL 825	56.2ha
VOL 10307 FOL 826	55.9ha
VOL 6350 FOL 915	65.06ha

Date: 02 Nov 2011
Ref: 6152 001
Dwg: 615200HF
Scale @ A3 1:7500

0 75 150 225 300

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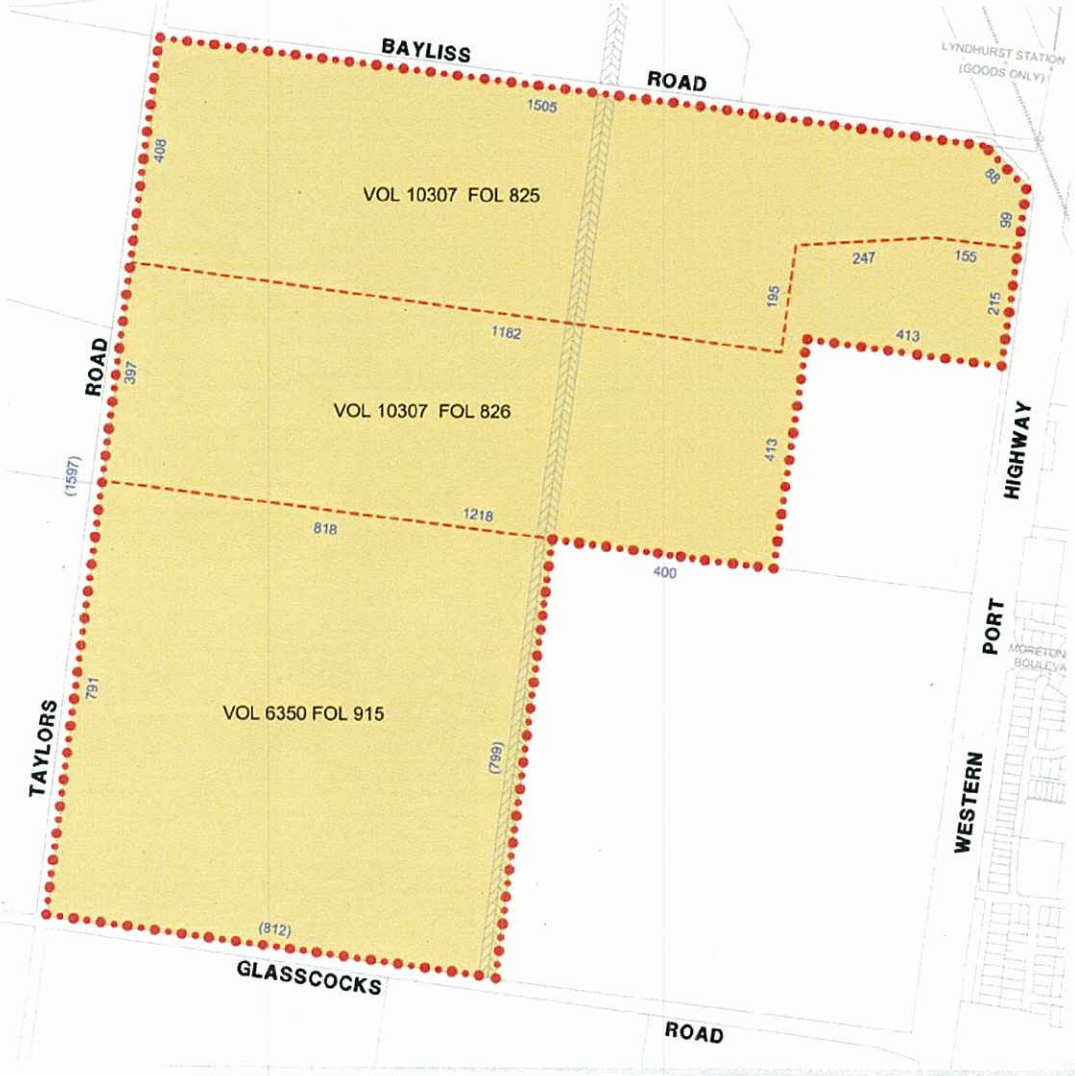
Title Plan
Lyndhurst Inland Port and Industrial Hub



CONTEXT

LEGEND

- Development Plan Area
- Gas Easement (15.24m wide).
- Petroleum Easement (15.24m wide)

VOL 10307 FOL 825	56.2ha
VOL 10307 FOL 826	55.9ha
VOL 6350 FOL 915	65.06ha

Date: 02 Nov 2011
Ref: 6152 001
Dwg: 615200HA
Scale @ A3 1:7500

0 75 150 225 300

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Aerial Plan - Existing Conditions
Lyndhurst Inland Port and Industrial Hub

LEGEND

- Development Plan Area
- Gas Easement (15.24m wide)
- Petroleum Easement (15.24m wide)
- Existing Rail
- Tree locations
- Tree Protection Zone

Note: Development Plan Area contours sourced from survey dated September 2011
Contours external to the site sourced from Digital Cadastral Database
Aerial Image dated August 2011, sourced at Nearmap.com

Date: 23 Nov 2011
Ref: 6152 001
Dwg: 615200JB
Scale @ A3 1:7500

0 75 150 225 300

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Development Plan

The Lyndhurst Inland Port and Industrial Hub is proposed to be the major receiving, consolidation and distribution point for containerised freight in Melbourne's South East. As the Port of Melbourne continues to grow, it is expected that Lyndhurst will by 2020 handle volumes similar to that handled by the Port of Melbourne today.

For the community in general, the Lyndhurst Inland Port and Industrial Hub means:

- A large number of new employment opportunities;
- Concentrating activity in one major hub;
- Increased efficiency of freight movements; and
- Realisation of long-term Victorian Government vision of a highly efficient Metropolitan Intermodal System.

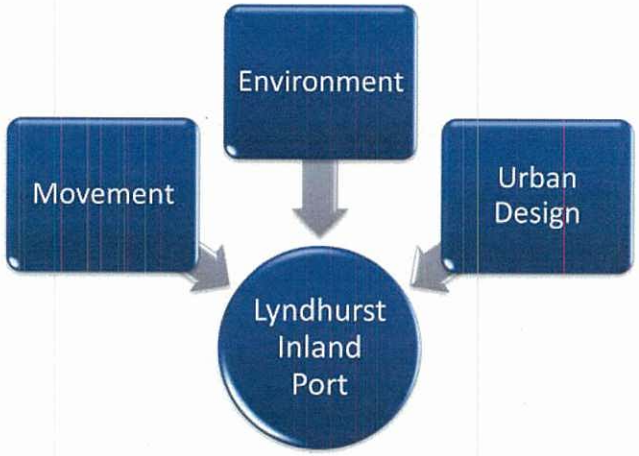
For port users located at the Inland Port, this means efficiencies and savings through:

- Reduced interference from traffic congestion;
- Highly efficient rail and road movements with an ability to be flexible on modal choice;
- Likely exemption from the proposed truck access charges at the Port of Melbourne;
- Carbon credits for freight transferred to rail from road; and
- Sophisticated IT solutions.

Freight movements from the Port of Melbourne to the south-east will be taken off the congested road network and efficiently transported by rail to the Lyndhurst Inland Port.

Development Plan (continued)

Key Development Principles



Movement

- *Utilise existing rail infrastructure connecting the Port of Melbourne to the Lyndhurst Inland Port and Industrial Hub.*
- *Provide a controlled safe service rail corridor from Lyndhurst Inland Port through the centre of the site.*
- *Provide a key vehicle connection with a new road link to the Western Port Highway via Glasscocks Road.*
- *Bayliss Road, Taylors Road, Glasscocks Road and inter nal collector roads to provide efficient circulation of vehicle movement and connection to the Western Port Highway.*

Environment

- *Establish a landscaped interface along the primary access routes to create a strong buffer to the industrial area and rail corridor.*
- *Provide high quality streetscape to the lots, incorporating robust natural landscape themes along the site frontage integrated with car parking to create a visually attractive 'Green front of house'.*
- *Incorporate native vegetation, where possible in landscape theme and 'green buffers'.*
- *Establish significant Public Open Space and Conservation Reserves to provide a variety of passive and active recreation areas and to protect and enhance remnant native vegetation.*

Urban Design

- *Provide a 'Green front of house' within the lot frontage to create a landscaped interface to the road and high quality warehouse entrance.*
- *The design of buildings and building entries to create attractive high quality streetscapes. Built form to be oriented to primary road frontages and public open space areas where appropriate.*
- *Separation and variation of built form between lots to create a visually interesting streetscape rhythm.*
- *Ensure rail and container movement is controlled and restricted to the rail corridor to minimise vehicle and pedestrian conflicts.*
- *Isolate loading and primary service areas adjacent to the rail corridor to conceal from the primary road net work.*

Development Plan
Lyndhurst Inland Port and Industrial Hub

LEGEND

STRUCTURE PLAN ELEMENTS

- Proposed Conservation Area, Not Developable
- Redundant Road Reserve
- Proposed Road Realignment (subject to detailed design)
- Indicative location of future Rodds Drain
- Road Closure
- Retained Trees and Protection Zones
- Existing Public Acquisition Overlay

CONCEPT ELEMENTS

- Lots
- Development Plan Area
- Possible Future Road - Locations to be confirmed at Permit Application
- Proposed Rail
- Access to Rail Freight Terminal

EXISTING

- Gas Easement (15.24m wide) Proposal to extend 3m on western side
- Petroleum Easement (15.24m wide)
- Existing Rail

NOTE
INTERNAL ROAD LAYOUT TO BE DETERMINED IN FUTURE.
THE LEGEND HAS BEEN SOURCED FROM THE LYNDHURST STRUCTURE PLAN, AS DATED JANUARY 2009. SOME EASEMENTS & PROPERTY BOUNDARIES HAVE BEEN SOURCED FROM THE STATE DIGITAL CADASTRAL MAP DATABASE AND MAY REQUIRE SURVEY.

Date: 22 Nov 2011
Ref: 6152 001
Dwg: 615200GV
Scale @ A3 1:7500

0 75 150 225 300

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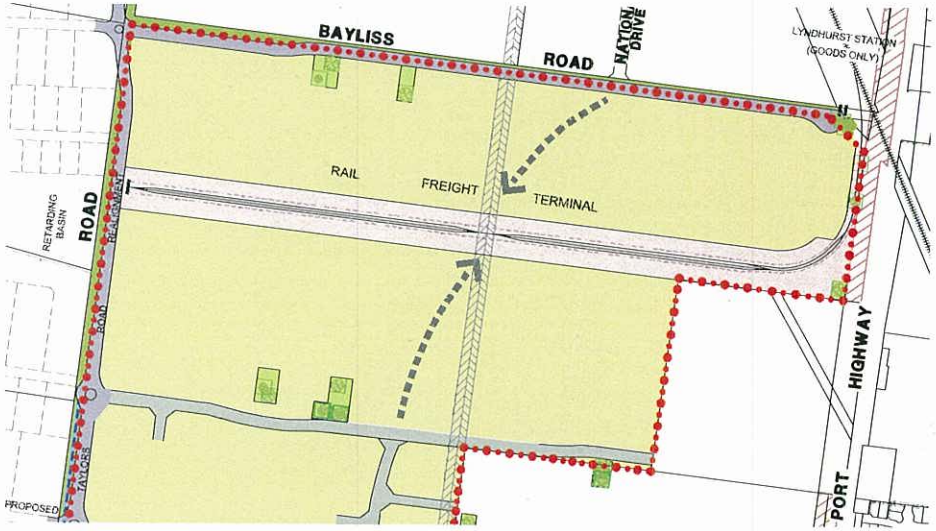
Development Plan (continued)

The Lyndhurst Inland Port and Industrial Hub Development Plan provides the overall layout of the Industrial Estate. Major elements of the development plan are highlighted below.

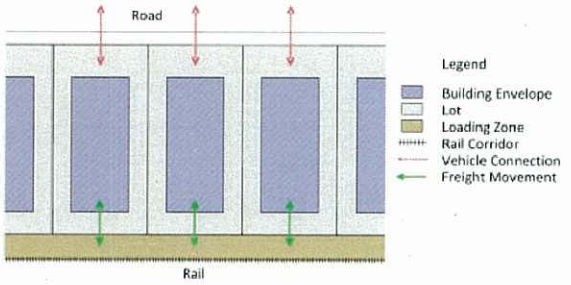


Rail Freight Terminal

The Rail Freight Terminal enters the estate at the north-east corner of the site, directly south of Lyndhurst Station. After crossing into the site, the rail line turns to the west and extends to the Taylors Road boundary.

Road Access to Rail Allotments

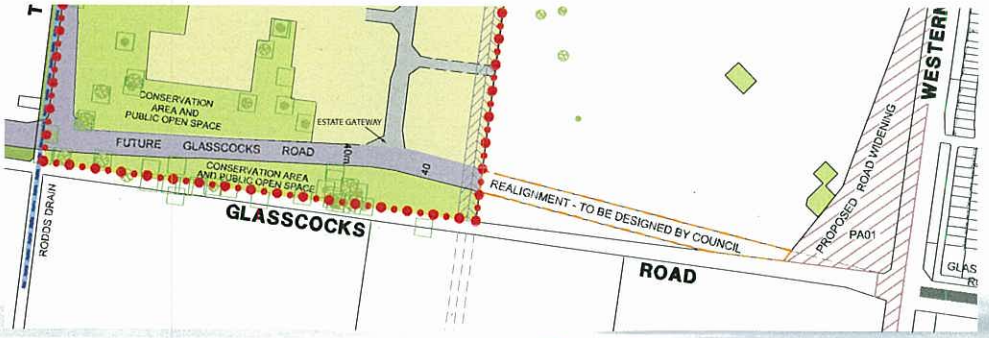
Allotments abutting the rail line will have direct road access via the new internal road or via Bayliss Road.



Estate Gateway

The Lyndhurst Inland Port and Industrial Hub Gateway is positioned at the southern end of the site, where the new internal road intersects with Glasscocks Road. Glasscocks Road is to be realigned to accommodate a stand of native vegetation that exists in the current Glasscocks Road road reservation.

The Estate Gateway will be landmarked by commercial development (Minor Activity Centre), which will enjoy a prominent position at the intersection, as well as benefit from views to the conservation area.



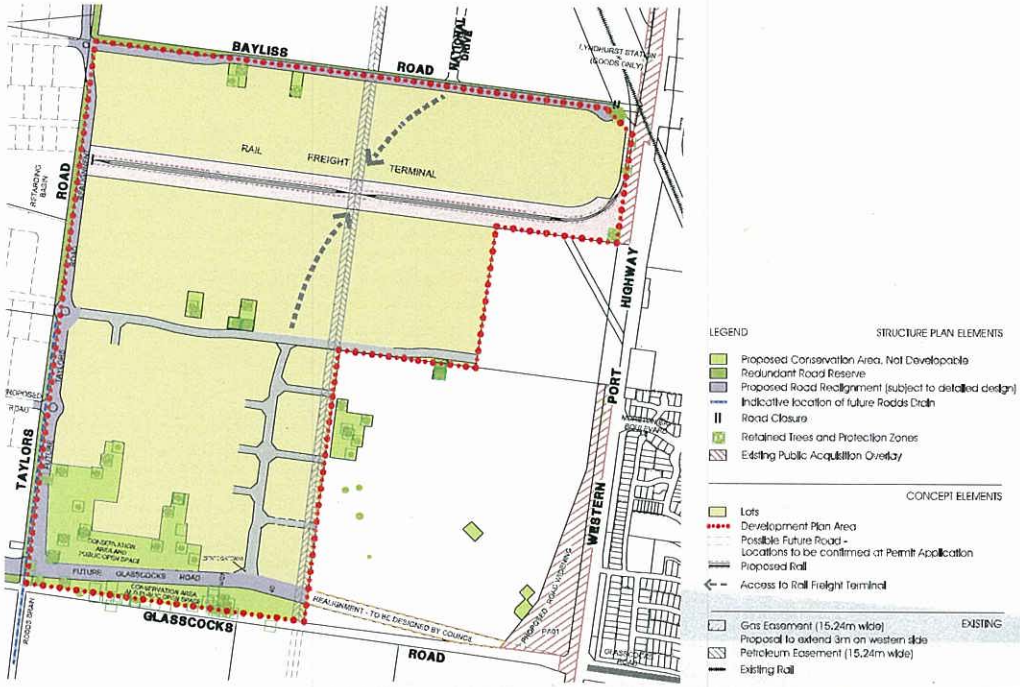
Development Plan (continued)

Conservation Zones

On-site conservation zones appear in six locations on the Development Plan, the largest of which abuts part of the western boundary and all of the Glasscocks Road boundary. The Conservation zones include trees to be retained.

The **Conservation Area Plan** prepared in consultation with Brett Lane and Associates illustrates:

- the proposed (not developable) conservation area and public open space, and
- the trees to be retained and their protection zones.



Glasscocks Road will be realigned so that trees in the road reservation shown above will be protected.

Development Plan (continued)

Staging

It is envisaged that the land development will commence within 1 to 3 yrs of the endorsement of the Development Plan, with an initial focus on the land bounded by the proposed rail siding, Bayliss Road to the north, and the Western Port Highway and Taylors road in the east and west respectfully. Access to this land area will initally be via Bayliss Road, with connections to the existing and proposed road network.

