

Development Plan

37 Graham Road, Highett

Prepared for
Sunkin Property Group

02 August 2021

We create amazing places

SUNKIN

SUNKIN PROPERTY GROUP

Tract
Clarke
Hopkins
exist

lat^{37°}

URBIS

Contents

Volume -1

Executive Summary	5
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1	Introduction	6
1.1	Development Vision	7
1.2	Development Plan Overview	7
1.3	Purpose of Development Plan	8
1.4	Flexibility of the Development Plan	8
1.5	Development Plan Content	9
2	Urban Context and Site Analysis	10
2.1	Site Location	10
2.2	Regional and Strategic Context	11
2.3	Existing Access and Movement	12
2.4	Cultural Heritage Management Plan	13
2.5	Site Topography and Landscape	14
2.6	Open space and Significant Vegetation	15
2.7	Vegetation Assessment - Executive Summary	16
2.8	Existing Surrounding Context	17
2.9	Planning Context	22
2.10	Site Context Analysis - Opportunities	24
2.11	Site Context Analysis - Constraints	25
3	Park Village Highett Development Plan	26
3.1	Development Plan Vision	27

3.2	Housing Diversity and Affordability	28
3.3	Design Guidelines/ Principles	29
3.4	Objectives of Development Plan	30
3.5	Masterplan	31
4	Character Precincts	46
4.1	Character Precinct Areas	46
5	Character and Built Form	56
5.1	Built form typologies	56
5.2	Street Wall Articulation Design Principles	66
6	Landscape Design	87
6.1	Landscape Design Approach	87
6.2	Drainage	90
6.3	Transport Management Plan/ Integrated Transport Plan	90
6.4	Sustainability Strategy	91
6.5	Waste Management Plan	91
6.6	Wind Environment Assessment	92
6.7	Social Infrastructure Commitment	92
7	Conclusion	96
8	Volume 2 - Appendix	97

Volume - 1

Executive Summary

The Park Village Highett development site is located approximately 18 kilometres south-east of the Melbourne CBD and comprises two land parcels, being 37 Graham Road and 32 Middleton Street, Highett.

Featuring a large frontage to Graham Road and a total site area of 9.3 hectares, the Park Village Highett development responds to a significant opportunity for brownfield redevelopment of land that was formerly occupied by the Commonwealth Scientific and Industrial Research Organisation (CSIRO) in an established urban area and Activity Centre location.

The development of the Park Village Highett site will transform the under-utilised land into an exciting residential-led, mixed-use precinct, delivering vast expanses of public open space interspersed with community uses that will integrate the new neighbourhood within the Highett community.

The Park Village Highett land will be developed through the guidance of a well-considered Development Plan that seeks to enhance site connections to the Highett Activity Centre and community, promote high quality architectural building forms and create opportunities for community recreation and leisure through the integration of new public open space, a nature conservation area and community facilities. The redevelopment of the site delivers significant public benefit.

This Development Plan has been prepared to lead the transformation of the site, and proposes:

- A primarily residential setting interspersed with retail, community facilities and public open space
- Approximately 1048 dwellings
- Medium-high density residential and mixed-use buildings located within the northern part of the

site, transitioning in height as a central spine towards the southern conservation area

- Low density dwellings (ranging from 2 to 3 stories) sited along residential site boundaries as a respectful interface to existing residential areas
- Townhouse, apartment and loft style dwelling typologies accommodating a mix of bedroom sizes to contribute to housing diversity
- 3 hectares of nature conservation land to the southern end of the site and 10,000 square

metres of public open space integrated within the northern portion of the site with immediate connections to Graham Road and the surrounding neighbourhood.

- A new internal street network facilitating efficient vehicle, bicycle and pedestrian movement within the site and strong connections to the existing transport network through two access points to Graham Road and one to Middleton Street

Development of the Park Village Highett land through the guidance of this document will realise a long-anticipated site renewal, to deliver more housing and community facilities that are well-serviced and connected through the efficient use of land that is supported by existing infrastructure.

The Development Plan prepared for the Park Village Highett land sets out a robust and sound framework for the site to transform the existing vacant land into a thriving sustainable community.



Figure 01: Site Plan

The Park Village Highett Development Plan (Development Plan) has been prepared on behalf of Sunkin Projects Pty Ltd in accordance with the requirements of Schedule 2 to the Development Plan Overlay (DPO2) at Clause 43.04 of the Bayside Planning Scheme.

This Development Plan applies to land known as the former CSIRO site comprising two land parcels being 37 Graham Road, and 32 Middleton Street, Highett (the subject site).

The subject site is substantial in land area relative to the surrounding residential allotments and has been identified as a key strategic redevelopment site capable of accommodating increased future accommodation demand and density through diverse dwelling types, within the Highett neighbourhood.

This Development Plan has been informed by planning policy which seeks to facilitate delivery of housing through the efficient use of land in locations that are supported by existing infrastructure and services. The evolution of this document has occurred through multidisciplinary collaboration to understand the unique site context and incorporate significant areas of public open space to integrate the development and contribute to the enhancement of the Highett activity centre.

This has resulted in a design framework imbued by interweaving the aspirations of high-quality built form and landscape architecture, highly accessible and functional open space, efficient vehicle, cyclist and pedestrian movement and protection of amenity for existing and future residents of Highett. The proposed evolution of the subject site through the framework set out in this document is summarised as follows:

- A transformation from a past commercial site use, largely disconnected from immediate residential surrounds, into a vibrant community that enhances the site's integration within the Highett community
- Improved natural amenity of the site through preservation of existing trees and provision of substantial areas of new public open space. Improved landscape connections and transitions into existing street landscapes through considerate planting palettes
- A range of dwelling types and sizes contributing to diversity and medium density housing, interspersed among retail and community uses within well connected precincts
- Quality architecture featuring site-responsive building forms that preserve existing amenity of adjoining properties and promise great on-site amenity for future residents
- An efficient street network that supports vehicle, cyclist and pedestrian movement within the site and connects to the existing street network of Graham Road and Middleton Street

In its entirety the Development Plan is consistent with the objectives of the Development Plan Overlay and aligns with the aspirations to create a sustainable, residential and part mixed-use precinct for Highett. The development will be supported by the inclusion of vast public open spaces that integrate with the local neighbourhood and complement the Highett Activity Centre, allowing residents and visitors to experience an inner urban environment distinguished by parkland character.

1.1 Development Vision

The land comprising the Park Village Highett Development that was formerly occupied by the CSIRO has been cleared of built form. The remediation process has unfortunately also required the extensive removal of vegetation. As a result, the site provides a 'blank canvas' for future infill development of a relatively substantial site area of 6.3 hectares (excluding the conservation zone). The land owner and multidisciplinary team responsible for the preparation of this Development Plan recognise the significant opportunity that this presents when considering it in conjunction with the unique inner urban setting of the site.

It is the vision of the land owner that the unique opportunities afforded by this site are ultimately responded to through a development that realises a new, thriving community with strong connections to the Highett activity centre. The notion of a sustainable community is acknowledged to represent a myriad of concepts and in the case of the Park Village Highett development, is considered achievable through the following aspirations:

Ensuring the development is compatible with the site surrounds, through consideration of design outcomes relating to:

- Visual, shadowing and overlooking impacts of new built form
- Wind and flooding impacts from existing and new built form and revised topography
- Waste storage and collection

Providing high levels of amenity to future residents through consideration of the above outcomes and on-site aspects including clear wayfinding, public safety, ease of building access, internal dwelling layouts and considerate landscaping

High quality design and construction to avoid unreasonable levels of ongoing site maintenance requirements

A cohesive development design that reflects state planning policy aspirations to deliver increased housing supply and diversity close to services

while ensuring high quality design of housing that integrates with the preferred neighbourhood character

An enduring community contribution through the provision of open space, land for nature conservation, new open spaces and landscape improvements to public interfaces, through-site connections and community facilities for new and existing Highett residents

1.2 Development Plan Overview

The Park Village Highett Development Plan provides a framework for the redevelopment of the former CSIRO site located at 37 Graham Road and 32 Middleton Street, Highett (the subject site). The overall site area is approximately 9.3 hectares, comprising 2 separate lots and one major street frontage to Graham Road along the eastern site boundary.

This Development Plan represents Volume 1 (with the Appendix being Volume 2) in the framework guiding future development of the subject site. Volume 1 sets out the key considerations and design principles required to achieve the overarching vision of the Park Village Highett development.

The Plan provides a necessary detailed breakdown of 'precincts' within the site, which is necessary due to the large land area (relative to the neighbouring residential context). While the scale of the development requires a focused presentation of individual areas within the site, the areas have been designed simultaneously and with appropriate consideration of the entire site to ensure a cohesive outcome.

This Development Plan includes:

- Analysis of the site and its existing urban context
- A concept plan for future development of the site including:
 - Building envelopes
 - Consideration of proposed built form interfaces with adjoining existing built form
 - Dwelling design and diversity

Consideration of amenity provided to future residents

- A plan for new and existing open space, landscapes, and significant vegetation including:
 - Incorporation of native vegetation
 - Landscape concept plan
- Transport analysis including:
 - Analysis of traffic volumes resulting from future development of the site
 - A plan to manage vehicle, bicycle, and pedestrian needs of the development
 - Consideration of impacts of new traffic generated by the development on the surrounding road network
- Civil infrastructure and drainage analysis including stormwater management and Water Sensitive Urban Design (WSUD) principles
- Consideration of Environmentally Sustainable Development requirements including:
 - Assessment of the design against a best practice score cards
 - Demonstration of design for daylight access, solar energy, and energy efficient lighting
 - Rainwater reuse and WSUD

Volume 2 comprises the technical reports which include detailed consideration of the above elements of the Plan and provide technical support for the proposed development. This Development Plan is to be read in conjunction with the Volume 2 reports.