Works would then proceed to the southern side of the rail siding after 3 years, with infrastructure and the land development progressively expanding towards the south and west to ultimately engage with both Glasscocks and Taylors Roads within the 3 to 5 year timeline via new access points. The balance of the land will be progressively developed over the 5 to 7 year timeline.

Further detail on staging and access is provided in the Integrated Transport Plan prepared by Cardno.

LEGEND

- Development Plan Area
- Approximate Stage Extents
- Lots
- Proposed Conservation Area, Not Developable
- Proposed Road Realignment (subject to detailed design)
- Retained Trees and Protection Zones
- Proposed Rail
- Existing Rail
- Gas Easement (15.24m wide)
  Proposal to extend 3m on western side
- Petroleum Easement (15.24m wide)
- Existing Rail

Date: 22 Nov 2011
Ref: 6152 001
Dwg: 615200HD
Scale @ A3 1:7500

0 75 150 225 300

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Development Plan (continued)

Supporting Plans

The Development Plan includes a series of supporting plans (provided overleaf), which have been prepared in consultation with other consultants.

The **Drainage and Civil Infrastructure Plan**, **Excavation Plan** and **Fill Plan** have each been prepared in consultation with DCE.

The **Drainage and Civil Infrastructure Plan** illustrates:

- site contours surveyed in 2011;
- contours of surrounding land based on DCMB data (June 2009);
- the existing overland drainage flows;
- the proposed internal road layout;
- the proposed realignments of Taylors Road, Bayliss Road and Glasscocks Road; and
- the indicative location of future Rodds drain.

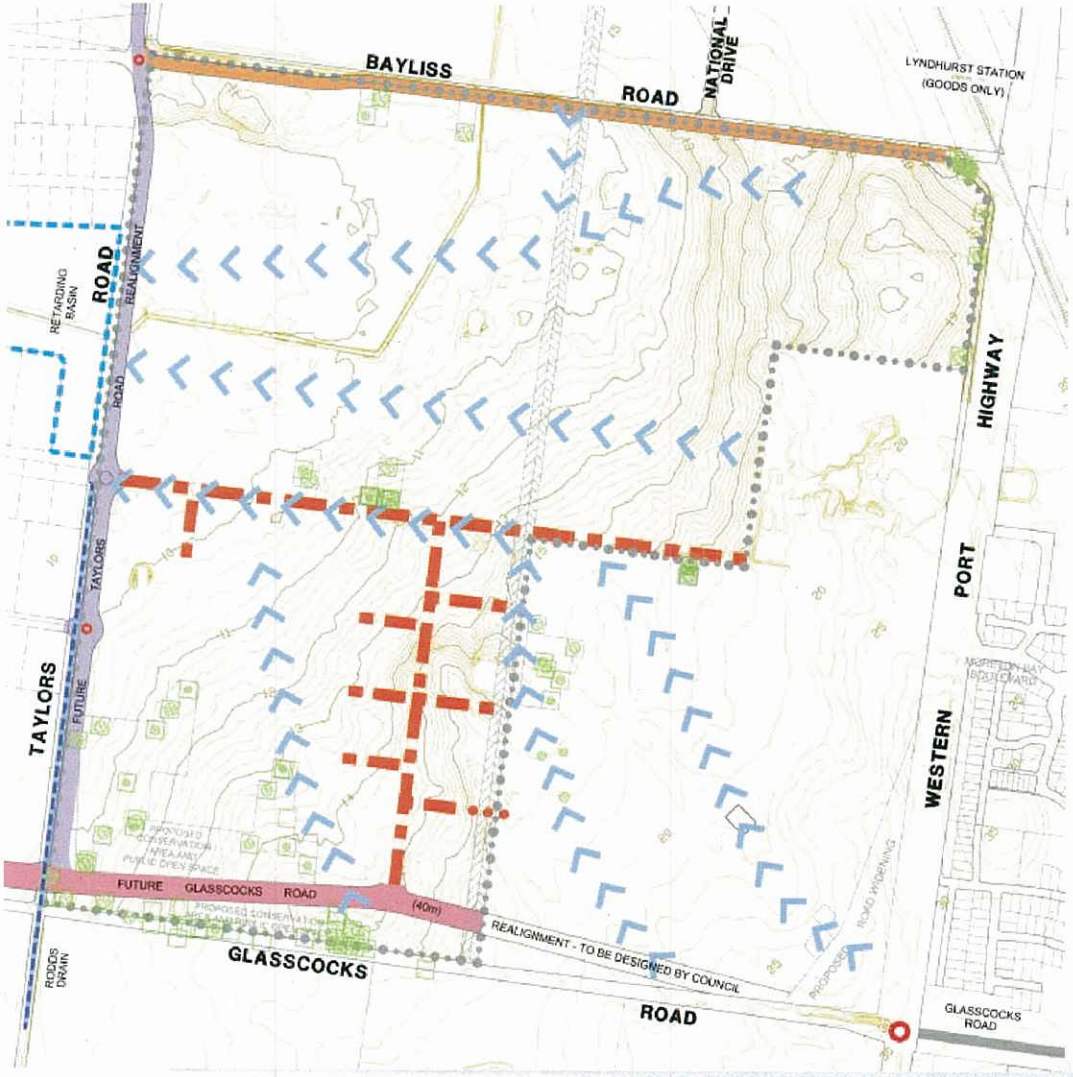
The **Excavation Plan** indicates the areas of the site that are likely to be excavated and depth of excavation required.

The **Fill Plan** indicates the areas of the site that are likely to be filled and the fill levels.

The **Integrated Transport Plan** prepared in consultation with Cardno Victoria illustrates an indicative local bus network around the site, and an indicative bicycle network.

It is noted on the Integrated Transport Plan that all roads within the Development Plan area should be provided with pedestrian paths in accordance with the Dandenong South Industrial Area Structure Plan (p.16).

Drainage and Civil Infrastructure Plan
Lyndhurst Inland Port and Industrial Hub



LEGEND

- Development Plan Area
- Proposed Taylors Road Realignment
- Proposed Bayliss Road Realignment
- Proposed Glasscocks Road Realignment

External Structure Plan Road

- Gas Easement (15.24m wide)
- Petroleum Easement (15.24m wide)
- Proposed Internal Road

Internal Structure Plan Road

- Indicative location of future Rodds Drain
- Future Melbourne Water Retarding Basin possible location
- Existing Rail
- Retained Trees and Protection Zones
- Proposed Roundabouts
- Existing Overland Drainage Flows - refer to DCE Stormwater Management Report, September 2011

Note: Development Plan Area contours sourced from survey dated September 2011
Contours external to the site sourced from Digital Cadastral Database

Date: 23 Nov 2011
Ref: 6152 001
Dwg: 615200HE
Scale @ A3 1:7500

0 75 150 225 300

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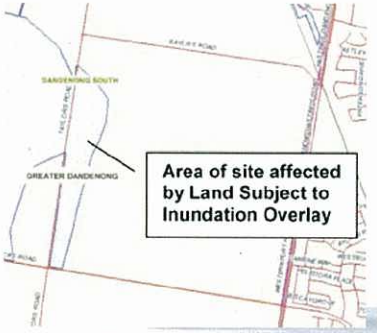

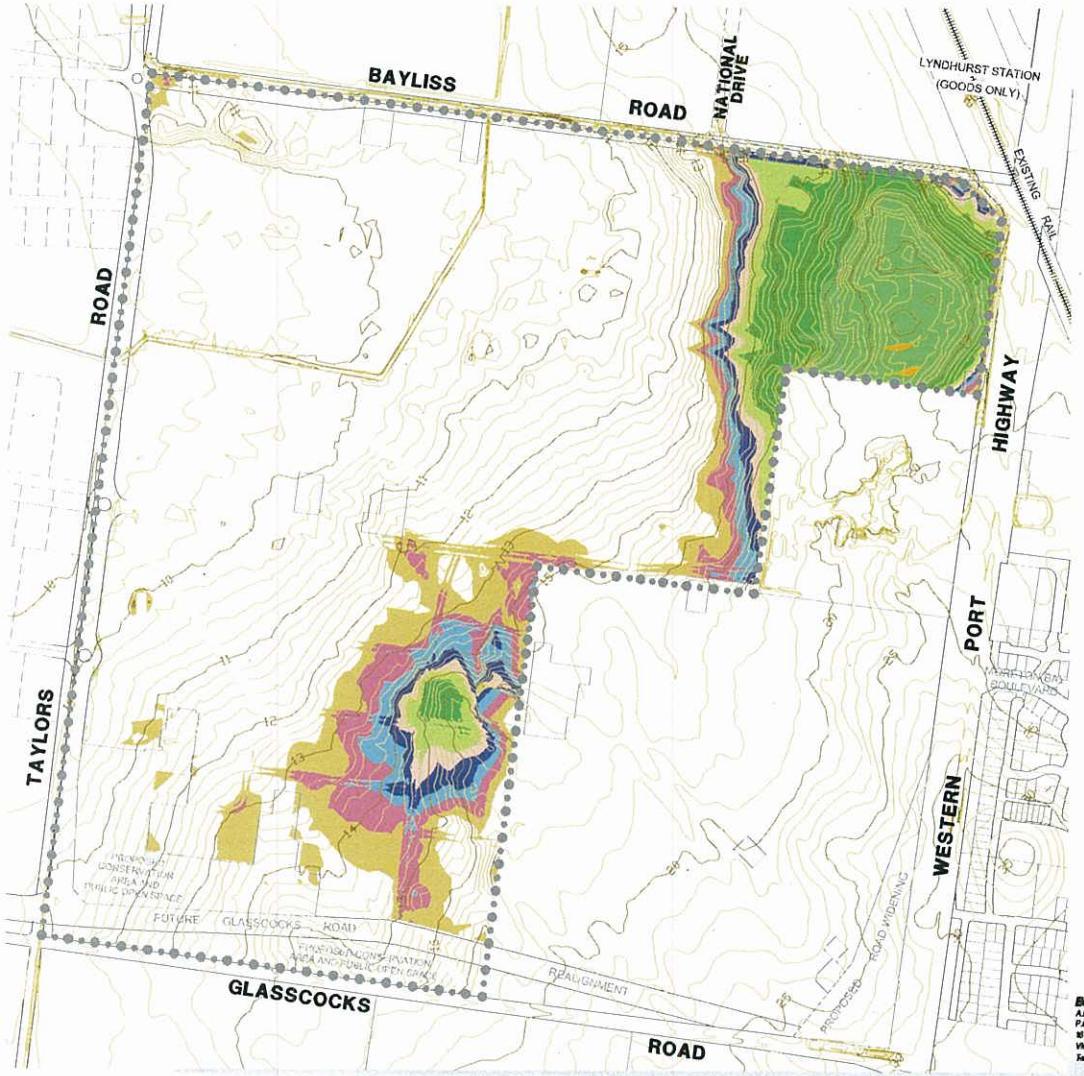

Excavation Plan
Lyndhurst Inland Port and Industrial Hub

LEGEND

Development Plan Area

EXCAVATION LEVELS

- -6.0m and greater
- -6.0 to -4.0m
- -4.0 to -2.0m
- -2.0 to -1.5m
- -1.5 to -1.2m
- -1.2 to -0.9m
- -0.9 to -0.6m
- -0.6 to -0.3m
- -0.3 to 0m

NB: Cut and Fill data supplied by DCE Consulting

Note: Development Plan Area contours sourced from survey dated September 2011
Contours external to the site sourced from Digital Cadastral Database

Date: 21 March 2012
Ref: 6152 001
Dwg: 615200HH
Scale @ A3 1:7500

0 75 150 225 300

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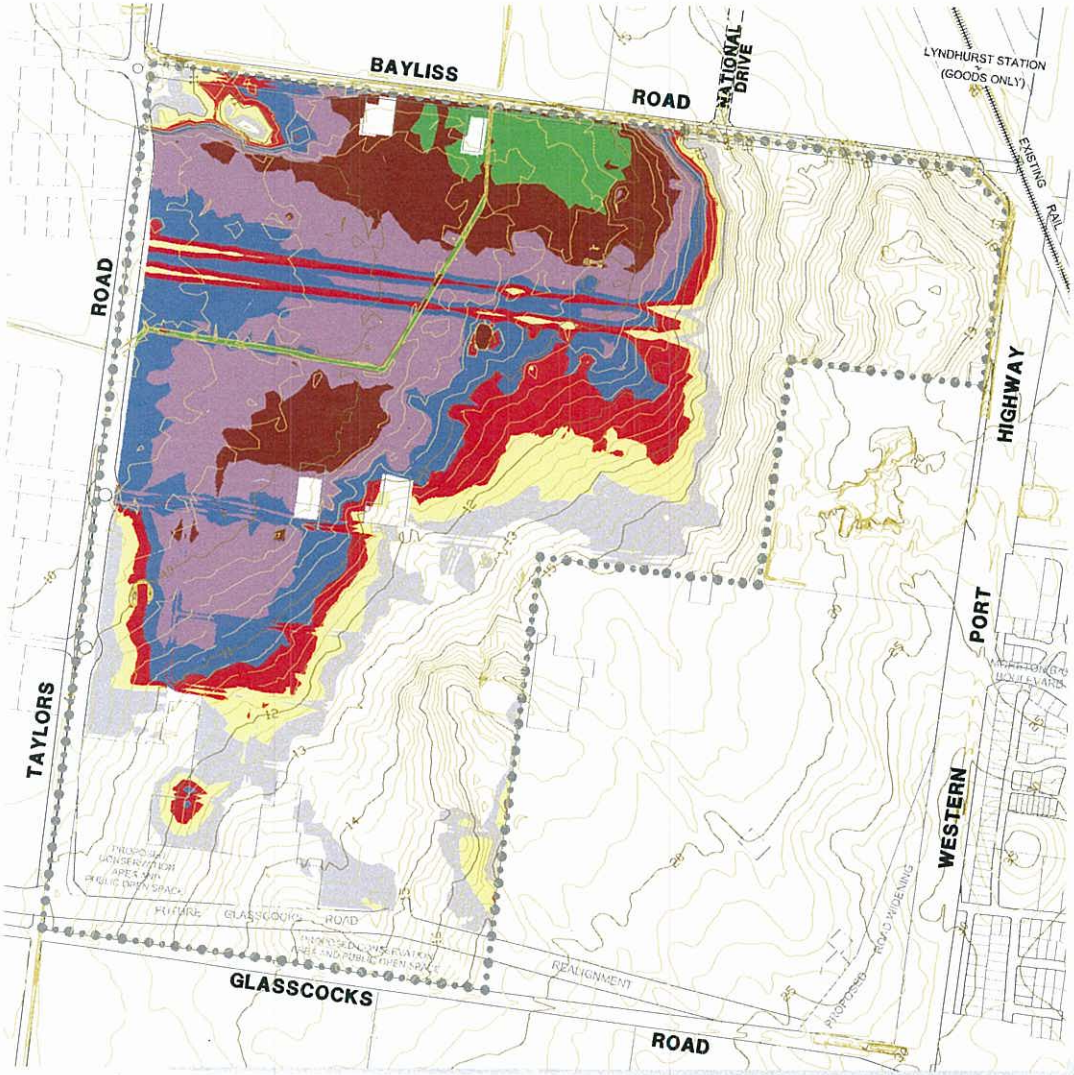

Fill Plan
Lyndhurst Inland Port and Industrial Hub

LEGEND

Development Plan Area

FILL

- 0m to 0.3m
- 0.3 to 0.6m
- 0.6 to 0.9m
- 0.9 to 1.2m
- 1.2 to 1.5m
- 1.5 to 2.0m
- 2.0 to 4.0m

NB: Cut and Fill data supplied by DCE Consulting

Note: Development Plan Area contours sourced from survey dated September 2011
Contours external to the site sourced from Digital Cadastral Database

Date: 21 March 2012
Ref: 6152 001
Dwg: 615200HJ
Scale @ A3 1:7500

0 75 150 225 300

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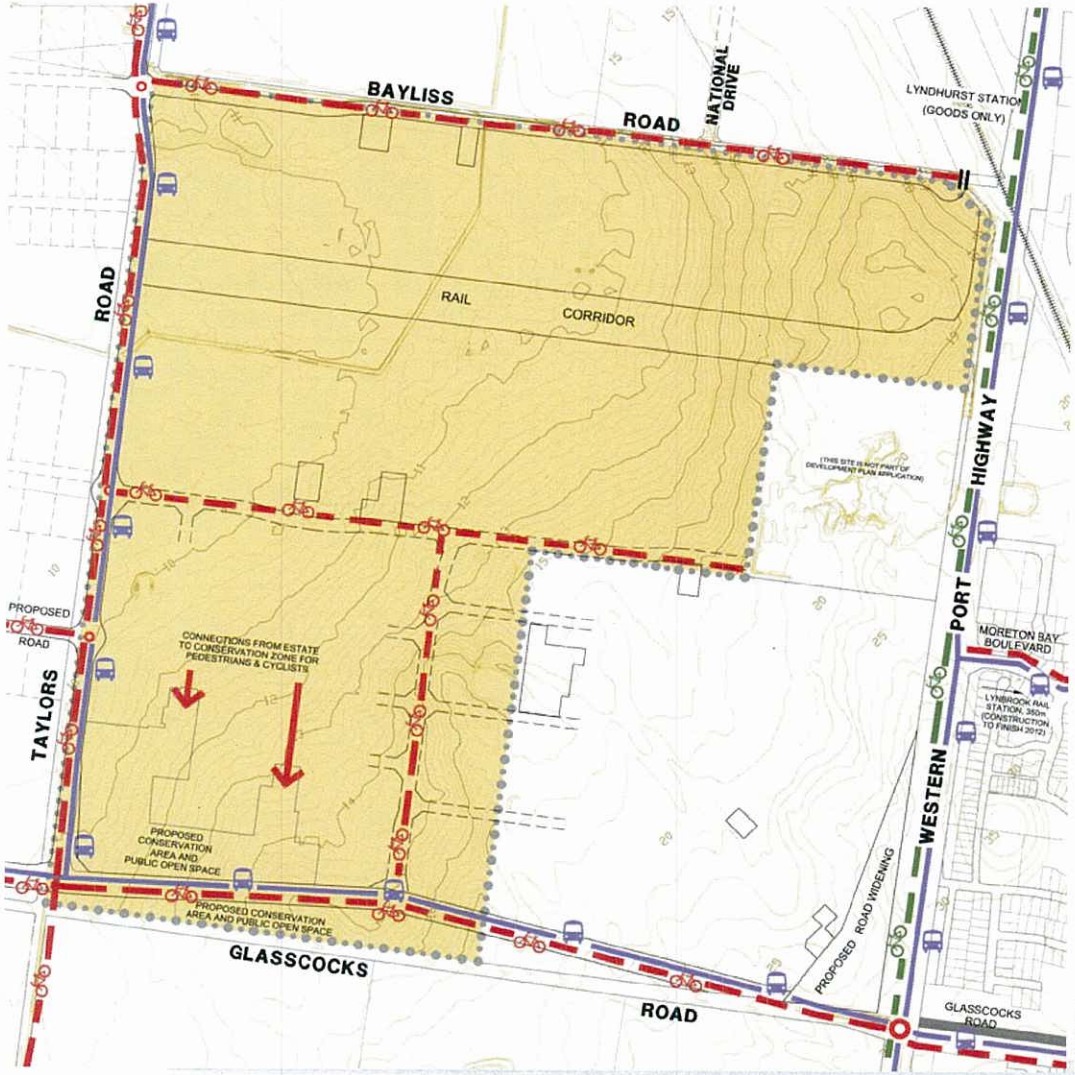

Integrated Transport Plan
Lyndhurst Inland Port and Industrial Hub

LEGEND

- Development Plan Area
- Existing Rail
- Proposed Roundabouts
- Indicative Bicycle Network
- Indicative Bus Network

Refer to Integrated Transport Plan, prepared by Cardno Grogan Richards, 2011

- Existing Bicycle Network

NB: All roads within the Development Plan area should be provided with pedestrian paths in accordance with the Dandenong South Industrial Area Structure Plan (p.16)

Note: Development Plan Area contours sourced from survey dated September 2011
Contours external to the site sourced from Digital Cadastral Database

Date: 23 Nov 2011
Ref: 6152 001
Dwg: 615200HG
Scale @ A3 1:7500

0 75 150 225 300

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Planning Influences and Considerations

Melbourne 2030

The Lyndhurst Inland Port and Industrial Hub Development Plan is consistent with the State Government's metropolitan strategy, Melbourne 2030 (released in 2002) which sets out the key directions and policies to guide Melbourne's growth to 2030. The Development Plan provides a direct response to:

- Direction 4, which seeks to create a more prosperous city;
- Policy 4.3, which seeks to further develop the key transport gateways and freight links and maintains Victoria's position as the nation's premier logistics centre; and
- In line with Initiative 4.3.10, the Development Plan: Protects sites suitable for the location and/or expansion of intermodal freight terminals at key locations around the metropolitan area, such as Tottenham, Somerton and **Dandenong.**

The Victorian Freight and Logistics Strategy was being prepared at the time Melbourne 2030 was released. The Development Plan will achieve the outcomes sought, by facilitating:

- Efficient and effective intermodal and modal operations with removal of major impediments;
- Optimisation of strategic land adjacent to the freight transport network;
- Freight and logistics processes that are environmentally and socially sustainable; and
- Successful private/public partnerships

The Development Plan is also consistent with Melbourne 2030 Implementation Plan 6 – Integrated Transport Action 4, as the Development Plan provides directly for freight and commercial transport, and increases the rail share of freight to ports. The Lyndhurst Inland Port and Industrial Hub will facilitate efficient freight movement which requires integration between transport modes, better use of existing infrastructure and development of new infrastructure appropriate to the task. Rail provides a viable alternative to road for bulk haulage and movement of containers through the metropolitan area. The Lyndhurst Inland Port and Industrial Hub will improve the connection of Victorian industries to rail, ports and world markets.

Victorian Transport Plan

The Victorian Transport Plan was released in 2008 by the Department of Transport. It contains a series of priorities for action to improve Victoria's transportation network. The Lyndhurst Inland Port and Industrial Hub Development Plan is consistent with: Action 6 Strengthening Victoria's and Australia's Economy which seeks to create new links to drive jobs, economic growth and build Victoria's prosperity. One of the highlights of this Action is to plan and build a Metropolitan Freight Terminals Network [now known as the Metropolitan Intermodal System- MIS] to actively encourage more efficient, high productivity freight movements within Melbourne by road and rail. The Development Plan directly responds to, and is the link to delivering Action 6 in Melbourne's south-east.

Melbourne freight hub network.

Planning Influences and Considerations (continued)

Freight Futures

The Victorian Transport Plan is supported by Freight Futures which is the detailed long term plan for Victoria's freight network. The Metropolitan Freight Terminals Network (now known as the Metropolitian Intermodal System - MIS) is a key initiative of Freight Futures. When fully developed, it is envisaged that the MIS will comprise:

A series of major 'open access' Metropolitan Intermodal Terminals located in the west, north and south-east, servicing current and future areas of intensive industry and related freight and logistics activity; and

A system of high capacity rail and road transport links on the Principal Freight Network, connecting the Port of Melbourne and the Metropolitan Intermodal Terminals.

Freight Futures seeks:

To provide capacity for critical land-side infrastructure required to cater for the projected growth in international trade through the Port of Melbourne, particularly the proposed Melbourne International Freight Terminal, it will be necessary to progressively decentralise and relocate non-port-related freight activities to suitable locations away from the Port.

This decentralisation will be supported by Metropolitan Intermodal Terminals and surrounding planning freight precincts in outer urban areas, which will accommodate many of these activities and act as collection and distribution points for major industrial centres.

Terminals will be sited with good access to rail and road connections to ensure that the most effective and appropriate mode can be utilised as the network develops.

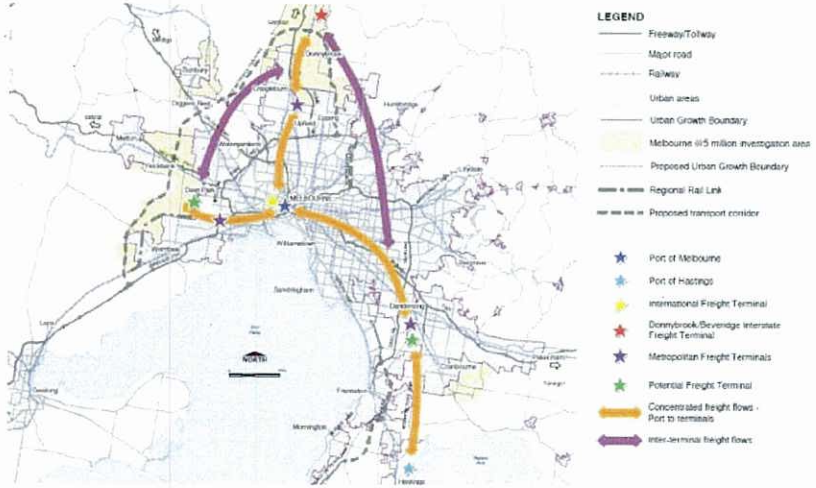
Port Futures

Port Futures was prepared to advance the policy setting established under the Victorian Transport Plan and Freight Futures. Port Futures details a range of strategies to improve port access, efficiency, productivity and investment, and advises in relation to the MFTN (now MIS) that:

Through the development of the MFTN (now MIS), the Government will promote the concentration of international container flows on designated high capacity routes on the PFN, between the port and a series of 'open access' metropolitan freight terminals located within the major industrial areas to the west, outer north and outer south-east of Melbourne.

These terminals will be well serviced by both major arterial roads and rail. In the first instance, they are likely to focus on handling high volumes of containers transported by road – increasingly next generation HPFVs operating off peak and at night.

Over time, as volumes grow with the rapid growth in port trade, rail shuttle operations are likely to become increasingly competitive and, assuming they can be accommodated on pathways through the metropolitan system and achieve commercial viability, can ultimately be expected to carry a significant proportion of the metropolitan container distribution task.



Planning Influences and Considerations (continued)

Shaping Melbourne's Freight Future

A Discussion Paper, Shaping Melbourne's Freight Future (Proposals for an intermodal solution to service Melbourne's growing containerised freight task) was released by the Department of Transport in April 2010 for comment from key stakeholders, following the release of the Victorian Transport Plan, Freight Futures and Port Futures. The discussion paper was prepared as the next step in creating a new intermodal approach to moving port related containerised freight around Melbourne, and advised that:

The intermodal solution aims to reduce the number of truck trips in and around the central port/ Dynon area and on key arterial roads to and from the Port and to improve overall efficiency and environmental performance.

Modelling work undertaken by the PoMC for the "Melbourne Port System" project indicates that an intermodal solution could:

- Reduce truck distance travelled by up to 35%;
- Reduce diesel fuel use by up to 17%;
- Reduce transport costs by approximately 10%;
- Increase the average number of containers per truck entering/exiting the Port from 1.2 to approximately 2.0; and
- Reduce the average number of trucks entering/exiting the Port each day by up to 48%.

This work independently confirms the outcome of earlier modelling undertaken for the Department of Transport (Melbourne Intermodal System Study 2008) which concluded that adoption of an intermodal system could generate positive economic benefits and reduce truck trips to and from the Port from an estimated 12,000 trips per day in 2035 to 6,000 trips per day.

These and other studies have consistently demonstrated significant potential demand for intermodal service solutions and their likely viability.

The Lyndhurst Inland Port and Industrial Hub Development Plan provides a key to facilitating State Government initiatives of improving Victoria's freight networks and provides critical support to growth and improvement of efficient freight movements through the Port of Melbourne.

Planning Influences and Considerations (continued)

Greater Dandenong Planning Scheme

State Planning Policy Framework:

- Clause 11 Settlement
- Clause 12 Environmental and Landscape Values
- Clause 15 Built Environment and Heritage
- Clause 17 Economic Development
- Clause 18 Transport and in particular Clause 18.05 Freight
- Clause 19 Infrastructure

Local Planning Policy Framework:

- Clause 21 Municipal Strategic Statement

Zone:

- Industrial 1 Zone

Overlays:

- Development Plan Overlay Schedule 6 (DPO6)
- Development Contributions Plan Overlay Schedule 3 (DCPO3)
- Land Subject to Inundation Overlay

Particular Provisions:

- Clause 52.16 Native Vegetation Precinct Plan

General Provisions:

- Clause 65 Decision Guidelines

The Development Plan appropriately responds to the Greater Dandenong Planning Scheme, in particular the policy frameworks that support positive economic, environmental, and socially-sustainable development outcomes.

The Development Plan provides Greater Dandenong City Council with a Development Plan against which it can consider Applications for Planning Permits for use and development that require Planning Permission under Development Plan Overlay Schedule 6.

In response to the DPO6 requirements, this Development Plan report includes:

- A Context Plan
- A Title Plan
- An Aerial Plan – Existing Conditions
- A Development Plan
- A Conservation Plan
- A Drainage and Civil Infrastructure Plan
- An Excavation Plan
- A Fill Plan
- A Integrated Transport Plan

These Plans show:

- Significant features on the land and adjoining land.
- Existing easements.
- The public transport, bicycle and pedestrian network.
- The road network, including access points to the existing road network, consistent with the access principles in the Dandenong South Industrial Area Extension Structure Plan, January 2009.
- Native vegetation to be retained.
- Areas necessary to ensure the health of the native vegetation to be retained (native vegetation protection zones).

Planning Influences and Considerations (continued)

Greater Dandenong Planning Scheme cont.

- 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;
- Urban design outcomes having regard to the urban design and landscaping guidelines contained in the Dandenong South Industrial Area Extension Structure Plan January 2009 (refer to Urban Design discussion p. 25 of this report);
- 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);
- The potential for site works (fill and excavation);
- Integration with the adjoining industrial land;
- The proposed interface with residential areas and community uses;
- The potential to develop an inland port in the Lyndhurst area; and
- A staging plan and proposed access during all stages.

The following documents have been prepared and are included in the separate Appendices document:

- A Cultural Heritage Management Plan (draft)
- An Integrated Transport Plan.
- A Stormwater Drainage Management Report.
- An Environmental Management Plan.

Dandenong South Industrial Area Extension Structure Plan January 2009

The Dandenong South Industrial Area Extension Structure Plan is an incorporated document in the Greater Dandenong Planning Scheme under the Development Plan Overlay Schedule 6 (DPO6).

The land included within the Development Plan area forms part of the eastern 'half' of the Lyndhurst Structure Plan area (ie the land on the eastern side of Taylors Road).

The aim of the Structure Plan is to facilitate the development of the industrial area and to ensure the provision of well-serviced industrial infrastructure capable of accommodating the existing and future industrial and commercial activities.

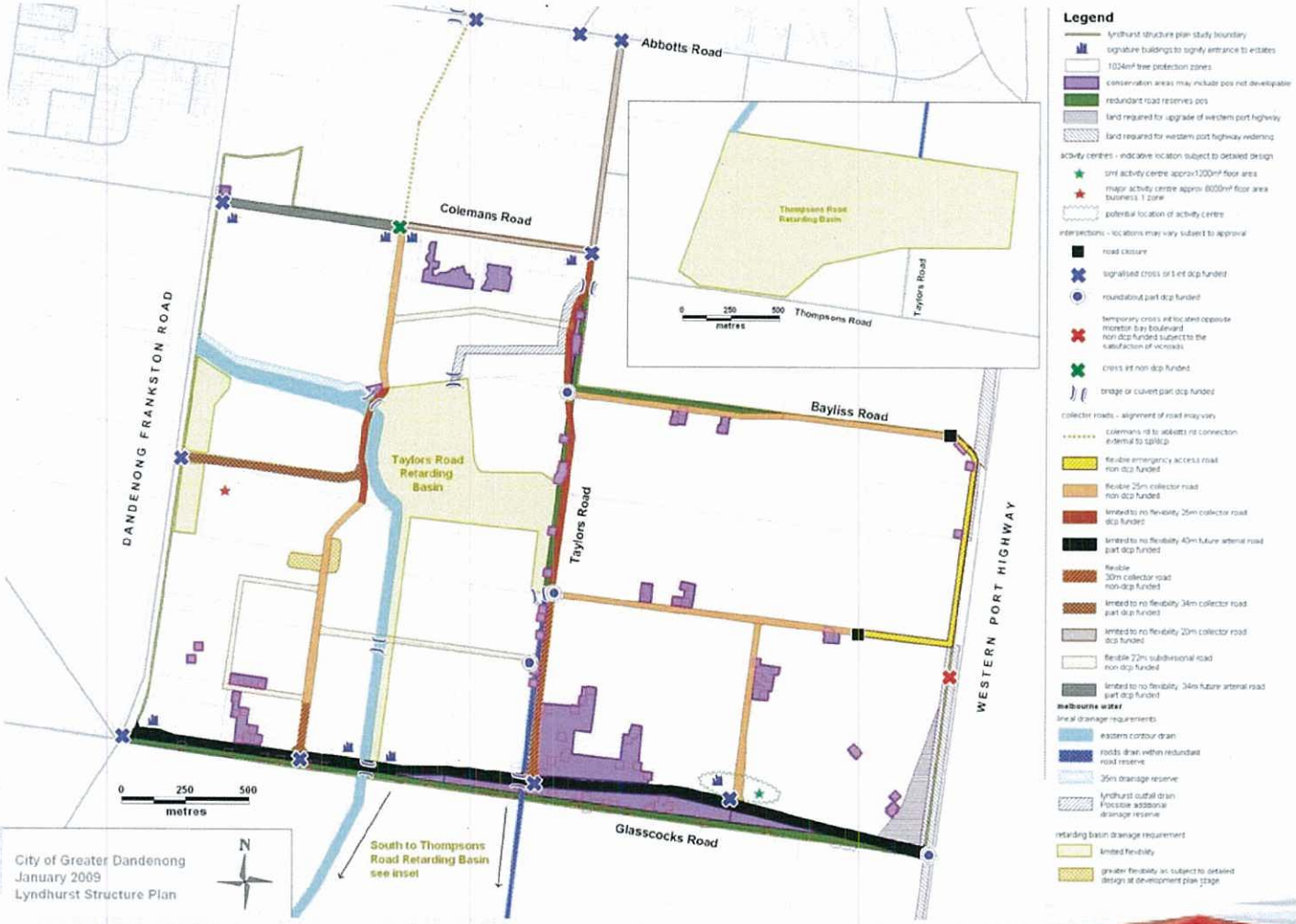
The Lyndhurst Inland Port and Industrial Hub Development Plan will facilitate development of the Dandenong South (Lyndhurst) Industrial area by setting the scene for:

- High quality urban design and landscaping;
- Environmentally sensitive subdivision that protects significant vegetation and incorporates it within a broader conservation zone;
- Environmentally sensitive building design based on sustainability principles; and
- The development and management of efficient, effective and sustainable freight transport networks.