1.3 Purpose of Development Plan

The Park Village Highett Development Plan is intended to set out a well-considered design for the subject land and ensure that all the necessary considerations have been made to facilitate a successful delivery of the vision for the site.

The plan set out in this document is to provide guidance on future detailed design that will be undertaken, by establishing principles that assure the delivery of a high level of amenity that future residents of the development will benefit from.

The framework of this Development Plan will also ensure the successful delivery of significant amounts of publicly accessible open space, the delivery of new community facilities, new street networks and improved accessibility through the site. In conjunction with the delivery of the conservation precinct and space for recreation, the Plan will demonstrate enduring benefits of this development to visitors and residents of Highett.

The purpose of the Development Plan as it relates to the Park Village Highett is to respond to the following objectives through a comprehensive and cohesive design response:

- Redevelop the land in an integrated manner (acknowledging potential for staged delivery of precincts)
- Contribute to local housing needs and take advantage of the site's strong proximity to public transport networks and a wide range of urban infrastructure, retail amenity and community facilities found within the nearby Highett, Southland and Cheltenham activity centres
- Contribute to diversity in dwelling typologies and densities across the site, providing alternative housing options to the prevailing detached single dwelling typology proximate to the site
- Achieve a transition of building heights across the site that respects the character and amenity of surrounding residential areas, that includes lower height (2-3 storey) built form at site

interfaces to existing residential development, increased heights within the 'spine' of the site and tallest built form at the northern end of the site

- Respect and preserve the amenity of existing residential properties and surrounding streetscapes
- Demonstrate a high quality of architectural and landscape response that is closely guided by urban design principles and implements ESD features
- Encourage the retention of significant native vegetation in accordance with the principles set out under Clause 52.17 (Native Vegetation) and in particular the establishment of a conservation reserve in the southern portion of the site to protect significant tree groupings in this part of the site (noting this is the responsibility of Council)
- Provide a high-quality open space network that enhances the amenity of the precinct for residents, businesses and visitors.
- Establish a vehicle, cycle and pedestrian network within the site that connects to and integrates with the local road network.
- Establish an integrated movement network that minimises adverse traffic impacts on the surrounding local road network.

1.4 Flexibility of the Development Plan

Full development of Park Village Highett in accordance with the Development Plan is expected to occur over a long period of time, in excess of 7 years. The benefit of a holistic review of the site, is that permit applications coming forward contribute to a greater vision for the site, rather than as a piecemeal approach.

Accordingly, this Development Plan has been prepared to provide flexibility around particular components and seeks to avoid being overly prescriptive. It provides a general framework for the long-term development of the Park Village Highett site, in a manner which is consistent with the Bayside City Council vision and design objectives for urban renewal of the former CSIRO site.

1.5 Development Plan Content

The content within this Park Village Highett Development Plan forms Volume 1 of the Plan and provides a structured breakdown of the principles which need to be adhered to in order to achieve the overarching vision of the Park Village Highett development.

This Plan provides an overarching structure and guidance for future development, acknowledging that prior to construction, detailed design and assessment through planning permit processes will be required where the finer scale of detail is appropriate to be confirmed.

The specialist reports contained within Volume 2 have been prepared to respond to the detailed requirements of DPO2. The following consultants were involved in the preparation of Volume 1 and Volume 2 of the Development Plan:

- Biosis
- ClarkeHopkinsClarke Architects
- Engeny
- Gallagher Jeffs
- GTA Consultants
- Heritage Insight
- Leigh Design
- RWDI
- Lat37
- Stantec
- Tract
- Treescape Consulting
- Urbis

The requirements of the DPO2 are addressed in full within the specialist reports and summarised in this Volume 1 package as follows:

Urban Context and Site Analysis, Development Plan

The existing site context and proposed future development intended to be integrated within the site surrounds has been prepared by Clarke Hopkins Clarke Architects in conjunction with Lat37 and is detailed in Section 2 and 3 of this Plan.

Design Guidelines

Design Guidelines have been prepared as part of the Development Plan and are provided at Section 3 of this Development Plan.

Site and Staging Plan

The Site and Draft Staging Plan for the proposed development is outlined in Section 3 of this Development Plan.

Planning Report

The relevant provisions and requirements of the Bayside Planning Scheme are outlined in Section 2 of this Development Plan. The full Planning Report prepared by Urbis is contained in Volume 2.

Transport Management Plan / Integrated Transport Plan

A summary of the Transport Management Plan has been prepared and is outlined in Section 3 of this Development Plan. The full Transport Management Plan / Integrated Transport Plan prepared by GTA Consultants is contained in Volume 2.

Landscape Concept Plan

Details of Landscape Concept Plan are outlined in Section 3 of this Development Plan. The full report prepared by Tract is contained in Volume 2.

Flora and Fauna

Details of existing vegetation are outlined in Section 3 of this Development Plan. The full report prepared by Biosis is contained in Volume 2. Arborist reports are also contained in Volume 2.

Ecologically Sustainable Design (ESD) Strategy

The ESD Strategy is outlined in Section 3 of this Development Plan. The full report prepared by Stantec is contained in Volume 2.

Physical Services and Infrastructure

Details of the proposed services and infrastructure are outlined in Section 3 of this Development Plan, including infrastructure design to service the development with respect to the treatment and retardation of stormwater. The full report on the flood impact assessment prepared by Engeny is contained in Volume 2. The Development Plan responds to the impact of overland flood from existing properties to the south-east of the development. A Stormwater Management Plan (including WSUD principles) prepared by Stantec is also contained in Volume 2.

Cultural Heritage Management Plan

The Cultural Heritage Management Plan (CHMP) is outlined in Section 3 of this Development Plan. The full CHMP prepared by Heritage Insight is contained in Volume 2.

Waste Management Plan

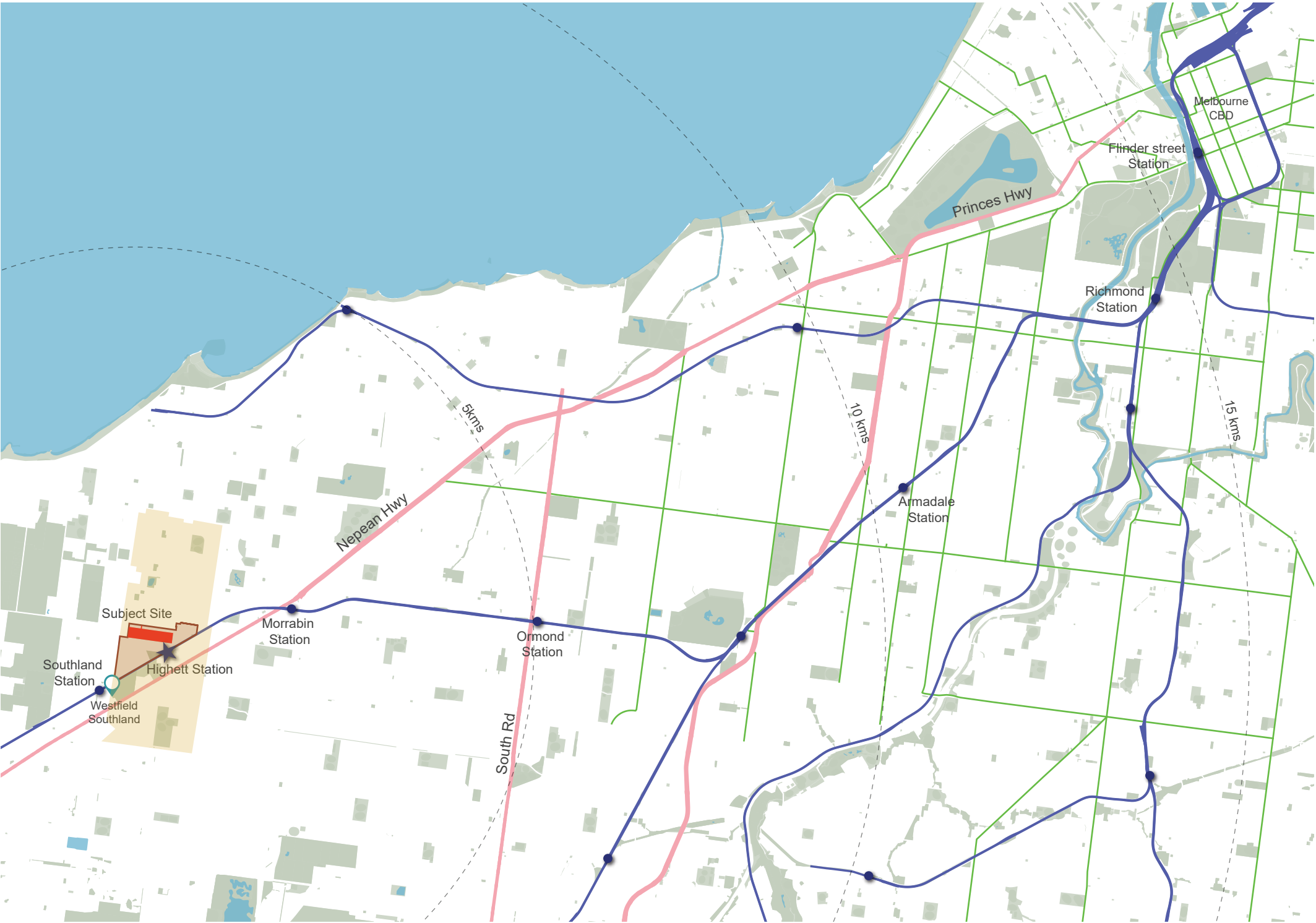
A summary of the Waste Management Plan is provided in Section 3 of this Development Plan. The full Waste Management Plan prepared by Leigh Design is contained in Volume 2.