The Development Plan forms the next stage in the delivery of the overall vision for the Lyndhurst extension to the Dandenong South Industrial area.

The Lyndhurst Structure Plan diagram has been reproduced overleaf.

Dandenong South Industrial Area Extension Structure Plan (Lyndhurst Structure Plan (P.21)



Planning Influences and Considerations (continued)

Dandenong South Industrial Area Extension – Development Contributions Plan January 2009

The Dandenong South Industrial Area Extension Development Contributions Plan (DCP) is an incorporated document in the Greater Dandenong Planning Scheme which requires contributions under the Development Contributions Plan Overlay Schedule 3 (DCPO3).

The infrastructure in the DCP relates to civil works (land and works relating to the provision of scheduled roads) and public open space (land and improvement works).

The DCP:

- *Lists those road infrastructure and public open space items that the City of Greater Dandenong, as well as other responsible agencies, expect to provide over time to service the Dandenong South Industrial Area extension;*
- *Calculates development contribution charges for all non-exempt development types within the two sites comprising the Dandenong South Industrial Area Extension, based on anticipated share of usage; and*
- *Explains and justifies all information inputs and the method of calculating charges.*

Any Planning Permit granted for development of land included in this Development Plan area must be consistent with the provisions of the development contributions plan; and include any conditions required to give effect to any contributions or levies imposed, conditions or requirements set out in the schedule to DCPO3.

Dandenong South Native Vegetation Precinct Plan January 2009

The Dandenong South Native Vegetation Precinct Plan (NVPP) is incorporated into the Greater Dandenong Planning Scheme and is listed in the Schedule to Clause 52.16.

The objective of the NVPP is to:

- *Provide for the protection of native vegetation in the context of the surrounding industrial land;*
- *Be consistent with, and complement the desired outcomes of, the Dandenong South Industrial Area Extension Structure Plan January 2009;*
- *Ensure that appropriate biodiversity outcomes are achieved through the retention of specified native vegetation;*
- *Support the required outcome for the provision of public open space by utilising conservation areas, as nominated in the Dandenong South Industrial Area Extension Development Contributions Plan January 2009;*
- *Retain, enhance and improve remnant vegetation through the encouraged provision of offsets on site; and*
- *Utilise dead native vegetation to be removed to enhance conservation areas.*

The Lyndhurst Inland Port and Industrial Hub Development Plan has been prepared in accordance with the Dandenong South NVPP.

Any Planning Permit granted for development of land included in the NVPP area must be consistent with the provisions of the Dandenong South NVPP, and any conditions or requirements set out in the plan must be met.

Response to Lyndhurst Structure Plan

The Development Plan has been designed to reflect the Design Rationale set out in the Lyndhurst Structure Plan, and to respond to key site contraints and opportunites. The following section therefore describes the principles underlying designation of conservation areas and provides details of the Environmental Management Plan and Cultural Heritage Plan. Sections are also included to describe stormwater management and road network design along with commentary on urban design, estate layout and associated topics.

Conservation Areas

- Protect native vegetation and cultural heritage artefacts;
- Co-locates public open space in accordance with the Lyndhurst Open Space Network Plan;
- Can accommodate passive and active recreational facilities in accordance with the Lyndhurst Open Space Network Plan;
- Can incorporate water sensitive urban design methods and outcomes;
- Protect native vegetation which is not included in the public open space network through the application of the Native Vegetation Precinct Plan and incorporation of tree protection zones; and
- Provide a high quality setting for development.

Significant on-site native vegetation will be retained within conservation areas, enhancing public open space

Environmental Management

- Environmental issues affecting the land

  The original vegetation has been largely cleared for agricultural use and replaced with introduced pasture species. This has resulted in the widespread loss of indigenous flora and fauna along with the degradation of habitat. The remnant vegetation present is limited to scattered over storey trees being predominantly River Red Gums, and damp areas of pasture that support a low cover of opportunistic sedge species.

- Goals and objectives of the Environmental Management Plan

  Environmental Goal - Create an industry leading industrial estate that successfully demonstrates how the built and natural environments can co-exist by positively relating to one another.

  Environmental Objectives - Be consistent with, and complement the desired out comes of the January 2009 Dandenong South Industrial Area Extension Structure Plan and Dandenong South Industrial Area Extension Native Vegetation Precinct Plan. Provide public open space as nominated in the Dandenong South Industrial Area Extension Development Contributions Plan January 2009 that is sensitively designed so that it also achieves biodiversity outcomes by incorporating scattered trees and conservation areas.

- Landscaping measures for areas of environmental significance

  Areas of environmental significance will be appropriately protected within public open spaces that are landscaped to prevent direct access while allowing the areas to be enjoyed at a distance. High intensity use public open spaces and pathways will be located away from conservation areas.

Response to Lyndhurst Structure Plan (continued)

Environmental Management cont.

- Erosion and siltation control during construction

  Construction will be carried out in accordance with a Construction Management Plan prepared to the satisfaction of the Responsible Authority.

- No human access to open space areas

  Public open spaces will be designed so that conservation areas cannot be accessed by the public.

- Design details of wetlands and stormwater treatment

  The industrial estate will be designed so that stormwater is directed to the retarding basin west of Taylors Road.

- Requirements of the Dandenong South Native Vegetation Precinct Plan 2009

  The industrial estate will be designed according to the requirements of the Dandenong South Native Vegetation Precinct Plan 2009.

- Vegetation offsets

  Vegetation will be offset according to the requirements of the Dandenong South Native Vegetation Precinct Plan January 2009.

- Method of protection of reserve areas to be vested in Council

  Protection measures for reserve areas to be vested in Council will be deter mined in consultation with Council.

Refer to the Environmental Management Plan prepared by Brett Lane and Associates for further discussion and analysis.

Cultural Heritage Management

The Cultural Heritage Management Plan advises that "a total of 409 stone artefacts were recovered from 95 of the shovel test holes. Nine new Aboriginal cultural heritage places were identified during the subsurface testing program, all of which are subsurface stone artefact scatters (VAHR 7921-1146 to –1153 and -1219). Four test pits (one each at VAHR 7921-1146, -1151, -1152 and -1219) were excavated by hand, resulting in the recovery of an additional 82 stone artefacts."

Of the nine Aboriginal cultural heritage places identified, five places will require further excavation to salvage artefacts prior to any construction commencing in that place. The remaining four places do not require any further management.

The CHMP sets out the management requirements and contingency plans as required by the Aboriginal Heritage Act 2006.

Refer to the Cultural Heritage Management Plan (Number 10652) prepared by Dr Vincent Clarke and Associates (approved by AAV on 29 December 2011) for further discussion and analysis.

Response to Lyndhurst Structure Plan (continued)

Stormwater Management

The Stormwater Management Plan prepared by Dalton Consulting Engineers advises that:

Melbourne Water is currently preparing a drainage scheme for the area which will include the construction of a number of drainage pipelines and a retarding basin on the west side of Taylors Road. Water quality treatment measures will be incorporated into the retarding basin which will treat all stormwater runoff from the contributing catchments including the subject property.

Flows from neighbouring properties to the east of the subject site will be conveyed through the subject site and discharge to the proposed Taylors Road retarding basin.

In accordance with Council's design guidelines, the proposed Melbourne Water drainage scheme will require all stormwater drainage conveying minor flows to at least accommodate the 20 year ARI event. Major flows within the south portion of land up to the 100 year occurrence will be contained within the proposed road network reserves.

The proposed Melbourne Water Taylors Road retarding basin will incorporate water quality treatment measures in the form of a wetland. This wetland will treat all stormwater runoff from the contributing catchments including the subject property.

Refer to the Stormwater Management Plan prepared by DCE for further discussion and analysis.

Road Network

- Includes internal connections to the surrounding road network in accordance with the Structure Plan access principles;
- Is influenced by and accommodates the existing high pressure gas and petroleum easement (including its impact on the alignment of the North-South collector road)
- Provides three road connections to the adjoining property to the east;
- Takes advantage of the remnant scattered River Red Gums to enhance the image of the Lyndhurst Inland Port Development Plan area as well as aid legibility through the area;
- Provides for bus routes suitable for future services to connect employment and residential areas;
- Is designed to allow efficient road access to each lot while minimising the need for direct access to external collector roads;
- Provides an efficient and logical subdivision layout with a range of lot sizes and configurations;
- Can accommodate distinctive streetscape treatments within each precinct to create local identity;
- Provides internal collector roads within a minimum road reserve of 25 metres;
- Provides for the realignment of Glasscocks Road to the north of the existing reserve to enable the retention of native vegetation;
- Realigns Taylors Road adjacent to the existing reservation; and
- Facilitates the access at Bayliss Road to be closed as required by the Dandenong South Industrial Area Extension Structure Plan, when one of the following occurs:
  - Western Port Highway is declared a Freeway;
  - The railway line from Lyndhurst Station is extended to cross Bayliss Road for development of the Inland Port; or
  - VicRoads determines operation of the Bayliss Road/Western Port Highway intersection to be unsatisfactory.
- Can accommodate footpaths.

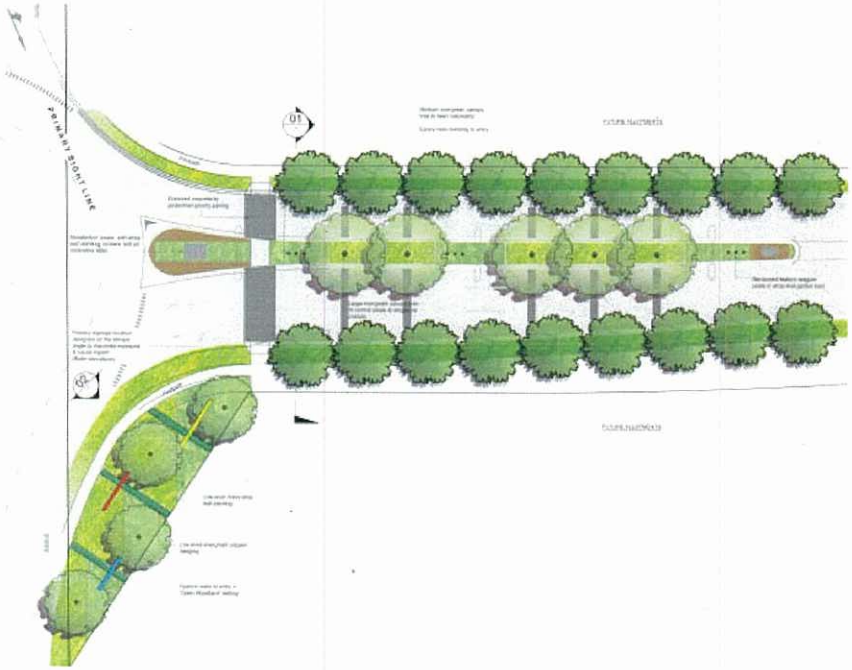
Refer to the Integrated Transport Plan prepared by Cardno for further discussion and analysis.

Response to Lyndhurst Structure Plan (continued)

Urban Design

The Development Plan Urban Design Guidelines build upon the Urban Design guidelines set out in Section 4 of the Dandenong South Industrial Area Extension Structure Plan.

Variations from these layout guidelines will be considered at the discretion of the Responsible Authority where it is demonstrated that the alternative layout satisfies the intention of the guideline.



Estate Layout

The Lyndhurst Inland Port and Industrial Hub Development Plan provides for a new subdivision layout that creates:

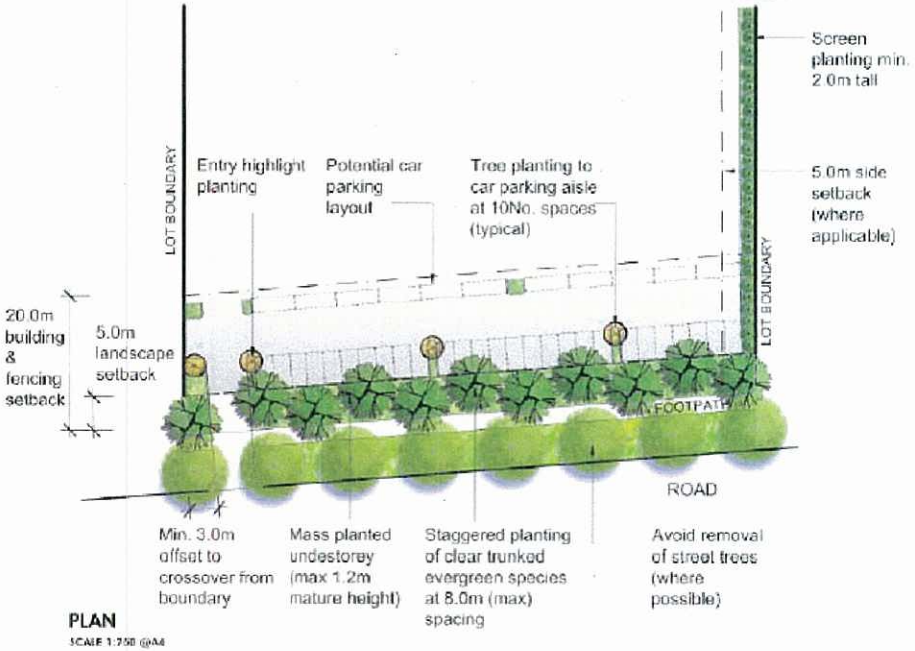
- A range of lot types and sizes that are regular in shape;
- Lot configurations that facilitate energy efficient site and building design and water sensitive urban design;
- On-site protection and enhancement of native vegetation that is being retained within clearly identified conservation areas;
- A well-designed interface between developed areas and public open space to maximise utilisation of public open space and foster public safety;
- an interesting estate entry at Glasscocks Road/Portlink Road that is clearly land marked by a Minor Activity Centre (discussed further below); and
- Appropriate locations for informative, high quality estate signage.

Response to Lyndhurst Structure Plan (continued)

Siting and Design

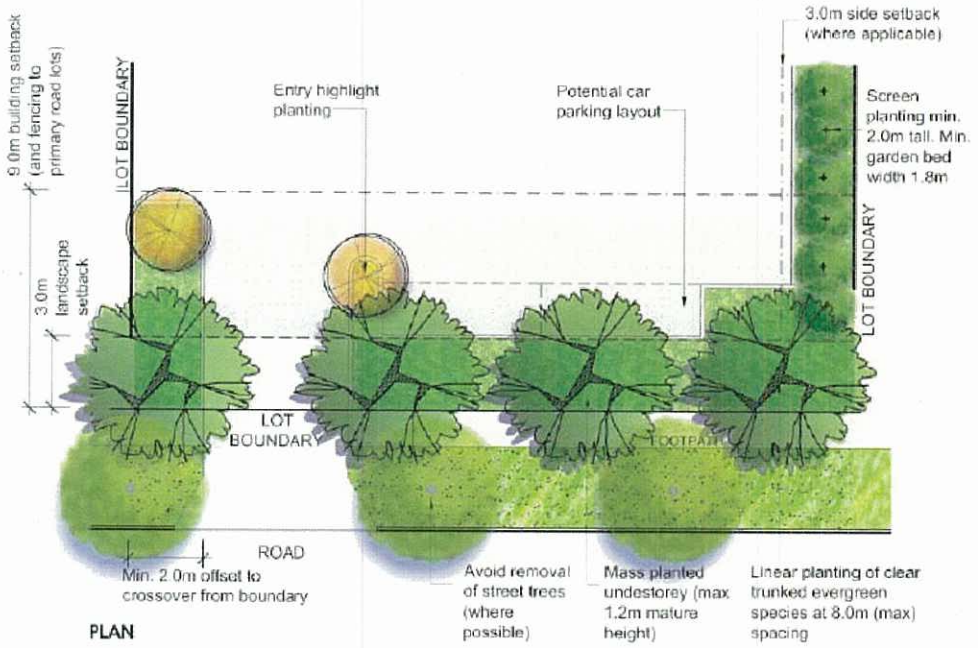
Individual sites within the Development Plan area will generally:

- Separate pedestrian and vehicle movements, as well as provide visitor parking at site entries; and
- Be landscaped according to the estate theme (refer to Landscape Master Plan) to soften car parking areas and built form.
- Provide a building setback of generally 20 metres from adjoining existing and future arterial roads (Western Port Highway and Glasscocks Road). The setback area may include car parking, or be fully landscaped;
- Provide a front building setback of 9 metres on lots adjoining nominated collector roads. The setback area may include car parking or be fully landscaped. A mini mum 3 metre landscape strip between the property boundary and any car parking should be provided to create a unified appearance of the area; and
- Building and landscaping setbacks for lots fronting subdivisional roads will con tribute to a unified streetscape appearance that incorporates well-designed landscaping.



Response to Lyndhurst Structure Plan (continued)

Siting and Design cont.



PLAN

- Landscaping will ensure long-term viability as well as adequate space for vegetation growth potential;
- Loading and storage areas will be positioned to the side or rear of buildings, and incorporate screening if appropriate;
- Car parking spaces for each lot will be visible from the interior of buildings, according to the Safer Design Guidelines for Victoria; and
- Site security and fencing will be integrated into the overall building design of each allotment. Front setbacks will be generally open and fences will be provided in line with or set back from the front facade.

Response to Lyndhurst Structure Plan (continued)

Landscape Masterplan

LEGEND

- LP8 — LANDSCAPE CONSERVATION ZONES AS PER LYNDHURST OPEN SPACE NETWORK
- ADDITIONAL LANDSCAPE CONSERVATION ZONES
- DEVELOPABLE LAND
- PRIMARY ROAD WAYS — PROPOSED LARGE EVERGREEN STREET TREES IE. Angophora costata and Eucalyptus leucoxylon
- SECONDARY ROAD WAYS — PROPOSED LARGE EVERGREEN STREET TREES IE. Eucalyptus leucoxylon
- POTENTIAL LOCAL ROAD LINK TO ADJACENT PROPERTIES
- SHARED PATH PEDESTRIAN AND CYCLIST
- BIKE LANE (ON ROAD)
- POTENTIAL PEDESTRIAN LINK TO PUBLIC OPEN SPACE
- POTENTIAL SHARED PATH LINK BETWEEN RESERVES
- GAS AND PETROLEUM EASEMENT
- ENTRY FEATURE TREATMENT AND POTENTIAL SIGNAGE LOCATIONS
- LANDSCAPE BUFFER
- SIGNALISED INTERSACTION
- ACTIVITY CENTRE (1200m2)
- SIGNATURE BUILDING
- ARTEFACT / HERITAGE SITE
- 66 — EXISTING TREE NUMBERS AS PER NATIVE VEGETATION PRECINCT PLAN
- X — EXISTING TREE TO BE REMOVED

Response to Lyndhurst Structure Plan (continued)

Building Design

- Buildings in highly visible locations will be designed to a high standard;
- Office and showroom components of buildings will be oriented to the front of the allotment;
- Building facades with more than one road frontage will address both streets;
- Signs will be integrated with building architecture and landscape theme;
- Highly reflective materials will be avoided;
- Integrate service and plant equipment within the building, or to the rear of the building. Any services that must be located at the front of buildings will be screened to match the building design.
- New development will appropriately accommodate existing vegetation identified for retention; and
- Where allotments interface with the public realm (in particular public plazas and open space), buildings will have active and dynamic frontages that facilitate a perception of pedestrian safety by creating opportunities for passive surveillance from within buildings.

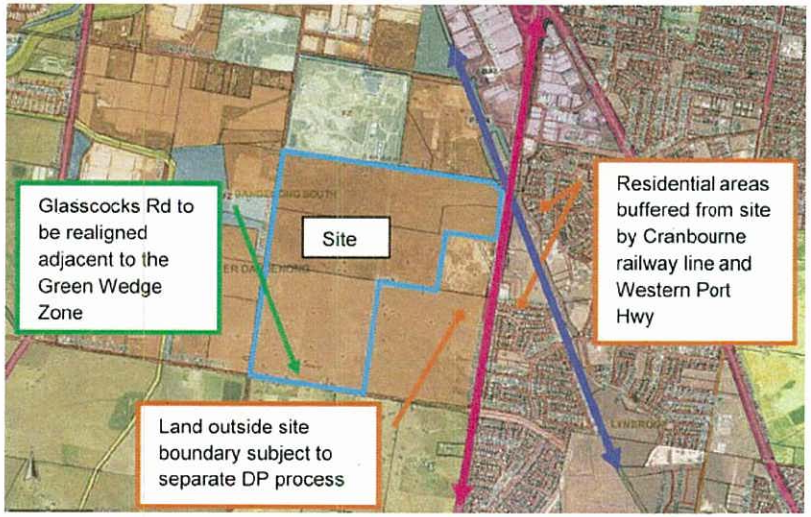
ROAD NETWORK

LANDSCAPE SETBACKS

Interface with Other Uses

Industrial areas will be designed to:

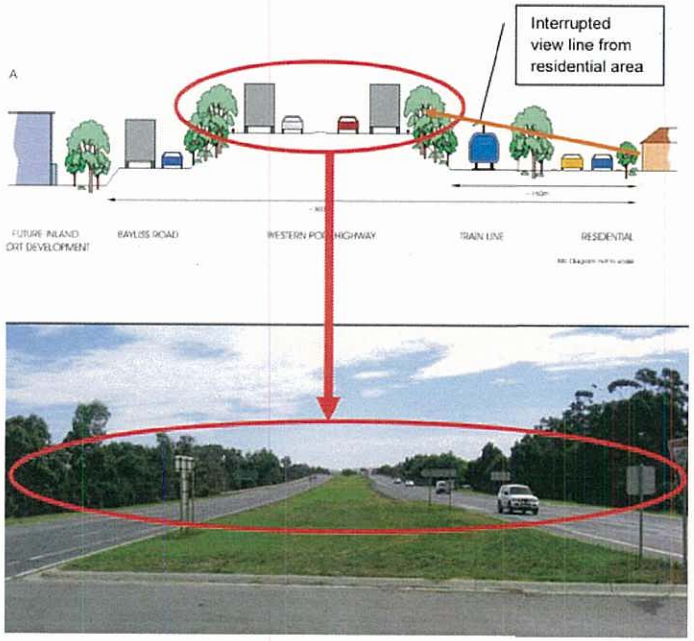
- Be separated from existing and future residential uses and community uses by appropriate buffers and/or a road.



- Future buildings or structures near the Western Port Hwy boundary will be located approximately 300 metres away from existing residential areas. The Western Port Hwy road bridge and Cranbourne Railway Line create a significant buffer between industrial and residential uses.

Response to Lyndhurst Structure Plan (continued)

Indicative Interface with Other Uses cont.



View of Western Port Hwy looking north, picture taken from south of Bayliss Rd access lane in highway centre median

As depicted in the images above and right, the Western Port Hwy road reserve contains roadside vegetation that further screens views.

Industrial areas will also be designed to:

- Restrict the potential for industrial traffic to filter through to residential areas;
- Protect the amenity of the adjoining green wedge by limiting points of vehicle access to intersections as designated on the Lyndhurst Structure Plan and to the satisfaction of VicRoads and the responsible authority;
- Protect the amenity of the adjoining green wedge by protecting and enhancing vegetation. A 20m landscape setback is required for all site developments adjoining a Green Wedge Zone;
- Ensure signage compliments the adjoining green wedge areas, is unobtrusive and does not impact on the amenity of the area;
- Ensure an appropriate level of building scale and mass occurs along boundaries with sensitive uses; and
- Incorporate/co-locate public open space, conservation areas on private land and water courses within the design response.

View of vegetated raised embankment on between Bayliss Rd and Western Port Hwy at the approach to the rail bridge.

Response to Lyndhurst Structure Plan (continued)

Public Realm - Open Space

Public open space within the Development Plan area will:

- Provide a high quality environmental setting for development;
- Co-locate pedestrian, cycle and vehicle routes to maximise activity and natural surveillance; and
- Accommodate a variety of passive and active recreational facilities that will link into existing open space corridors.

CONSERVATION OPEN SPACE

PUBLIC OPEN SPACE

Response to Lyndhurst Structure Plan (continued)

Activity Centres

The development of the minor activity centre at the Glasscocks Road entry to the estate should be carried out after the preparation of an Urban Design Framework for the centre. The UDF should be prepared having regard to the Activity Centre Guidelines, Department of Planning and Community Development, 2005.

The activity centre should be designed so that it:

- Can be conveniently accessed and provides a daily convenience function;
- Is complementary to the Major Activity Centre identified on the western side of the Lyndhurst Structure Plan;
- Enjoys good exposure to passing traffic;
- Contains a total floor area of between 1200m2 and 1500m2;
- Retains a significant landscape setback of approximately 20m from the future Glasscocks Road;
- Is provided access by the internal collector road network; and
- Is located near the main conservation area and public open space.

The activity centre should feature a public plaza as part of the design, which will provide a focal point for the local community and a meeting point accessible to workers in the area.

The public plaza should be appropriately scaled for the activity centre, and be attractive and vibrant, building upon the character of the industrial estate and influenced by the surrounding natural environment. A public art installation that draws upon these influences could be included to act as a placemarker.

The plaza should incorporate features such as:

- Paving and street design that comfortably and safely accommodated pedestrian and cyclists;
- Pergolas or shade structures;
- Advanced planting and landscaping that maintains sightlines for natural surveillance;
- Seats and bins;
- Integrated lighting that enhances visibility and safety;
- Public toilets and public telephones;
- A public transport stop;
- Minimal, well located and integrated signage; and
- Bicycle parking.

The plaza should link with the pedestrian, cycle and road network to allow easy access.

Development Plan - A Call to Action

The Lyndhurst Inland Port and Industrial Hub Development Plan is a well-considered response to strategic planning policy. It appropriately responds to the Greater Dandenong Planning Scheme, specifically the policy frameworks that support positive economic, environmental, and socially-sustainable development outcomes.

The Development Plan provides a key to facilitating State Government initiatives of improving Victoria's freight network and provides critical support to the growth and improvement of efficient freight movements through the Port of Melbourne.

The Development Plan directly responds to the requirements of DPO6 and the incorporated document, the Dandenong South Industrial Area Extension Structure Plan January 2009. It also provides Council with the platform against which it can consider Applications for Planning Permits for use and development that require permission under the Overlay.

Salta Properties has the vision, energy, expertise and commitment to deliver the Lyndhurst Inland Port and Industrial Hub to the City of Greater Dandenong for the benefit of the local community and the wider Melbourne Metropolitian area.

SALTA properties

ADDENDUM 1 – 185 WESTERN PORT HIGHWAY, DANDENONG SOUTH – APPROVED 13 NOVEMBER 2015

DEVELOPMENT PLAN

WASTE CONVERTERS
185 WESTERN PORT HWY
DANDENONG SOUTH

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 addendum to the Dandenong South Industrial Site Development Plan (No. 5) 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. This Development Plan supersedes any previously dated versions

Signed _____ 13 November 2015
by Manager Planning and Design
City of Greater Dandenong

Lanigan Civil

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Date:	Rev:	Page
Oct 2015	P11	

REVISIONS

P4 27.06.2013
- Proposed Public Acquisition Overlay land clarified.
- Road Zone of Westernport Highway noted.
- Proposed signage deleted.
- Proposed development clarified.
- Future Stage 2 access clarified.

P5 03.07.2013
- Possible future Public Acquisition Overlay land clarified.

P6 29.08.2013
- Fire Management Plan hose lengths deleted.
- Fire Management Plan stockpile conditions noted.

P7 12.06.2015 Salta Development Plan Revisions:
- Temporary carriageway access from Western Port Highway along south added.
- Landscape buffer amended to suit.
- Visual buffer along south carriageway added.
- Stage 2 extended.
- Fire truck access from south carriageway added.

P8 23.06.2015 Salta Development Plan Revisions:
- Temporary carriageway access from Western Port Highway moved to abut south boundary.
- Southern boundary landscape buffer deleted.
- Note on Stage 2 access closure added.

P9 09.09.2015 Salta Development Plan Revision:
- Legends updated

P10 14.09.2015 Salta Development Plan Revision:
- Legends updated

P11 07.10.2015 Salta Development Plan Revision:
- Legends updated

CONTENTS

Please Note that the area covered by this Development Plan is located within a designated Bushfire Prone Area as per State Government mapping meaning that there are building requirements for certain classes of occupation

Rodolfum 15/11/15.

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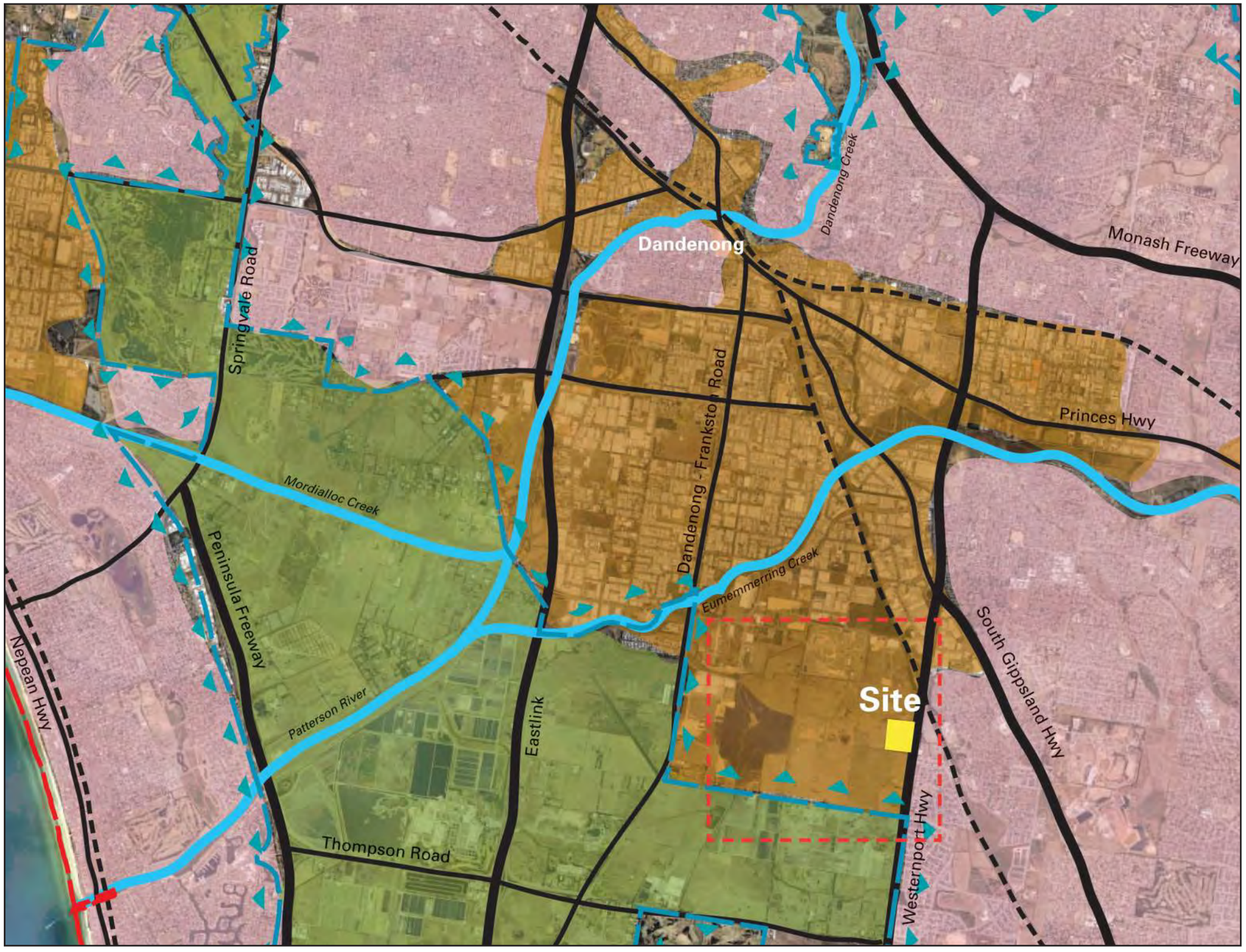
REGIONAL CONTEXT PLAN

WASTE CONVERTERS



SOURCE
Regional context plan supplied by Memla Pty Ltd

LEGEND

- Road
- Rail
- Urban growth boundary
- Major water course
- Green Wedge
- Commercial / industrial
- Residential

SITE HISTORY

The land at 185 Westernport Highway has been mined for sand and gravel for over 50 years. Commercial Tippers Pty Ltd, took over the management of the property in 1980 and 2 years later purchased the land and the business. At this time the property was zoned Farming. Under Commercial Tippers management, sand extraction took place from 1980 until 1997. During this period the air space left from the sand extraction was filled with solid inert waste under EPA licence ES430.

Around 1996 the company started recycling as an alternative to land filling waste. At that time the remaining landfill air space was expected to last approximately 2 years. Such was the success of the recycling activities, that the predicted 2 years of remaining airspace was stretched to over 10 years. The recycling activities on site have had the strong support of both the EPA and Sustainability Victoria (formerly EcoRecycle). The site has been awarded of a number of infrastructure grants totalling in excess of $350,000, that have contributed to the purchase of specialised plant and equipment as well as the construction of two sheds.

Planning Permit PLN04/0092 was granted on 18 October 2004 which allowed the use of the land for the purpose of 'Materials Recycling'.

In January 2008 the site stopped receiving general solid inert waste and ceased operations as a landfill. Over the next few years the final landfill cell was capped. The waste stream that now comes to the site is carefully monitored so that about 97% of the materials entering the site are able to be recycled. The remaining 3% is separated from the recyclable material and is sent to SITA's landfill in Hampton Park. Materials accepted on site include builders site clean-ups, (consisting largely of soil, plaster, tiles and bricks), timber waste, concrete and green waste.

On 26 March 2009, the subject site (as part of a wider precinct of 600ha) was rezoned from Farming Zone to Industrial 1 by way of Greater Dandenong Planning Scheme Amendment C87.