Desktop Wind Assessment

A summary of the Wind Assessment is provided in Section 3 of this Development Plan. The full Wind Assessment prepared by RWDI is contained in Volume 2.

Urban Context and Site Analysis

2.1 Site Location



The following section outlines in detail the physical and strategic context of the Park Village Highett development site including its location within the greater Melbourne context and transport connections, proximity to amenities, in particular those found within the Highett Neighbourhood Activity Centre (NAC), recommendations contained within the Cultural Heritage Management Plan for the preservation of artifacts, topography and significant trees remaining post contaminated soil removal, surrounding built form context, open spaces and movement patterns and planning context.

An opportunities and constraints analysis has also been undertaken that has formed the basis of the Development Plan Design Guidelines and Principles that meet the overarching objectives of the Development Plan found in Section 3.

Figure 02: Context Plan

2.2 Regional and Strategic Context

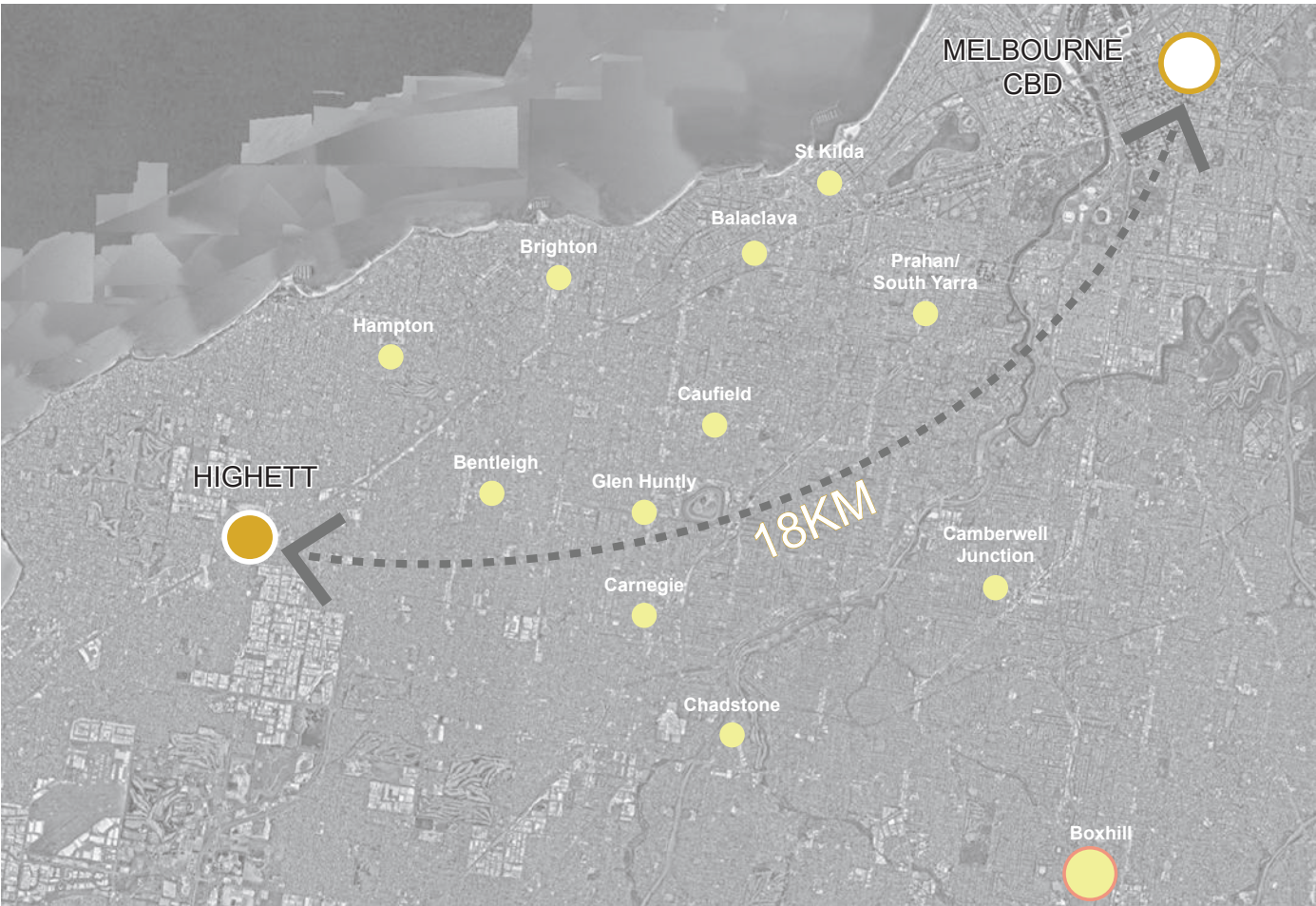


Figure 03: Site Locality Plan

● Major Activity Centres ● Metropolitan Activity Centres

The Park Village Highett development site is located approximately 18 kilometres south-east of the Melbourne CBD and 3 kilometres east of Port Phillip Bay. It comprises two land parcels, being 37 Graham Road and 32 Middleton Street, Highett.

The site was formerly occupied by the Commonwealth Scientific and Industrial Research Organisation (CSIRO), however CSIRO has since ceased all operations at the site.

The site is substantial in land area compared to prevailing lot sizes in proximity, at 9.3 hectares

(93,000 square metres). Located within the Highett Neighbourhood Activity Centre and within approximately 800 metres of the Southland Activity Centre, the site is considered to be well located in proximity to a range of existing infrastructure and services. A variety of bus routes link the site to the surrounding areas and Highett Train Station is within walking distance.

The substantial land area of the site in conjunction with its great strategic location within the Highett Neighbourhood Activity Centre provides the perfect opportunity for the Park Village Highett

development to accommodate a large proportion of future housing demand in the municipality, as anticipated by planning policy of the Bayside Planning Scheme. This in turn can reduce pressure on surrounding lower density residential areas to accommodate the increased housing demand.

The northern boundary of the site is located within approximately 100 metres of the Highett Train Station and within the Highett NAC. The NAC is focused around Highett Road and complements the higher order retail and commercial facilities found at the nearby Southland Activity Centre.

There are currently three vehicular points of access to the site: two from Graham Road and one from Middleton Street. Of the three, the primary point of access to the site is from the southern-most access from Graham Road.

With the exception of the area at the south, the site has largely been cleared as part of site decontamination works, containing only natural vegetation. The site contains a mixture of introduced and indigenous vegetation, with the majority of the native vegetation located in the southern half the site, and predominantly comprising River Red Gum and Yellow Box trees. Also located within the southern portion of the site are indigenous species including Wattle, Saltbush and is a small patch of remnant Grassy Woodland and scattered Weeping Grass and Mistletoe.

The subject site's wider context is generally defined by development consistent with its designation as residential and commercial zoned land (GRZ1, NRZ3, C1Z and C2Z) and by its location within the Highett Neighbourhood Activity Centre. The site is predominantly surrounded by low-scale detached housing, which transitions to more intensified commercial and mixed-use development to the north toward the Highett NAC and to the south toward the Bayside Business District (BBD).

The site is located within close proximity to a variety of commercial, community and public transport services, including offerings located on Highett Road and Railway Parade that are within walking

distance to the site. The Park Village Highett development site is connected within walking distance to Melbourne's wider public transport network via the Highett Railway Station and bus services along Highett Road and Graham Road.

A summary of existing transport, commercial land and community services proximate to the subject site is provided below:

- Highett Road, approximately 60 metres north of the site, comprising the main street of Highett Neighbourhood Activity Centre, including cafes, restaurants, retail shops, supermarket and professional services
- Highett Railway Station, within 100m of the site, providing direct access to the Melbourne CBD on the Frankston Railway Line
- Bus stops on Highett Road and Graham Road that form part of the Principal Public Transport Network (PPTN)
- Bay Road, located approximately 100 metres south of the site, comprising the western edge of the Bayside Business District and including commercial and industrial businesses
- The Southland Major Activity Centre located approximately 800 metres south-east of the site and including major retail, professional service and commercial offerings, as well as cafes, restaurants and entertainment

Recreation spaces are also in close proximity, including the Lyle Anderson Reserve and the Sir William Fry Reserve to the east of the subject site.

2.3 Existing Access and Movement



Figure 04: Movement Plan

The Park Village Highett development site is well serviced by public transport. The Frankston Train line, stopping at Highett Station, connects to Melbourne CBD and Frankston Metropolitan Activity Centre while various bus routes along Bay Road, Highett Road and Graham Road connect to surrounding amenities and suburbs. An on-road cycle path is also located on Middleton Street, parallel to the site.

The development of the site offers excellent opportunities to further connect surrounding streets through to the amenities of the neighbourhood centre via safe and attractive streets and pathways including the new public open spaces within the site.

The following images show the existing context including the activity centre in the north, surrounding residential neighbourhood to the east and west and the commercial development along Bay Road in the south.

2.4 Cultural Heritage Management Plan

Compliance requirements are set out in Part 1 of the Cultural Heritage Management Plan. This Cultural Heritage Management Plan (CHMP) has been undertaken at the request of the Sponsor, Sunkin Projects Pty Ltd, for a proposed residential development at 37 Graham Road, Highett. There are two registered Aboriginal Places (VAHR 7922-1406 and VAHR 7922-1408) within the activity area (Aboriginal Heritage Regulations 2018 (r. 25)). The activity area is also located on inland dune deposits (Qd1; Aboriginal Heritage Regulations 2018 (r. 41)). The proposed activity is for a residential development. The construction of three or more dwellings on a lot or allotment is a high impact activity as defined by the Aboriginal Heritage Regulations 2018 (r. 48). This CHMP comprises desktop and standard assessments.