In 1997 the site employed 5 staff and today with the wide variety of recycling activities, the site employs over 40 staff and has recently been nominated for an award in the Premier Regional Business Awards.

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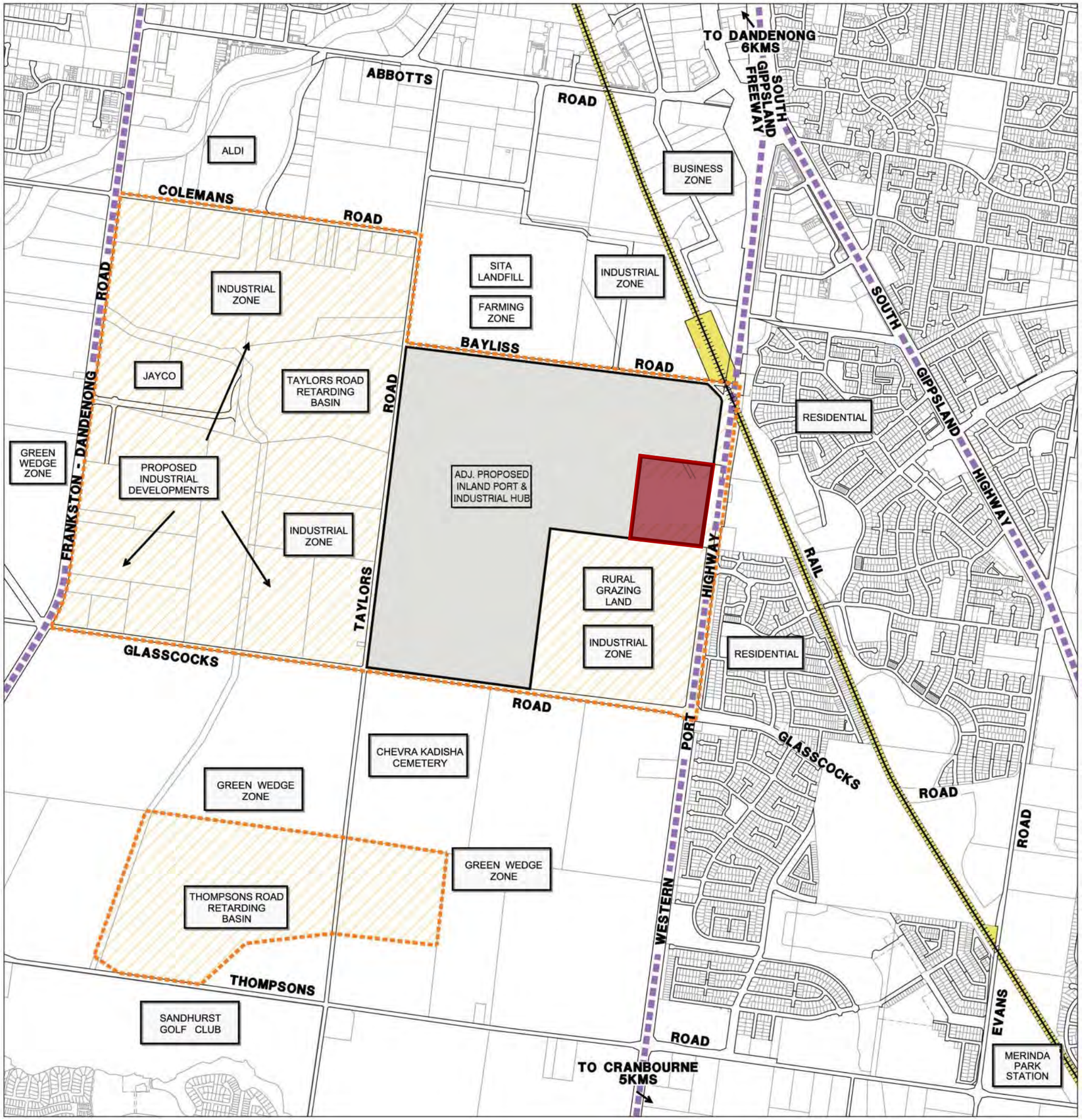
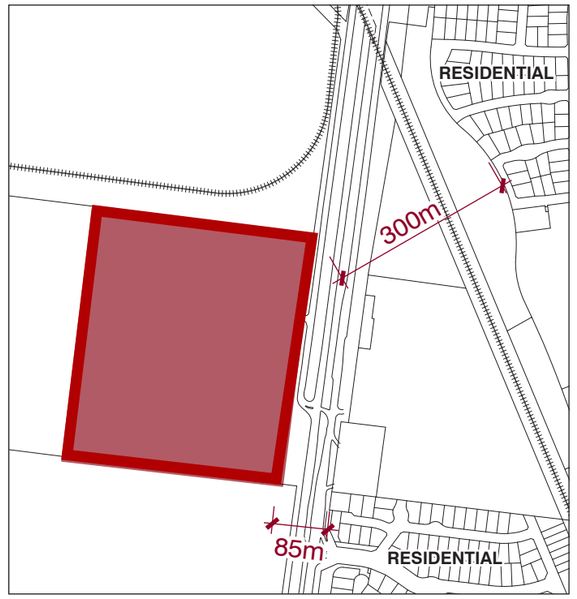
CONTEXT PLAN
WASTE CONVERTERS



LEGEND

- Development Plan Area
- Major Roads
- Structure Plan Boundary
- Cranbourne Rail Line
- Adjoining Proposed Inland Port & Industrial Hub
- WASTE CONVERTERS (SUBJECT SITE)
  Area = 14.5 ha



SITE CONTEXT PLAN
SCALE 1:10000 @ A3

-100 0 100 200 300m

Source:
Site map supplied by Client

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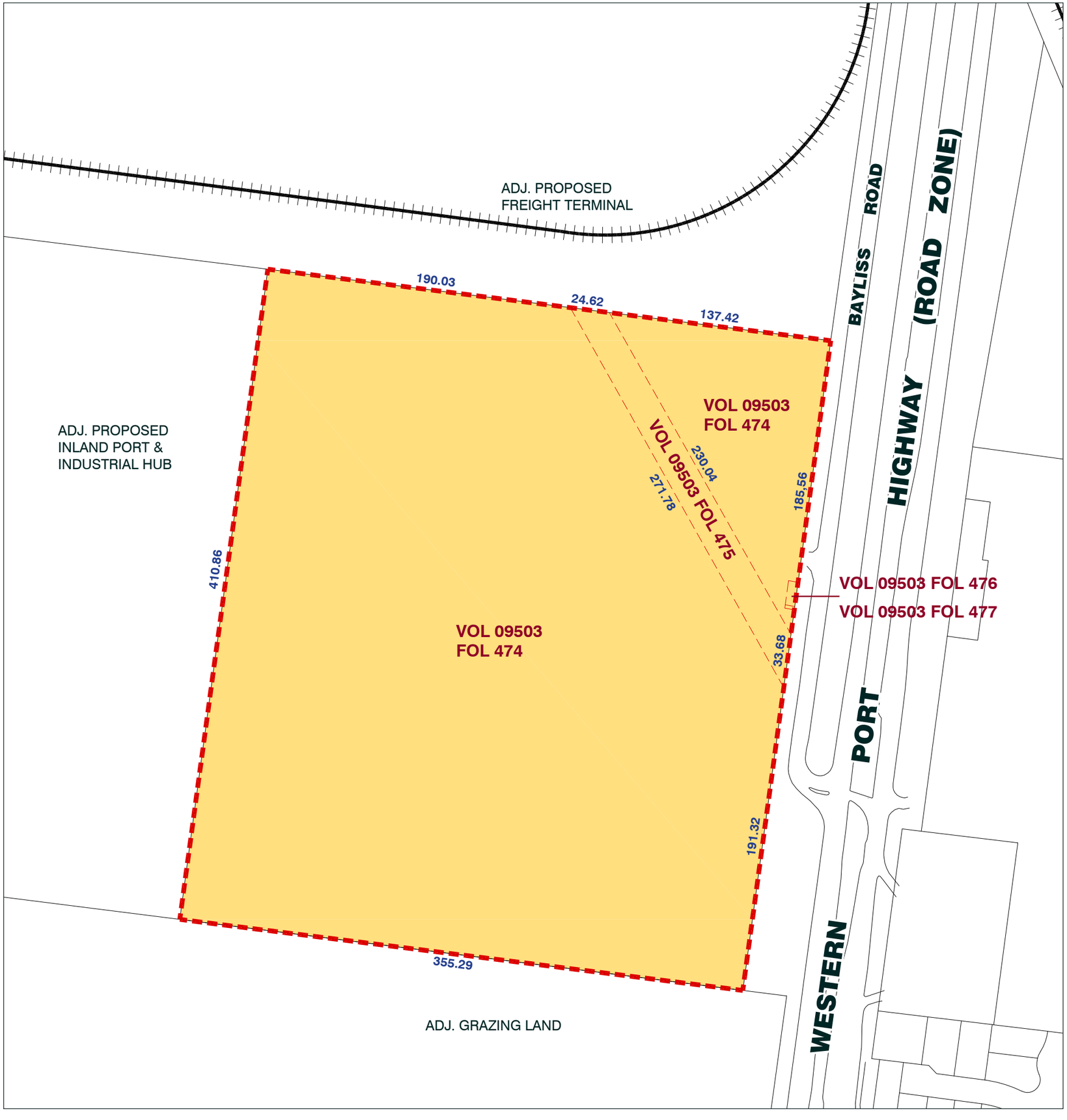
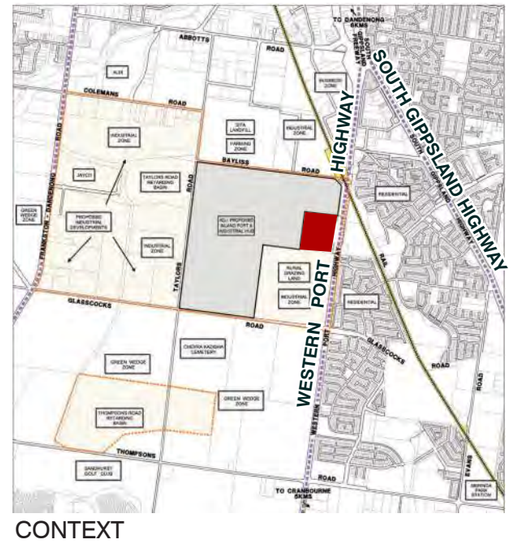
TITLE PLAN
WASTE CONVERTERS



LEGEND

Development Plan Area

VOL 09503 FOL 474	13.9900 ha	TOTAL AREA = 14.5 ha
VOL 09503 FOL 475	0.5057 ha	
VOL 09503 FOL 476	0.0013 ha	
VOL 09503 FOL 477	0.0092 ha	



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AERIAL PLAN EXISTING CONDITIONS

WASTE CONVERTERS

LEGEND

- Development Plan Area
- Internal Road
- Adjoining Proposed Rail
- Bunds / Landscaping / Trees
- Up to 20m wide - Possible future Public Acquisition Overlay. Overlay width to be determined by VicRoads. Buildings, Works & Landscaping to be relocated / removed on acquisition of land.

- This comprises a “Materials Recycling” land use
- 1 Builders Waste
- 2 Tree & Stump Grinding
- 3 Builders Waste
- 4 Soil Screen
- 5 Sand Stockpile
- 6 Timber Mulching
- 7 Concrete Recycling
- 8 Pallet Recycling
- 9 Retarding Basin
- 10 Car Parking
- 11 Offices & Weighbridge
- 12 Soil Stockpile
- 13 Timber Storage
- 14 Tailings Area
- 15 Existing Entry to Site

Source:
Aerial photo & base survey plan supplied by Landair.

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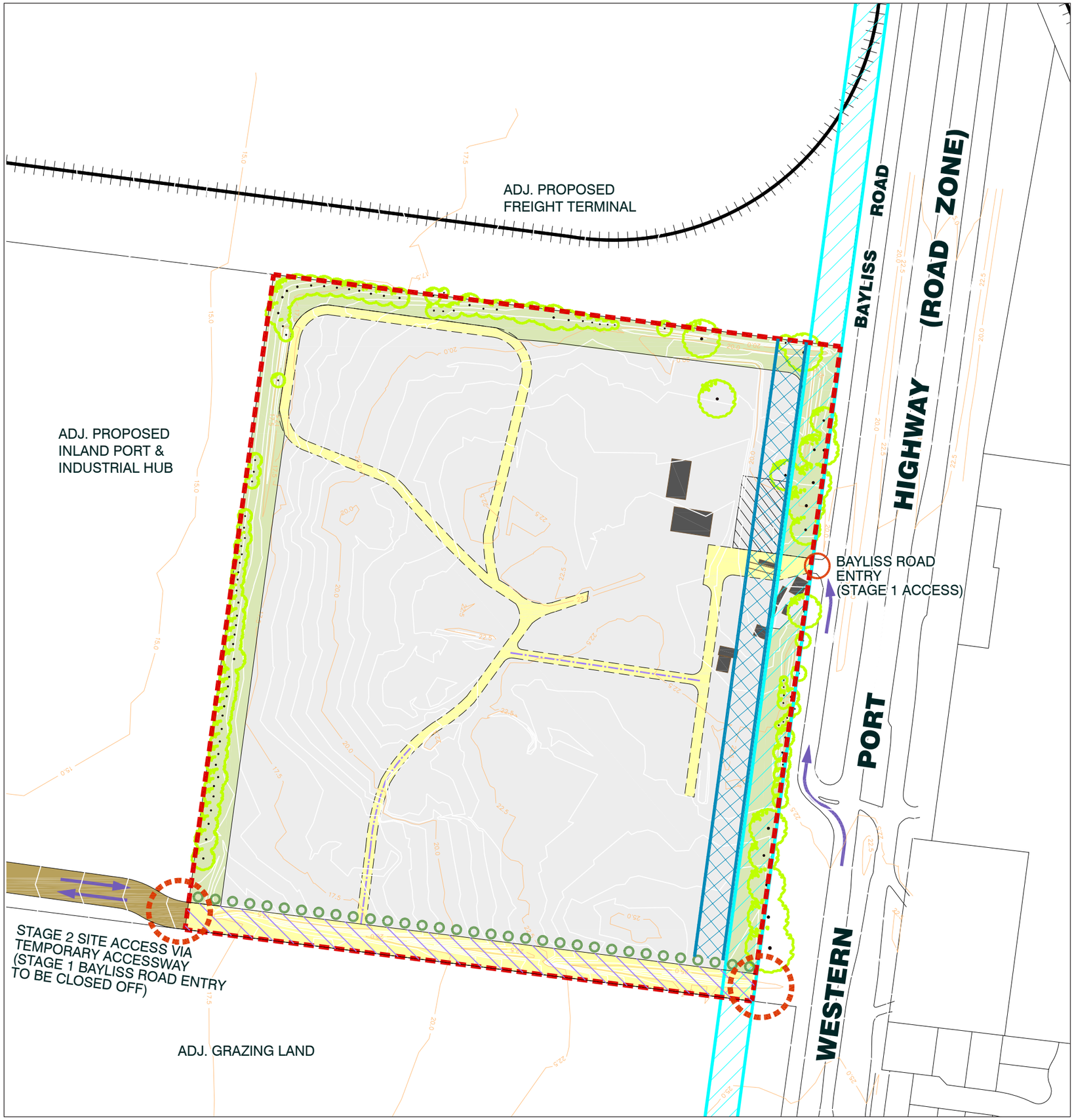

PROPOSED DEVELOPMENT PLAN

WASTE CONVERTERS

LEGEND

- Development plan area
- Existing buildings
- Existing weighbridge
- Existing car parking
- Existing site access (Stage 1) from Western Port Highway
- Proposed temporary access to the satisfaction and requirements of VicRoads and Council (Stage 2)
- Temporary access to adjoining property
- Proposed internal road
- Existing road
- Landscape buffer & maintenance access (20m wide) Bio-retention trench refer civil & landscape plans
- Visual Buffer (Fencing and/or landscaping)
- Existing trees retained
- Materials Recycling Land Use - Material Stockpile Area - ongoing works

Ongoing Works:
Future buildings and roads subject to planning permit applications

- Up to 20m wide - Possible future Public Acquisition Overlay. Overlay width to be determined by VicRoads. Buildings, Works & Landscaping to be relocated / removed on acquisition of land.
- 20m wide - Proposed new buffer to be provided if and when land is acquired

Note:
Plan predicated upon proposal by VicRoads to reserve up to 20m of land on East boundary and acquire this land. The land owner/occupier reserves all rights in this matter.

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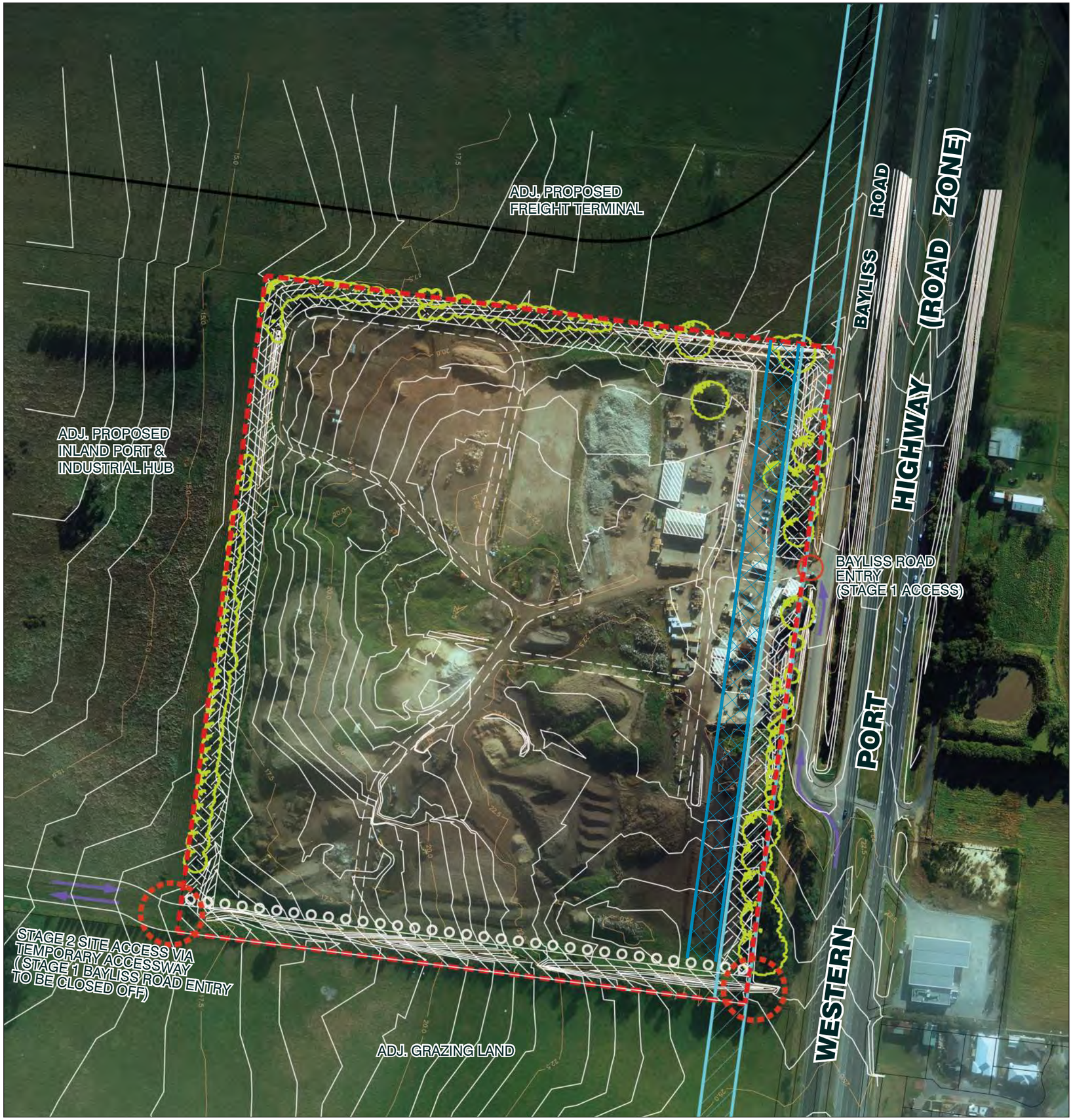

PROPOSED AERIAL CONCEPT

WASTE CONVERTERS

LEGEND

- Development plan area
- Existing building
- Temporary access to adjoining property
- Internal road
- Existing site access (Stage 1) from Western Port Highway
- Proposed temporary access to the satisfaction and requirements of VicRoads and Council (Stage 2)
- Landscape buffer & maintenance access (20m wide) Bio-retention trench refer civil & landscape plans
- Visual buffer (fence and/or landscaping)
- Existing trees retained
- Up to 20m wide - Possible future Public Acquisition Overlay. Overlay width to be determined by VicRoads. Buildings, Works & Landscaping to be relocated / removed on acquisition of land.
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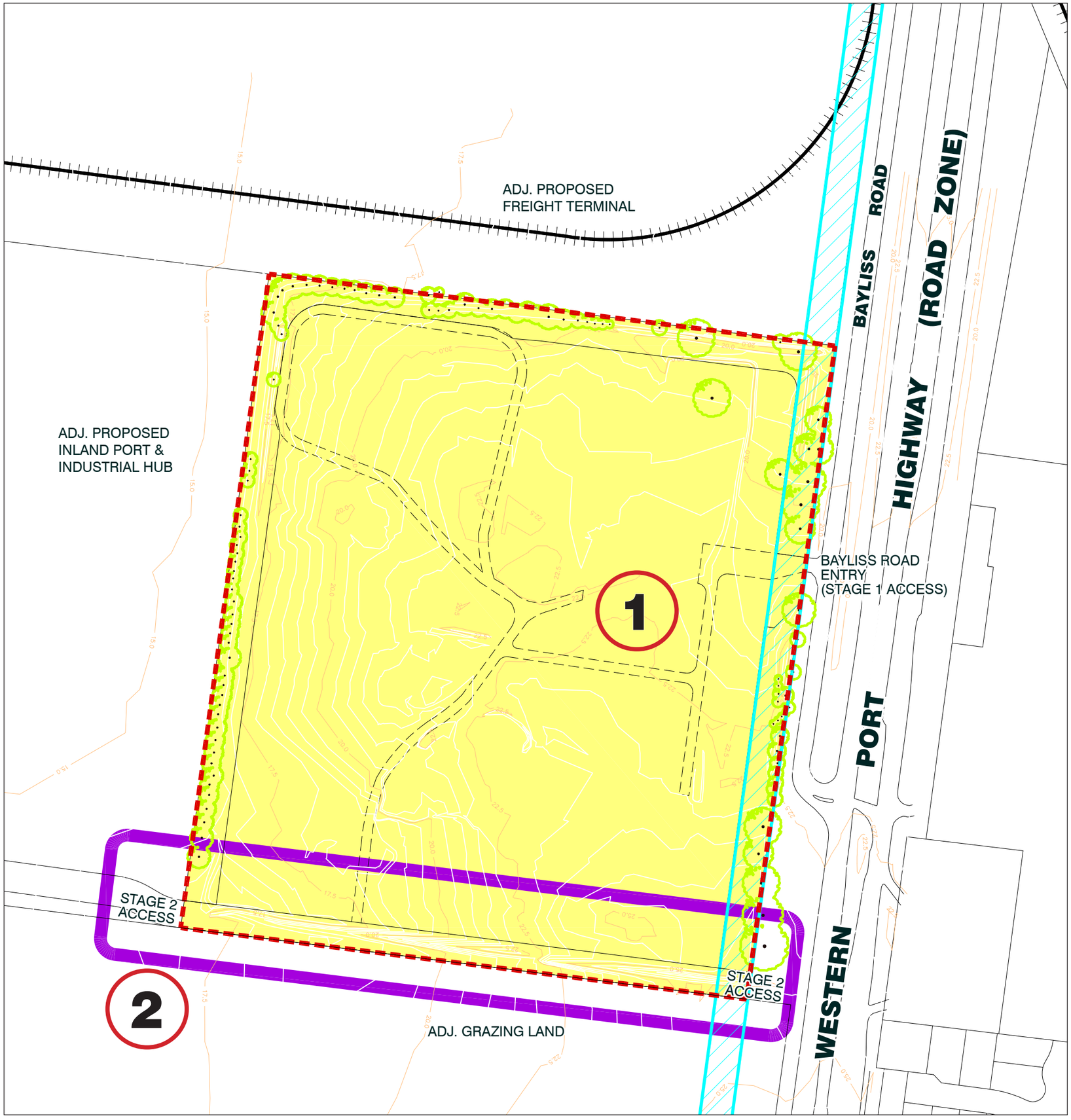
STAGING PLAN
WASTE CONVERTERS



STAGING

1. Ongoing works - future buildings and internal roads subject to planning permit applications

2. Future Stage 2 temporary access to the satisfaction and requirements of VicRoads and Council

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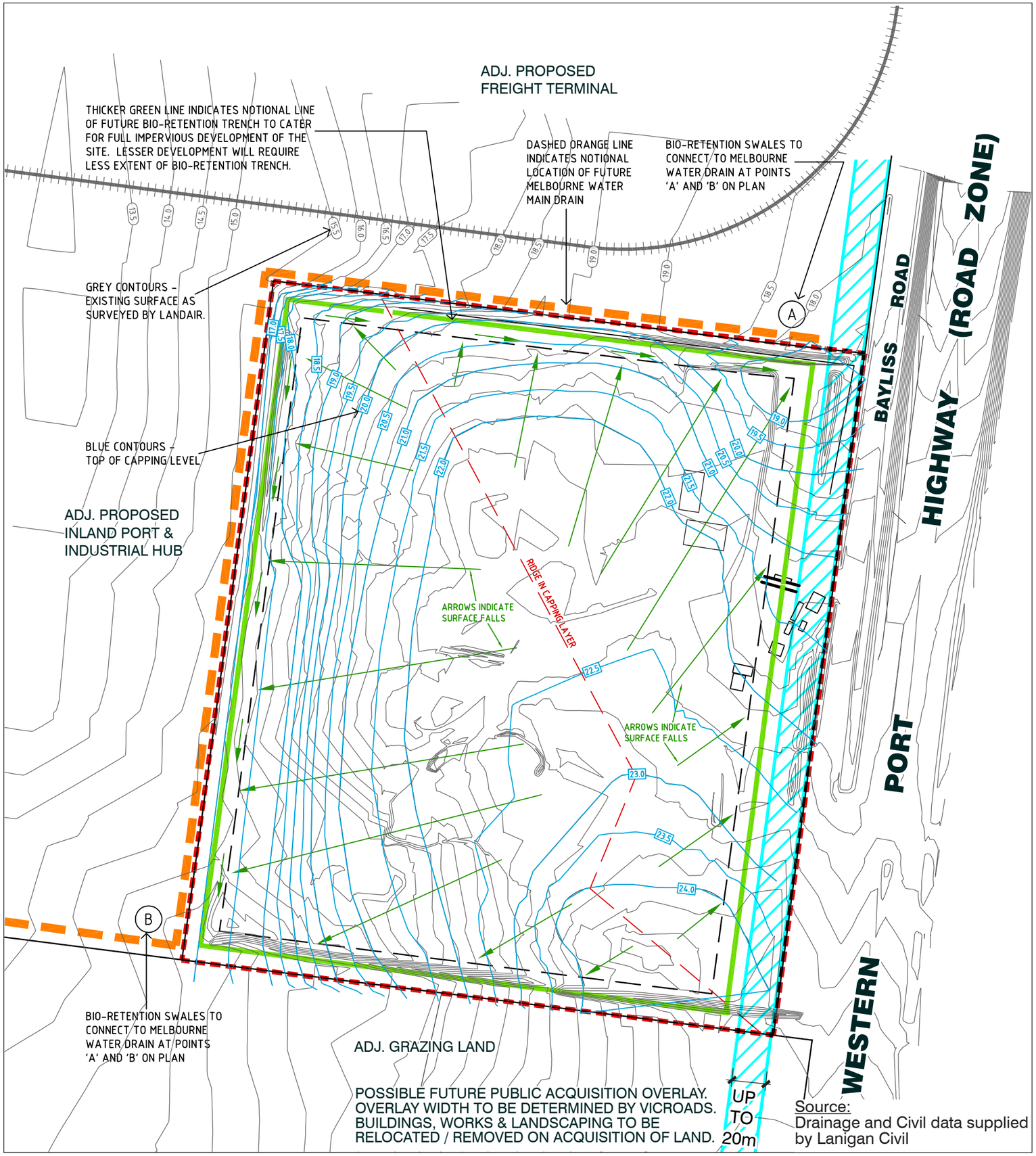

DRAINAGE AND CIVIL PLAN

WASTE CONVERTERS

STORMWATER MANAGEMENT NOTES

1. The site is an existing landfill site that has had a clay capping layer constructed over the top of the landfill.
2. The clay capping layer contours are indicated on plan and must not be compromised by any excavation into the clay capping layer.
3. The site is being operated as a recycling plant and has varying heights of stockpiles of various materials placed on top of the capping layer.
4. The top of the capping layer is shaped to be free draining towards the perimeter of the site.
5. There is a 20 metre setback (buffer zone) around the entire perimeter of the site that is to be landscaped and shaped as part of the stormwater management of the site.
6. A bio-retention trench (BRT) is proposed within the 20 metre landscaped buffer zone. This trench must be constructed in accordance with melbourne water requirements, sized in accordance with best practice guidelines and using "music" software (model for urban stormwater improvement conceptualisation).
7. The BRT's around the perimeter will be drained by agricultural drains and in turn by a low flow pipe system to be ultimately connected to the proposed melbourne water drainage system.
8. Any future access roadways, stockpiles, buildings, parking areas etc within the site must be constructed to also drain to the perimeter of the site and connect to this drainage system.
9. The site is within the Melbourne Water Corporation (MWC) glasscocks road development services scheme, and as such, must be provided with underground drainage infrastructure when and as development proceeds in this area. This MWC scheme does require that stormwater drainage to this site must comply with urban stormwater best practice environmental guidelines which includes removal of 80% suspended solid annual load and 45% phosphorus and 45% nitrogen annual loads. The BRT system for this site will be designed to meet these objectives. The quantum of the degree of water quality (read also "WSUD") treatment will be analysed using music software, and checked by MWC as is required for a development of this type.
10. Refer to the "landscape sections" drawing and this plan for the location of the BRTs proposed for this site.
11. Minimal BRTs will be required for the current recycling facility on this site due to no significant impervious areas existing on the site at this time or in the foreseeable future. Full industrial development to around 80% impervious paved or roofed areas would require BRTs to the entire perimeter, however, this is unlikely to occur due to the site being a landfill and therefore difficult and uneconomical to construct buildings and / or impervious pavements upon.

Source:
Drainage and Civil data supplied by Lanigan Civil

Lanigan Civil

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Trading as Lanigan Civil
Consulting Civil Engineers
Postal: PO Box 862 Springvale South Vic 3172
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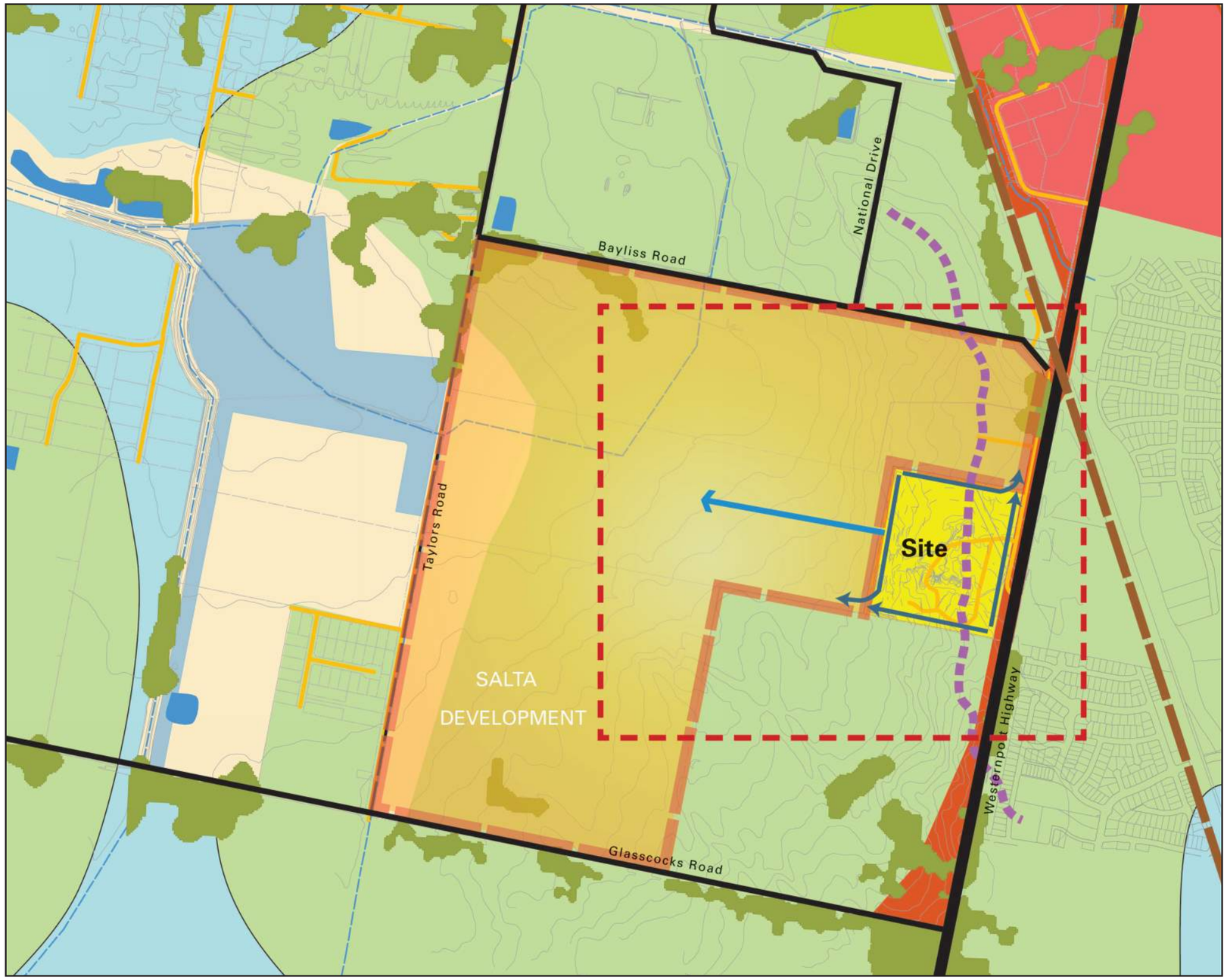
LANDSCAPE SITE ANALYSIS PLAN
WASTE CONVERTERS