The activity area is located at 37 Graham Road, Highett (Lots 1\TP223183 and 172\LP9880; Map 1) within the City of Bayside (Parish of Moorabbin, County of Bourke) and is approximately 16.5km south east of the Melbourne CBD and 3km east of Port Phillip Bay.

The proposed activity is for a residential development comprising multi-level and multi-density residential units with basement car parks, community centre, associated infrastructure and an open parkland reserve (Map 3). The southern region of the activity area is to be retained as a conservation area.

Results of the Assessment

A search of the VAHR identified 66 registered Aboriginal Places within the geographic region, comprising a total of 105 components. Low density artefact distributions and artefact scatters are found along the sand sheets (inland dune deposits (Qd1)) across the coastal hinterland. Of the 43 Aboriginal Places within the geographic region (excluding object collection components), 30 (70%) are located along the coastline. There are two previously registered Aboriginal Places within the activity area (VAHR 7922-1406 and VAHR 7922-1408). Extensive soil remediation works have occurred since 2012, following the archaeological excavation undertaken by Rowney (2012) under a permit to uncover/discover (CHP 11/005618). The previous land owner undertook extensive soil remediation works following this excavation due to soil contamination throughout the central and northern regions of the activity area.

A standard assessment was undertaken on November 20, 2020 and included excavation of six augers within the northern and central regions of the activity area. The registered locations of VAHR 7922-1406 and VAHR 7922-1408 were relocated. No Aboriginal cultural heritage was identified. No caves, rock shelters, or cave entrances were noted within the activity area. No mature trees displayed cultural scarring. No areas of potential archaeological sensitivity were identified in the augers.

Aboriginal Cultural Heritage in the Activity Area

VAHR 7922-1406 comprised five artefacts within three shovel test pits. VAHR 7922-1406-1–3 were located in one shovel test pit in the southern region of the activity area and VAHR 7922-1406-4 and -5 were located in separate shovel test pits in the central region where soil remediation has subsequently been undertaken. VAHR 7922-1406-1–3 were found at a depth of 150-300mm in minimally disturbed soils and VAHR 7922-1406-4 and -5 were found at depths of between 550-700mm in disturbed soils. The assemblage comprises three angular fragments, a distal flake and a complete flake and are made from light grey chert (n=4) and light brown quartzite (n=11). VAHR 7922-1408 is approximately 13m west of VAHR 7922-1406-1 to -3. The Place comprises the reburial location for the five artefacts from VAHR 7922-1406.

2.5 Site Topography and Landscape



The former CSIRO site had been home to numerous buildings of varying sizes. As can be seen in the map below, once these buildings were removed a large portion of the site required significant remediation. The extent of this remediation and earthworks is shown by the topographic lines. The level of remediation required

also resulted in the loss of all vegetation on this portion of the site. While the southern portion of the site also had built form removed, the vegetation around these buildings was considered significant and informed the requirement for a conservation area to protect and enhance the environment.



Figure 05: Topography and Significant Vegetation Plan

2.6 Open space and Significant Vegetation

The significant vegetation plan is informed by the Biosis Tree assesment dated 21st April 2020 following inspection of the conservation area 29th January 2020.

A total of 28 River Red Gums (*Eucayptus camaldulensis*) and Yellow Box (*Eucalyptus melliodora*) were counted, these being the significant vegetation on which the conservation area was formed. An arborist assesment has been provided for the indigenous trees, 20 River Red Gums and 8

Yellow Box. Three other indigenous trees species are present and could be retained through sutailable management. The species include Black Wattle (*Acacia mearnsii*), Lightwood (*Acacia implexa*), and Cherry Ballart (*Exocarpus cupressiformis*). Refer to Volume 2 Arborist assessments for further detail.

LANDSCAPE LEGEND

GENERAL EXTENTS & WORKS BOUNDARIES

GENERAL EXTENT OF WORKS

EXTENT OF WORKS OF LOCAL OPEN SPACE (PUBLIC LAND)

EXTENT OF WORKS OF CONSERVATION ZONE (PUBLIC LAND)

SIGNIFICANT VEGETATION AND EXISTING TREES

EXISTING TREE
Eucalyptus camaldulensis (River Red Gum)

EXISTING TREE
Eucalyptus melliodora (Yellow Box)

EXISTING TREE

Note: No further assessment proposed

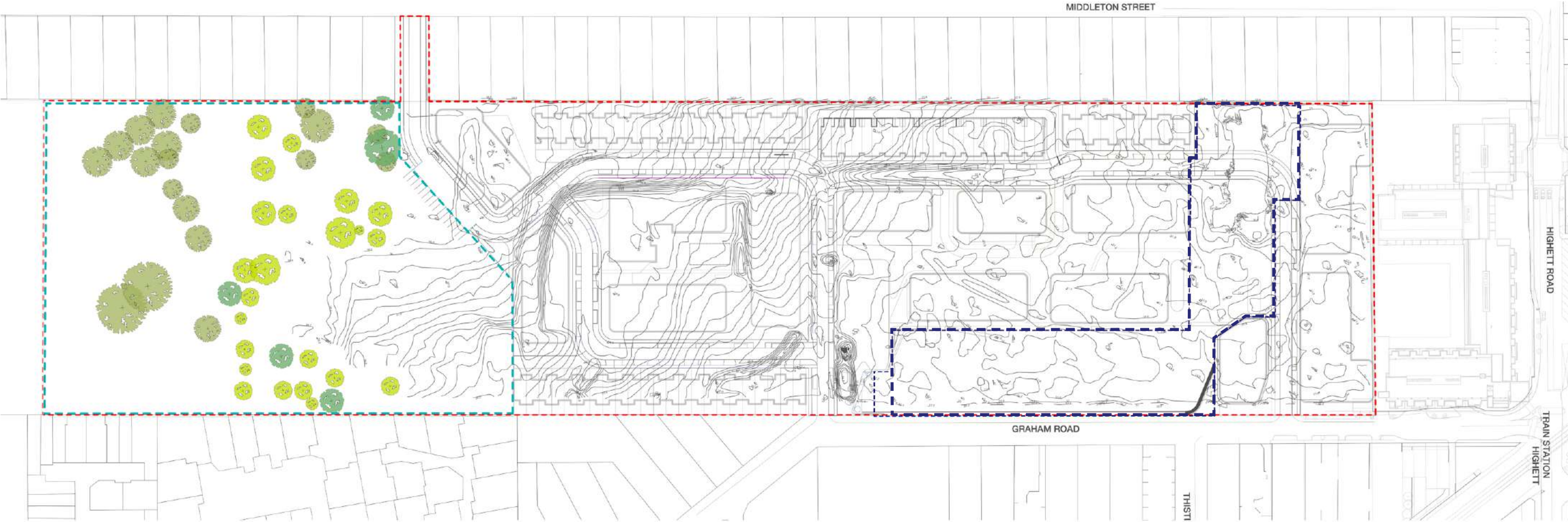


Figure 06: Open Space and Significant Vegetation Plan

2.7 Vegetation Assessment - Executive Summary

Indigenous eucalypt trees

A total of 28 River Red Gum and Yellow Box mature trees are present, these being the significant indigenous trees for which the conservation area has been created.

Species	Common name	Comments
<i>Eucalyptus camaldulensis</i>	River Red Gum	20 trees, plus seedling recruitment
<i>Eucalyptus melliodora</i>	Yellow Box	8 trees, plus seedling recruitment

An arboricultural assessment was undertaken on 26 June (Treescape Consulting 2020). In summary 'the stand of trees is generally in a fair to good overall condition with a dense canopy of foliage and good growth indicators such as extension growth, leaf size and colour'. Various tree protection and management actions and guidelines are recommended.

Other indigenous vegetation

Three other indigenous tree species and several indigenous shrubs and ground layer species are present.

The future management agency (City of Bayside) should place mulch around the trees or undertake any soil disturbance during any site decontamination without first protecting this ground layer vegetation.

Non-indigenous vegetation

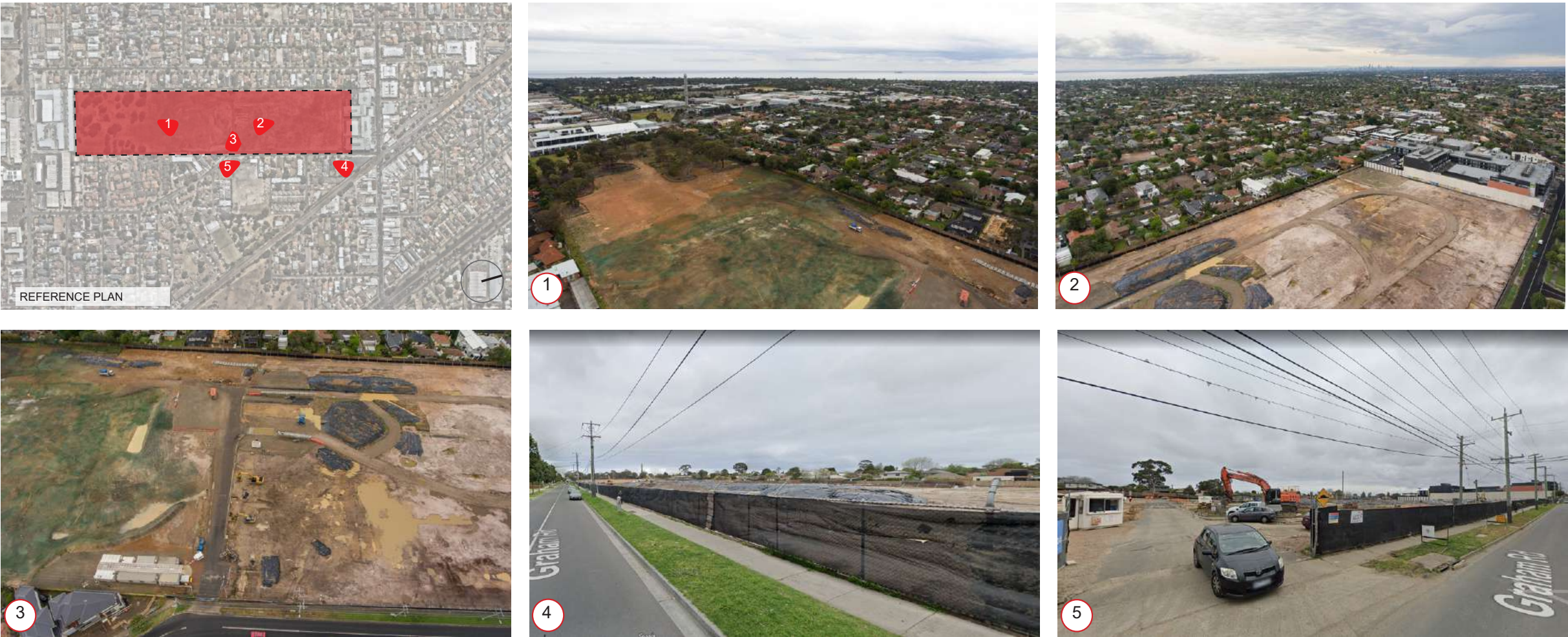
A considerable number of planted non-indigenous trees, mainly Australian native eucalypts, are present. These trees are not significant and since some may compete with the indigenous trees it is recommended the future management agency (City of Bayside) review the suitability of retaining these trees. Some well-formed specimens could

be retained where they are well away from the indigenous trees.

Introduced herbaceous species (weeds) are widespread and generally dominant in the ground layer. They present no immediate threat to the indigenous flora so their management is not required at present.

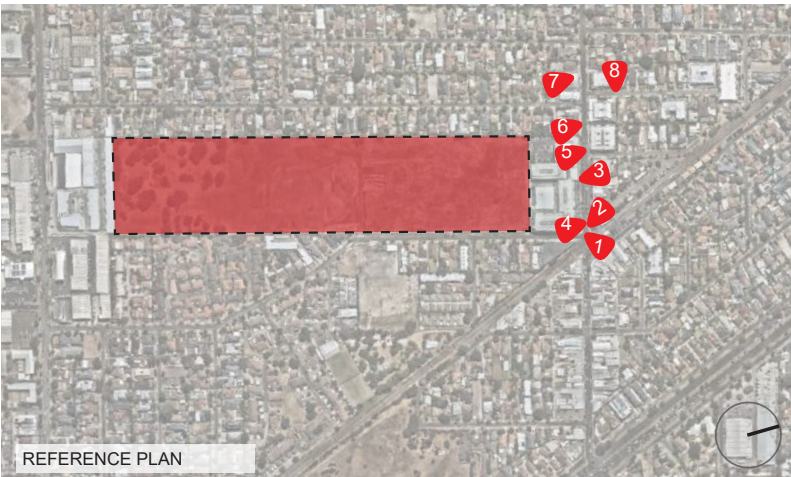
Refer to Volume 2 Arborist assessments for further detail.

2.8 Existing Surrounding Context



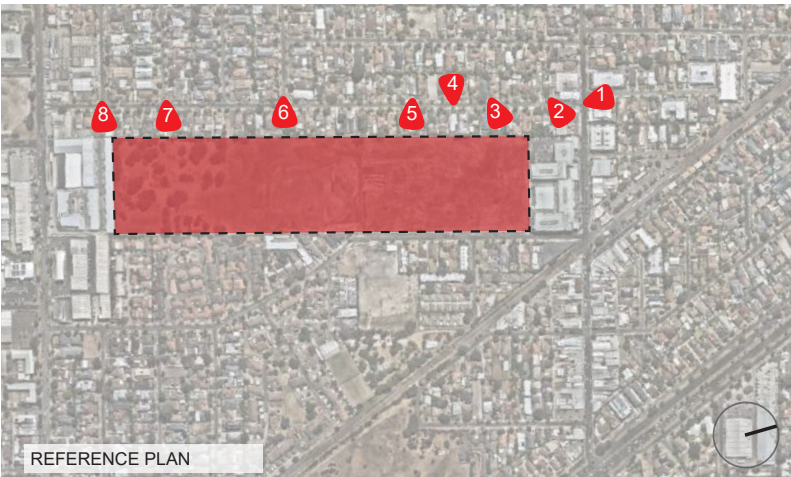
Urban Context and Site Analysis

Existing Surrounding Context
Site Context - Highett Road



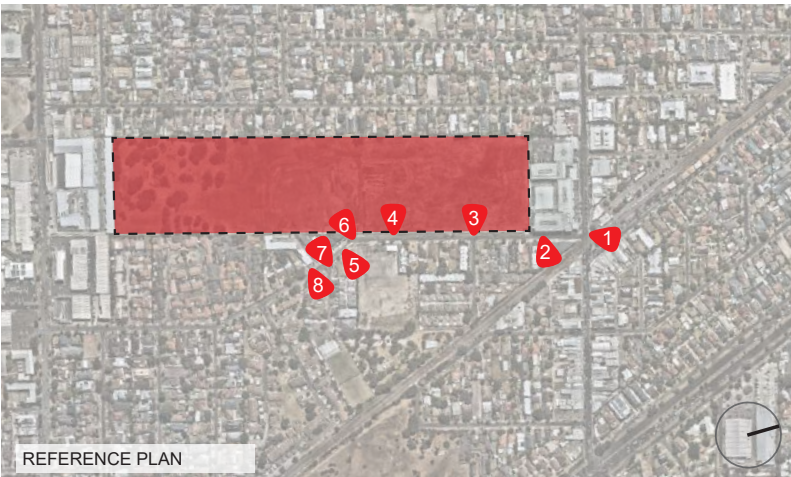
Urban Context and Site Analysis

Existing Surrounding Context
Site Context - Middleton Street



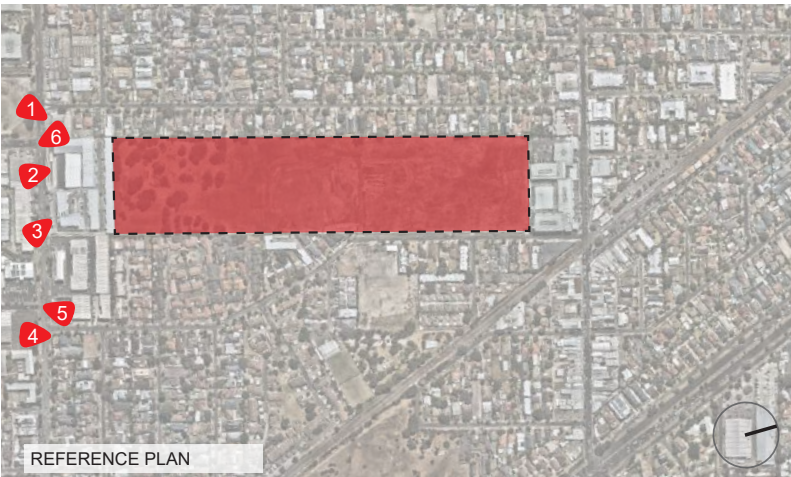
Urban Context and Site Analysis

Existing Surrounding Context
Site Context - Graham Road



Urban Context and Site Analysis

Existing Surrounding Context
Site Context - Bay Road



2.9 Planning Context

Prior to the current land owner, the site was owned by the Commonwealth Government (CSIRO) and was exempt from state and local planning controls and the Victorian Planning Provisions. Accordingly, the site had no zoning or overlay controls.

In October 2018, Amendment C162 was lodged with DELWP by Urbis on behalf of CSIRO. This amendment sought to apply appropriate Victorian Planning Provisions, zone and overlay controls in order to facilitate the site's future integrated redevelopment.

The amendment proposed the following zones and overlay provisions:

- € Application of the Residential Growth Zone.
- € Application of new Schedule 3 to the Residential Growth Zone.
- € Application of the Development Plan Overlay – Schedule 2.

On 30 June 2020, the Amendment was approved upon the settlement of the CSIRO site to the current owner, and the subject land is now affected by the planning controls outlined below.

Zoning

The site is zoned Residential Growth Zone. The purposes of the Residential Growth Zone (RGZ) include:

- € To provide housing at increased densities in buildings up to and including four storey buildings.
- € To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.
- € To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.
- € To ensure residential development achieves design objectives specified in a schedule to this zone.
- € To allow educational, recreational, religious,

community and a limited range of other non-residential uses to serve local community needs in appropriate locations.

The Zoning sets out uses which are as of right and those which require a planning permit.

The Schedule 3 to the RGZ outlines the design objective for the Former CSIRO site which is '*To facilitate the renewal of the former CSIRO site in an integrated manner*'.

No specific built form requirements for the site are included in the schedule to the RGZ, on the basis that the Development Plan Overlay Schedule establishes clear direction for the proposed discretionary building heights.

Development Plan Overlay – Schedule 2

A Development Plan Overlay (DPO) affects the entirety of the land, which requires an integrated plan for the site to be prepared by the land owner prior to development commencing on site.

The DPO provides guidance around the nature of future development and open space provision on the land, and requires consideration of the contextual and physical constraints, issues and opportunities that have been identified on this site.