LEGEND

- Rail
- Important road
- Minor road
- Water course
- Commercial
- Public use zone
- Urban flood zone
- Overland flow (Current)
- Ridge
- Drainage outflow (Connects to future Melbourne Water Main Drain)

PRE 1750 ECOLOGICAL VEGETATION CLASSES (EVC's)

- Plains grassland / Plains grassy woodland
- Swampy riparian woodland

Source:
Landscape site analysis plan supplied by Memla Pty Ltd

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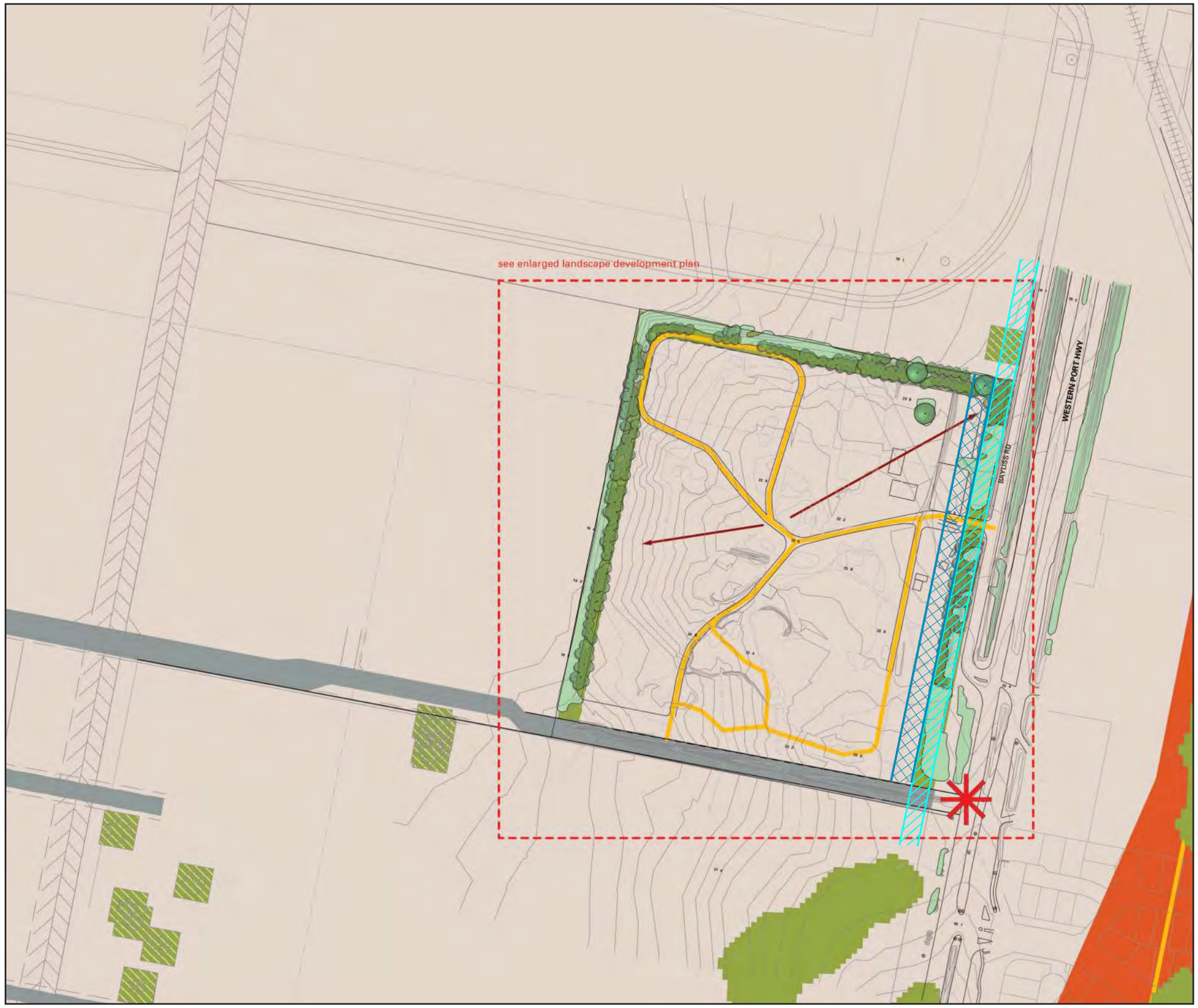
LANDSCAPE SITE CONTEXT PLAN

WASTE CONVERTERS



LEGEND

- 20m wide buffer planting zone
- Existing tree protection zone
- Proposed new temporary access
- Industrial zone
- Residential zone
- Internal site tracks
- Proposed Eucalyptus camaldulensis plantings
- Existing vegetation to be retained
- Temporary access to Western Port Highway to the satisfaction and requirements of VicRoads and Council
- Up to 20m wide - Possible future Public Acquisition Overlay. Overlay width to be determined by VicRoads. Buildings, Works & Landscaping to be relocated / removed on acquisition of land.
- 20m wide - Proposed new buffer to be provided if and when land is acquired

Source:
Landscape site context plan supplied by Memla Pty Ltd

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LANDSCAPE PLAN
WASTE CONVERTERS

LEGEND

- 20m wide buffer planting zone
- Existing tree protection zone
- Proposed new temporary access
- Industrial zone
- Residential zone
- Stockpile/working zone - ongoing works
  Ongoing Works:
  Future buildings and roads subject to planning permit applications
- Water outlet point
- 3m wide maintenance access track
- Bio retention trench
- Ridge line
- Drainage falls to outlet points
- 1:7 or greater slope
- Entry point
- Existing site offices to be retained
- Proposed Eucalyptus camaldulensis plantings & understorey planting
- Existing vegetation to be retained & reinforced
- Existing remnant Red Gums

Source:
Landscape plan supplied by Memla Pty Ltd

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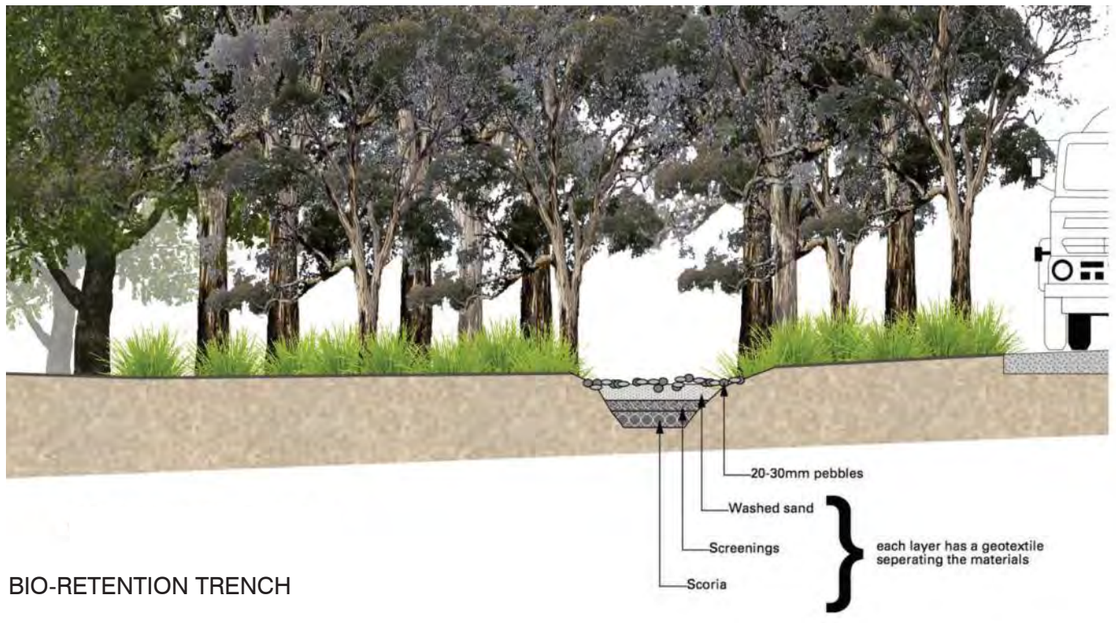
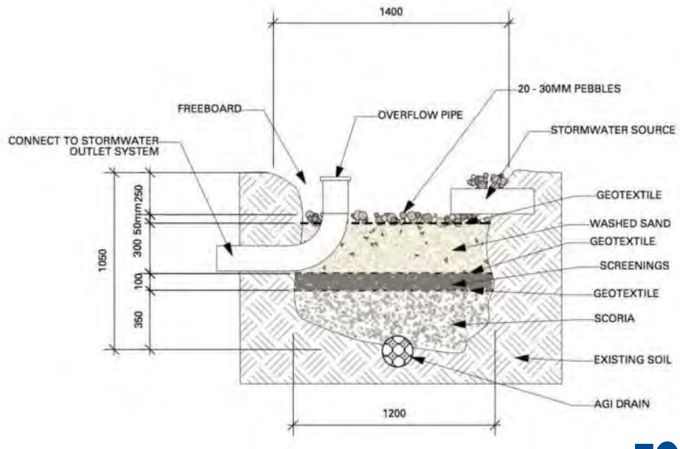
LANDSCAPE SECTIONS
WASTE CONVERTERS

WESTERN BOUNDARY SECTION A-A

EAST-WEST SITE SECTION



BIO-RETENTION TRENCH



BIO-RETENTION TRENCH DETAIL

Source:
Landscape sections supplied by Memla Pty Ltd

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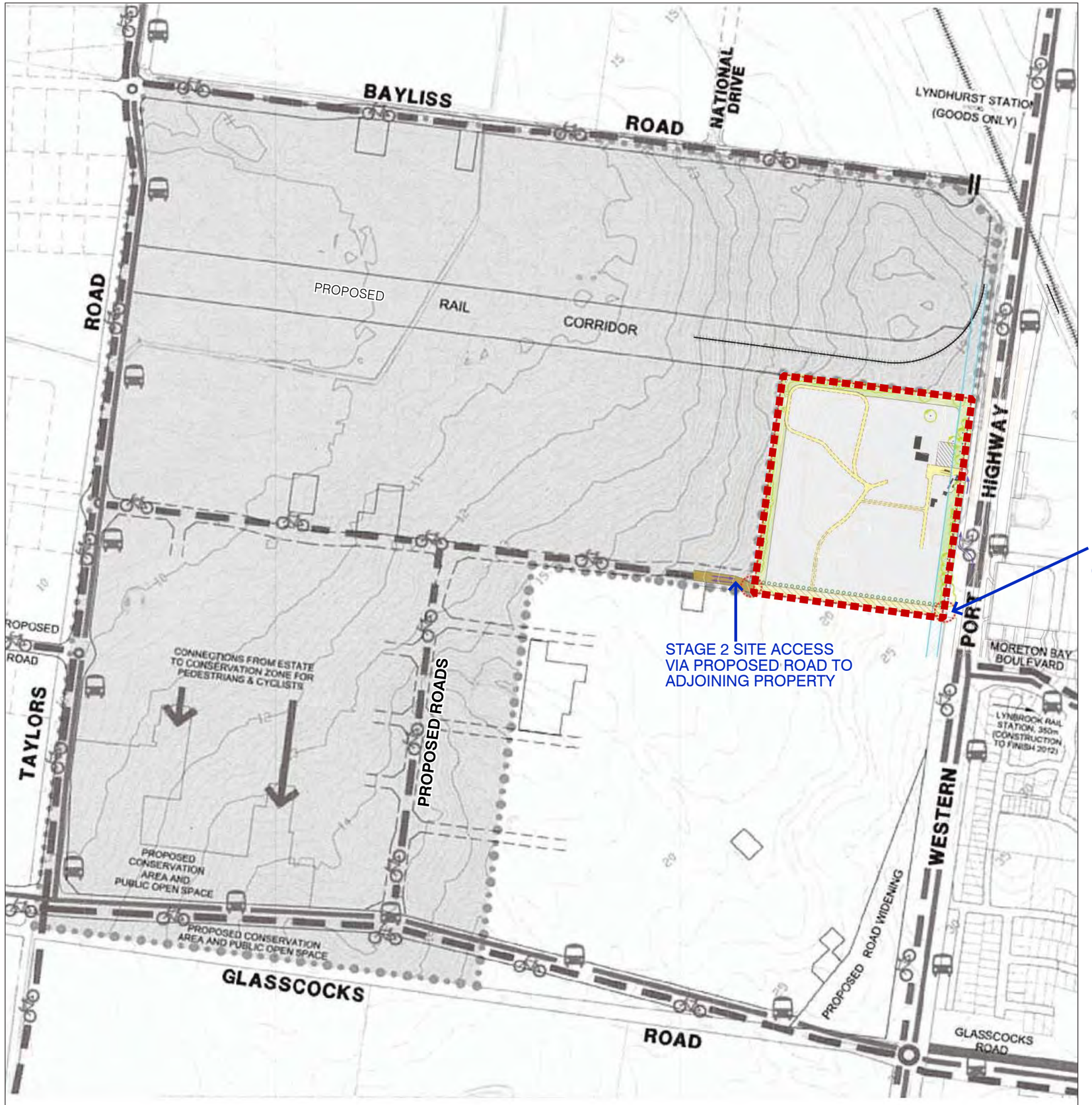
MOVEMENT PLAN
WASTE CONVERTERS



LEGEND

Development plan area

Source:
Existing proposed Bicycle and Bus network data obtained from adj. proposed Inland Port & Industrial Hub integrated transport plan via Client.

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FIRE MANAGEMENT PLAN

WASTE CONVERTERS

LEGEND

- Development plan area
- Existing building
- Landscape buffer & maintenance access (20m wide)
  Bio-retention trench refer civil & landscape plans
- Temporary access to adjoining property
- Internal road
- Fire truck access road (min. 4.5m wide)
- CFA required signage location
- Water tank location - 45000L tank capacity
- Existing fire hydrant location
- Up to 20m wide - Possible future Public Acquisition Overlay.
  Overlay width to be determined by VicRoads.
  Buildings, Works & Landscaping to be relocated / removed on acquisition of land.
- 20m wide - Proposed new buffer to be provided if and when land is acquired

Note:
Plan predicated upon proposal by VicRoads to reserve up to 20m of land on East boundary and acquire this land. The land owner/occupier reserves all rights in this matter.

Stockpile materials and areas will be subject to further detail in a planning permit application and referrals of an application to the CFA are set out at clause 66 of the Greater Dandenong Planning Scheme.

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ADDENDUM 2 – METROPOLITAN FRIEGHT TERMINAL – APPROVED 5 AUGUST 2021

DEVELOPMENT PLAN

METROPOLITAN FREIGHT TERMINAL

LYNDHURST INLAND PORT AND INDUSTRIAL HUB

SALTA properties

BAYLISS ROAD
NATIONAL DRIVE
LYNDHURST STATION (GOODS ONLY)
RETARDING BASIN
ROAD REALIGNMENT
ROAD
RAIL FREIGHT TERMINAL
HIGHWAY
PROPOSED ROAD
TAYLORS
FUTURE
TAYLORS ROAD
CONSERVATION AREA AND PUBLIC OPEN SPACE
FUTURE GLASSCOCKS ROAD
40m
CONSERVATION AREA AND PUBLIC OPEN SPACE
ROSS DRAIN
GLASSCOCKS ROAD
REALIGNMENT - TO BE DESIGNED BY COUNCIL
PROPOSED ROAD WIDENING
PA01
WESTERN PORT
MORETON BAY BOULEVARD
GLASSCOCKS ROAD

LEGEND — STRUCTURE PLAN ELEMENTS

- Proposed Conservation Area, Not Developable
- Redundant Road Reserve
- Proposed Road Realignment (subject to detailed design)
- Indicative location of future Rodds Drain
- Road Closure
- Retained Trees and Protection Zones
- Existing Public Acquisition Overlay
- Tree to be removed (Subject to separate planning approval)

CONCEPT ELEMENTS

- Lots
- Development Plan Area
- Possible Future Road - Locations to be confirmed at Permit Application
- Proposed Rail
- Access to Rail Freight Terminal

EXISTING

- Gas Easement (15.24m wide) Proposal to extend 3m on western side
- Petroleum Easement (15.24m wide)
- Existing Rail

Internal road layout to be determined in the future, to enable connectivity and meet the requirements of the "Dandenong South Industrial Area Extension - Structure Plan, 2009.

NOTE
INTERNAL ROAD LAYOUT TO BE DETERMINED IN FUTURE.
THE LEGEND HAS BEEN SOURCED FROM THE LYNDHURST STRUCTURE PLAN, AS DATED JANUARY 2009. SOME EASEMENTS & PROPERTY BOUNDARIES HAVE BEEN SOURCED FROM THE STATE DIGITAL CADASTRAL MAP DATABASE AND MAY REQUIRE SURVEY.

Date: 1 June 2021
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