Key requirements of the DPO2 include:

- € A permit for subdivision or development of the land must include a requirement for a Section 173 agreement to be entered into between the owner of the land and the Bayside City Council. This agreement must provide for:
 - The transfer of 3ha of land for conservation purposes and 1ha of land for passive open space purposes to Bayside Council prior to the issue of a Statement of Compliance for the residential subdivision of the land. This transfer will be at no cost to Council.
- € Urban Context and Site Analysis

- € Details of proposed built form and consideration of neighbourhood character, including: – Conceptual general layout and height of proposed buildings showing the graduation of building heights across the site, including two to three storeys where development abuts existing residential development, up to 4 storeys in the central area of the site and up to 6 storeys at the northern end of the site.
 - An explanation of how the development will interface with adjoining commercial and residential development.
 - A range of dwelling types to cater for a variety of housing needs.
 - A high quality of internal amenity for future residents.
- € Details of Open Space, Landscape, and Significant Vegetation
- € A comprehensive traffic analysis including a transport, traffic and management plan
- € A civil infrastructure and drainage report
- € Details of Environmentally Sustainable Development design

Special Building Overlay (SBO)

The subject site is partially affected by the Special Building Overlay (SBO).

The relevant purposes of this Clause include:

- € To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.
- € To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.

- € To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).

Development Contributions Plan Overlay – Schedule 1 – Bayside Drainage (DCPO1)

The subject site is affected by the Development Contributions Plan Overlay – Schedule 1 – Bayside Drainage (DCPO1)

The relevant purposes of this Clause include:

- € To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Environmental Audit Overlay (EAO)

The subject site is partially affected by the Environmental Audit Overlay (EAO).

The relevant purposes of this Clause include:

- € To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

Planning Context Maps

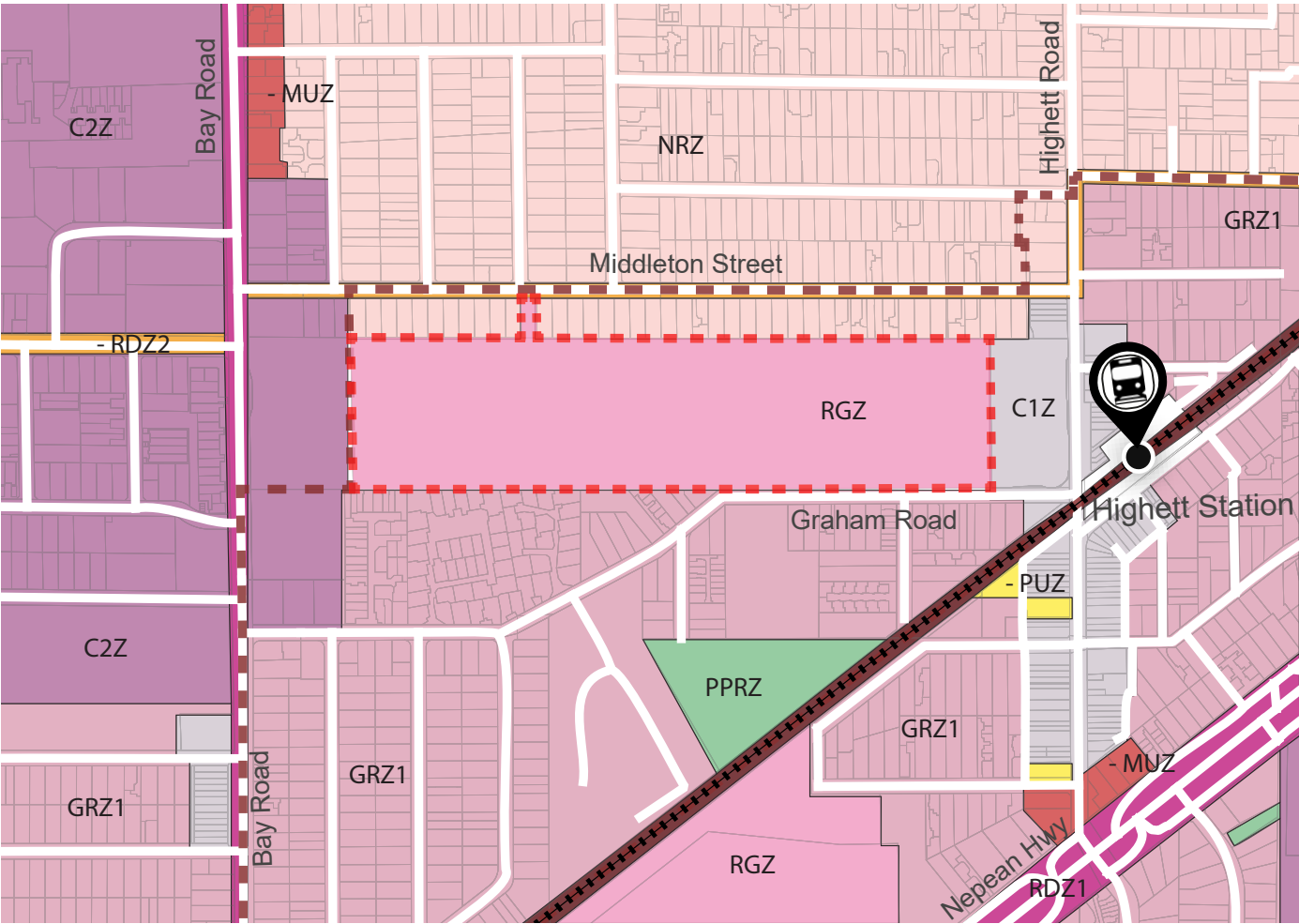


Figure 07: Planning Zones

Legend

MUZ - Mixed Use Zone	RGZ - Residential Growth Zone	PPRZ - Public Park and Recreation Zone	RDZ2 - Road Zone - Category 2
NRZ - Neighbourhood Residential Zone	C2Z - Commercial 2 Zone	C1Z - Commercial 1 Zone	PUZ4 - Public Use Zone Transport
PUZ1 - Public Use Zone Local Government	GRZ1 - General Residential Zone	RDZ1 - Road Zone - Category 1	

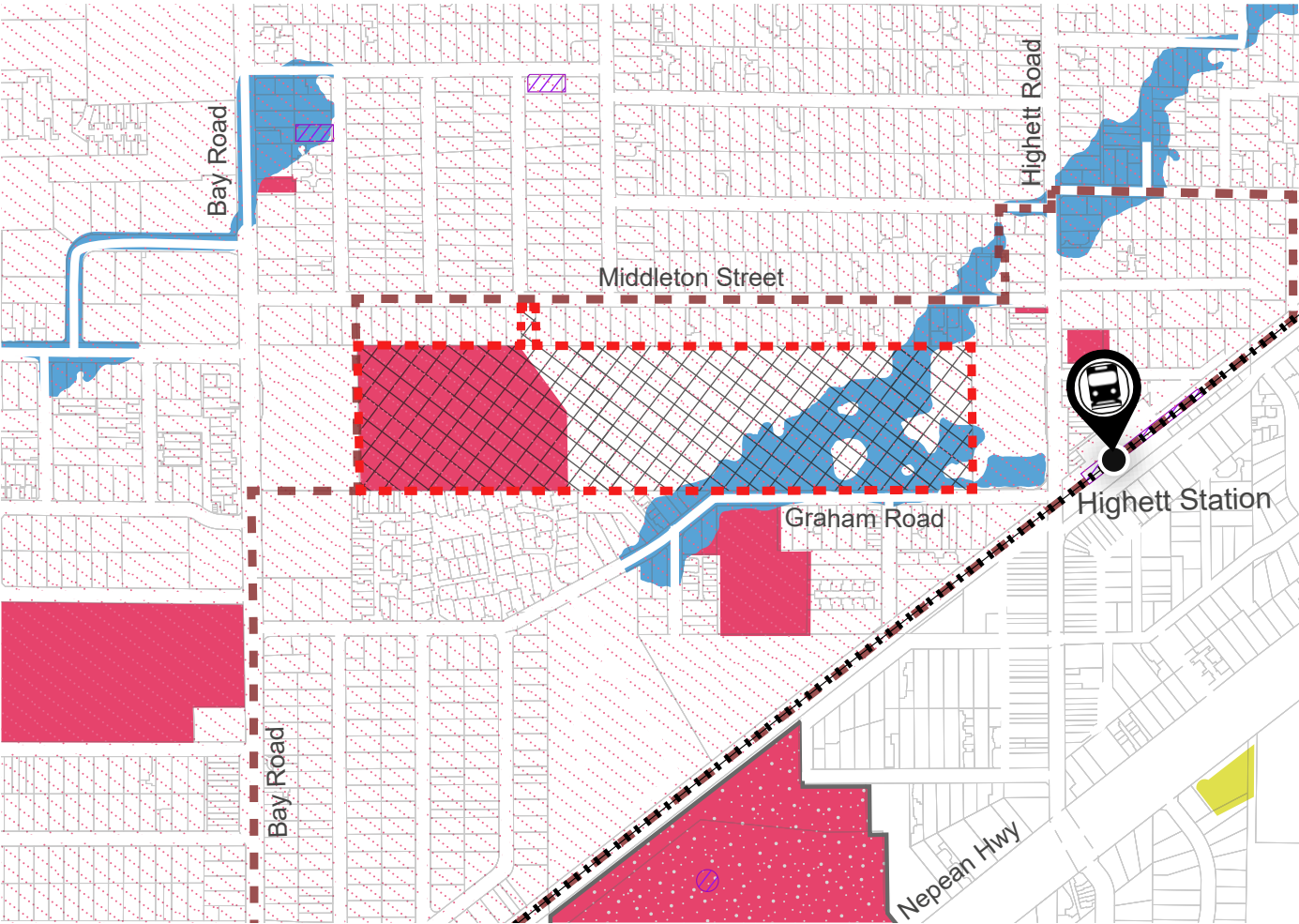


Figure 08: Planning Overlays

Legend

Subject Site	Environmental Audit Overlay	Special Building Overlay	Development Plan Overlay - 2
Activity Centre Boundary	Heritage Overlay	Incorporated Plan Overlay	
Development Contribution Plan Overlay	Environmental Significance Overlay	Development Plan Overlay	

2.10 Site Context Analysis - Opportunities



1/
Convenient access to public transport infrastructure.



4/
Proximity to bike paths.



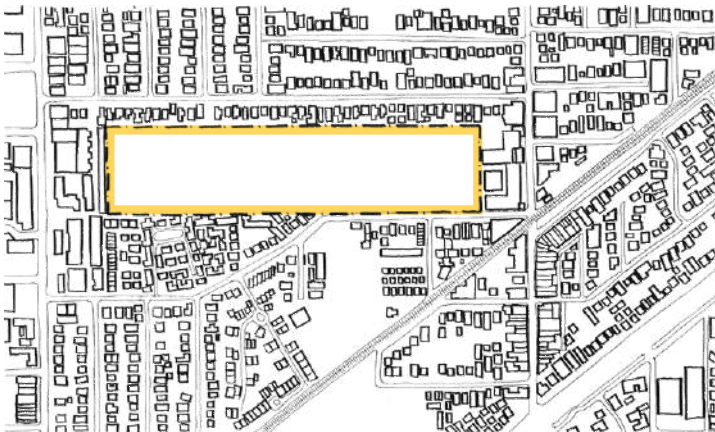
2/
Proximity to wide range of shops, child care facilities and community centres.



5/
Most of site bounded by/ in close proximity to Highbury Activity Centre boundary - opportunity to create activation points.



3/
Proximity to reserves & golf courses:
- Lyle Andersen Reserve (0.2km)
- Sir William Fry Reserve (0.9km)
- Bricker Reserve (1.5km)
- Moorabbin Reserve (1.5km)
- Petersen Street Reserve (1.3km)
- Bay Road Heathland Sanctuary (1.2km)
- Sandringham Golf Course (1.8km)
- Victoria Club Golf Club (1.5km)



6/
Large & regularly-shaped site.

2.11 Site Context Analysis - Constraints



1/
Sensitive residential interface to the east & west.



4/
Overland flow area on north of site.



2/
Commercial 2 Zone (C2Z) to the south backing conservation land.



3/
Heavy traffic conditions on Highett Road and Bay Road. Barrier to pedestrian movement.

Park Village Highett Development Plan

3



Image for illustrative purposes only

3.1 Development Plan Vision

The Development Plan is envisioned to provide strong foundations for the ongoing design and delivery of precincts within the Park Village Highett site, that ensure the significant redevelopment opportunity afforded by the large scale and unique urban setting of the land is realised in full.

In order to deliver new housing and community facilities that seamlessly connect with the surrounding context and contribute towards a thriving activity centre, the Development Plan is intended to establish a set of key principles that the design of each stage of development must follow.

Appreciating the significant land area contained within the site, the Development Plan is to provide a blueprint for potential staged future development where built form, landscaping and associated supporting infrastructure can be incrementally delivered while maintaining the ultimate aspiration of a cohesive community.

It is the vision of the Development Plan that the built form aspirations established within the following sections of this document are wholly integrated with the landscape architecture, setting out desired character precincts that incorporate consideration of open space and vegetation surrounding all buildings.

The Development Plan has been prepared with thorough consideration for drainage across the entire site, transport and site access points, sustainable design strategies and commitments to social infrastructure. In conjunction, this document has included consideration for physical services and infrastructure as well as management of waste (storage and collection). The assemblage of these considerations demonstrates a commitment to achieving the visions of the Park Village Highett site through a comprehensive design based on multidisciplinary collaboration.



Image for illustrative purposes only

- € Delivering substantial new housing supply (around 1048 new dwellings) on a strategic redevelopment site identified for housing growth (Figure 10).
- € Responds to the predominance of stand-alone dwelling prevalent in Bayside, by providing housing diversity and choice. This includes attached houses (townhouses) and a variety of apartment sizes (1, 2, 3 and 4 beds) plus types across medium and high-density forms.

- € Deliver a range of densities including smaller dwelling typologies which are under-represented in the Municipality.
- Deliver a range of price points (linked to the size

These homes can be affordable for singles and couples in the upper bracket of the 'moderate' income range for the purposes of defining affordable housing (Victoria Government Gazette 30 June 2020 - Figure 09), where individuals have a deposit and meet other lending criteria.

Stated financial figures are based on FY2019/2020 and subject to future change.

	Very low income range (annual)	Low income range (annual)	Moderate income range (annual)
Single adult	Up to \$26,090	\$26,091 to \$41,750	\$41,751 to \$62,610
Couple, no dependant	Up to \$39,130	\$39,131 to \$62,620	\$62,621 to \$93,920
Family (with one or two parents) and dependent children	Up to \$54,780	\$54,781 to \$87,670	\$87,671 to \$131,500

Development Plan



3.3 Design Guidelines/ Principles

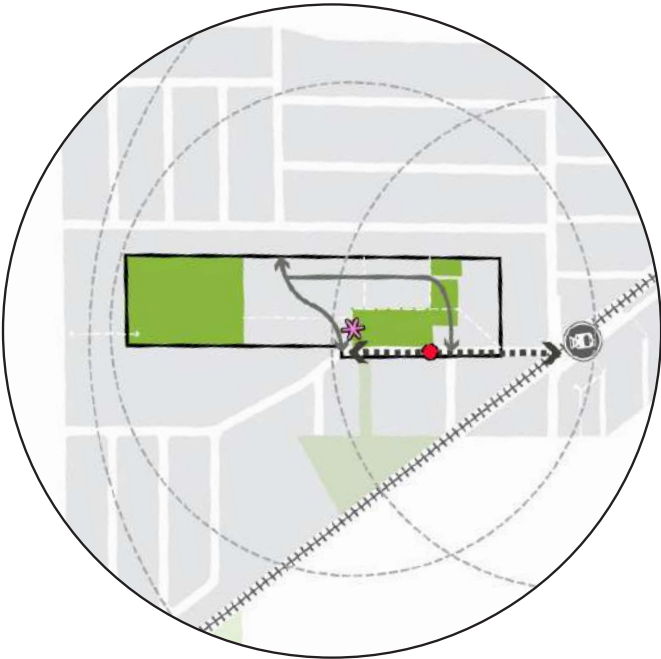
OPEN SPACE, LANDSCAPE & STREETSCAPES

- Facilitate visual connections to green spaces
- Link open spaces with pedestrian pathways
- Maintain existing vegetation as possible
- Maintain public access to the conservation reserve
- Promote passive surveillance over the conservation reserve



ACCESSIBILITY & MOVEMENT

- Ensure ease of access to the station
- Enable easy access to the bus stop
- Ensure connections into the neighbouring street network
- Keep block sizes to an easily walkable length
- Create internal node as a walkable destination within the precinct



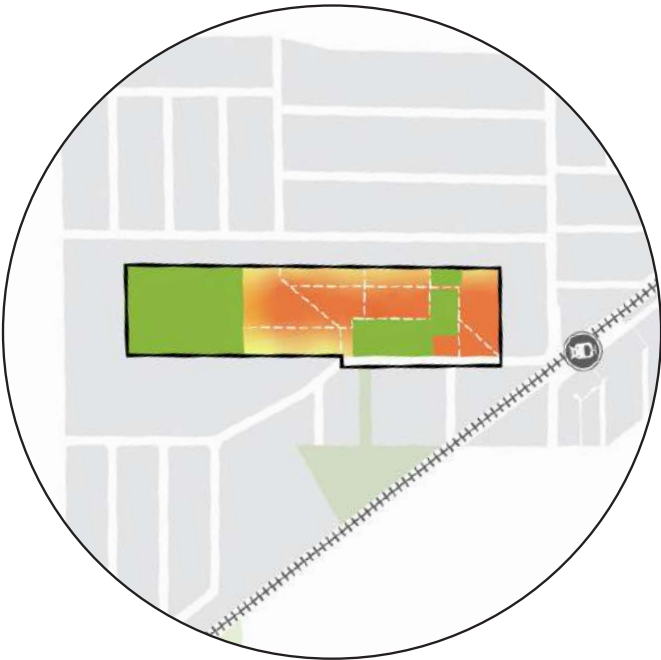
AMENITY

- Ensure ease of connectivity to the surrounding civic uses, train station and open spaces.
- Create a gateway statement when arriving from the station.
- Allow for a community centre with direct access onto open space.
- Create central node as a community attractor.
- Allow for safe and attractive pedestrian connection as part of the boulevard leading to the station.



HEIGHTS & MASSING

- Massing should allow for pedestrian permeability.
- Building heights should generally follow the strategy of transitioning from lower heights on the eastern and western boundaries with existing residential interfaces to higher built form in the centre and to the north of the site.
- Higher built form near the centre and the north of the site is proposed to correlate to the walkable catchment from the Highett Train Station



3.4 Objectives of Development Plan

- To redevelop the former CSIRO Highett site in an integrated manner with surrounding land uses.
- To provide a high-quality open space network and conservation area.
- To contribute to the housing diversity within the area by providing a range of dwelling types and densities, including affordable housing.
- To demonstrate high quality building and landscape design that implements environmentally sustainable design principles.
- To provide for safe and efficient traffic and pedestrian networks that integrate with the surrounding neighbourhood



Image for illustrative purposes only

3.5 Masterplan

3.5.1 Site Context

The site’s location within a walkable catchment to Highett Station and Activity Centre supports the northern precinct’s designation for higher density housing and community uses.



Figure 11: Site Context Map

SCALE 1:2000 @A3

3.5.2 3ha Conservation Land

Note: The conservation area is to be transferred to council for future ownership and management, and the access and design of the conservation area will be subject of a future process.



Figure 12: Conservation Land

SCALE 1:2000 @A3

3.5.3 Public Open Space

1 ha of public open space for Bayside City Council within close proximity to the Neighbourhood Activity Centre



Figure 13: Public Open Space

SCALE 1:2000 @A3

3.5.4 Significant Vegetation and Open Space Plan

The Significant Vegetation and Open Space Plan shows the existing trees within the site suitable for retention and the key areas of open space within the site consisting of 1 hectare of Local Open Space and 3 hectares of Conservation Zone.

The Significant Vegetation Plan is informed by the Biosis Tree assessment dated 2nd July 2020 following inspection of the conservation area 26th June 2020.

A total of 28 River Red Gums (*Eucayptus camaldulensis*) and Yellow Box (*Eucalyptus melliodora*) were counted, these being the significant vegetation on which the conservation area was formed. An arborist assesment has been conducted for the indigenous trees, 20 River Red Gums and 6 Yellow Box. Three other indigenous trees species are present and could be retained through sutailable management. The species include Black Wattle (*Acacia mearnsii*), Lightwood (*Acacia implexa*), and Cherry Ballart (*Exocarpus cupressiformis*).



Figure 14: Significant Vegetation and Open Space

SCALE 1:2000 @A3

Open Space Legend

- Proposed Open Space Boundaries Denotes
- Existing Trees in Conservation Area

3.5.5 Pedestrian Circulation

The pedestrian network provides a varied network of routes through the site increasing site permeability and pedestrian connectivity. Pathways include footpaths adjacent the main roadways as well as linking pathways through the various open spaces, development parcels, and to existing and future public opens spaces (including Lyle Anderson Reserve) and amenities in the surrounding neighborhood

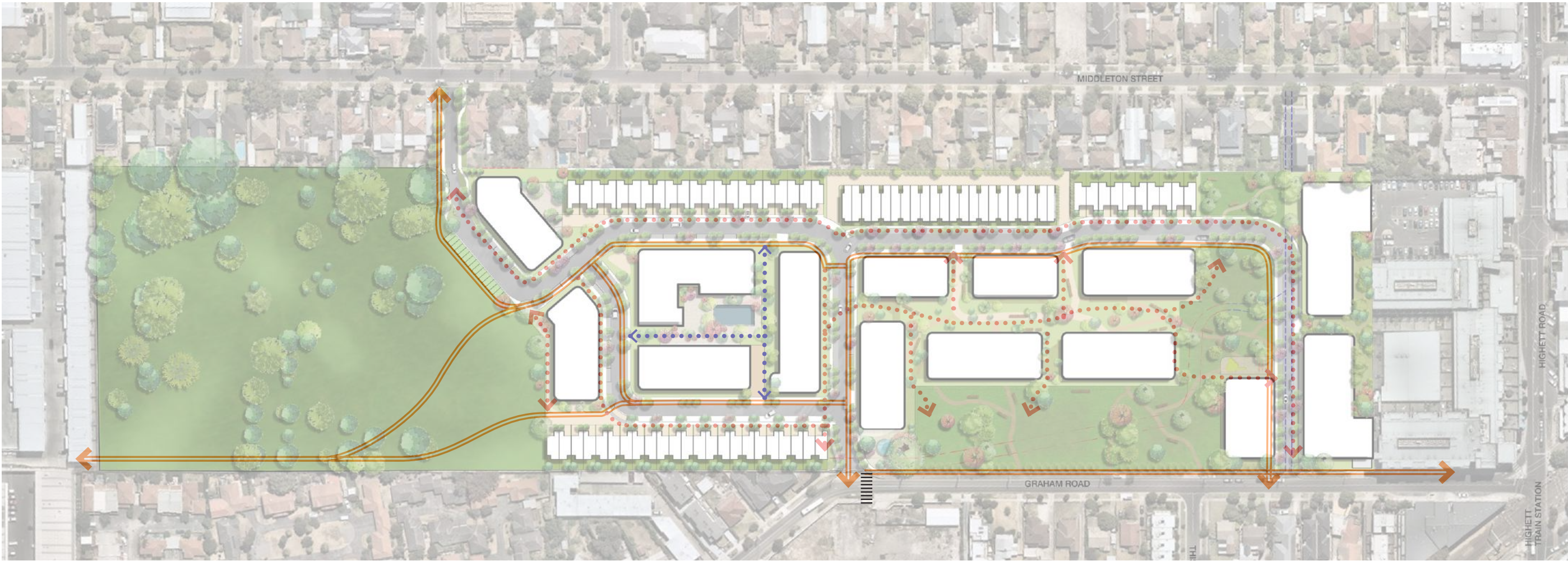


Figure 15: Pedestrian Circulation Plan

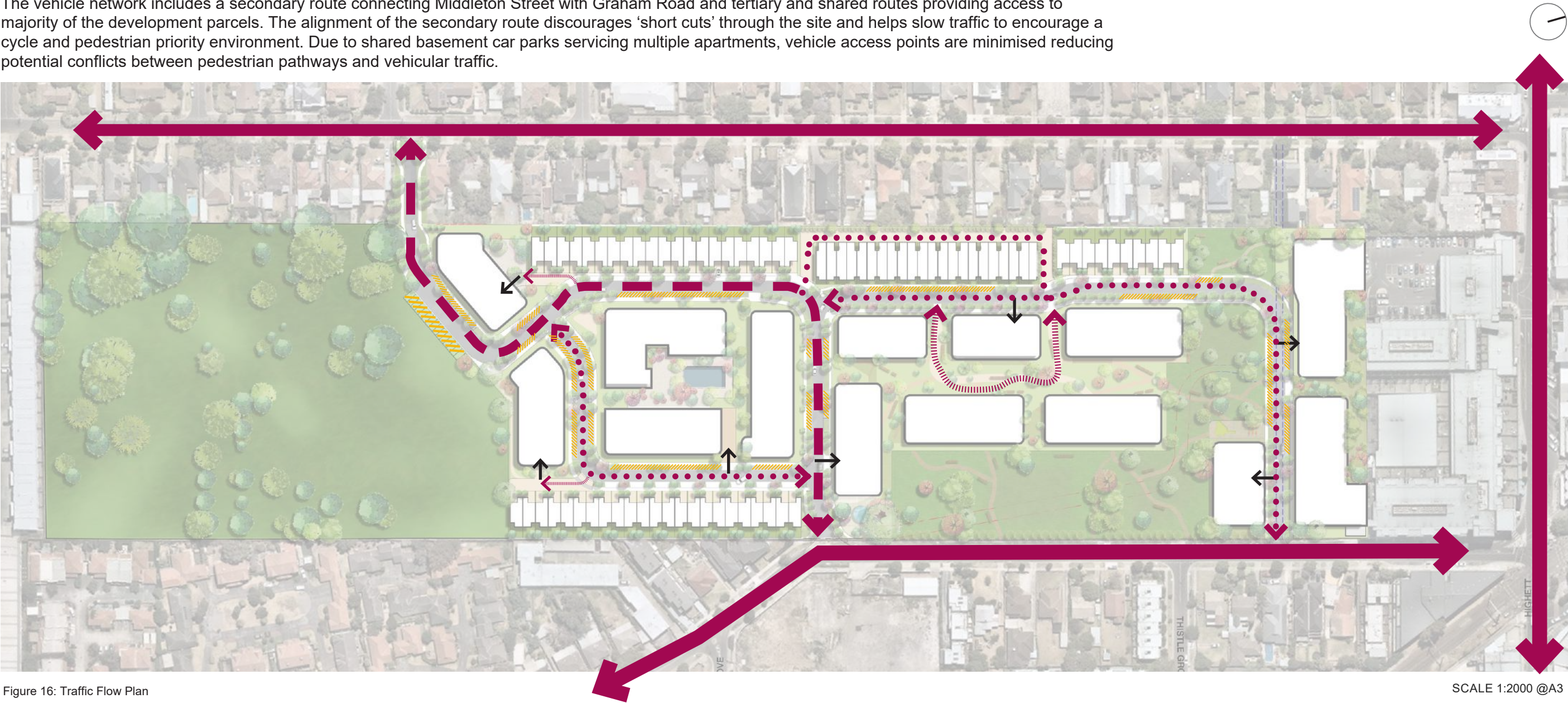
SCALE 1:2000 @A3

Legend

- Primary Pedestrian Movement
- Secondary Pedestrian Movement
- Private Pedestrian Movement
- Future Link (Pedestrian crossing to be delivered by others)

3.5.6 Traffic Flow

The vehicle network includes a secondary route connecting Middleton Street with Graham Road and tertiary and shared routes providing access to majority of the development parcels. The alignment of the secondary route discourages ‘short cuts’ through the site and helps slow traffic to encourage a cycle and pedestrian priority environment. Due to shared basement car parks servicing multiple apartments, vehicle access points are minimised reducing potential conflicts between pedestrian pathways and vehicular traffic.



Legend

- | | |
|----------------------------|---------------------------|
| Primary Vehicle Movement | Shared pathways |
| Secondary Vehicle Movement | Basement Entry Proposed |
| Tertiary Vehicle Movement | Visitor On-street Parking |

3.5.7 Existing Overland Flooding Extents

The existing flood extents generally flow through the site from the east to the north west corner. Currently covered by a Special Building Overlay, any development must address this flood risk and incorporate management techniques into the design process and outcome.



Figure 17: Existing Overland Flooding Extents

SCALE 1:2000 @A3

3.5.8 Proposed Raingarden Treatment Areas

Raingarden locations indicative and subject to future detailed design.
Water Sensitive Urban Design features further detailed in Stormwater Management Plan.

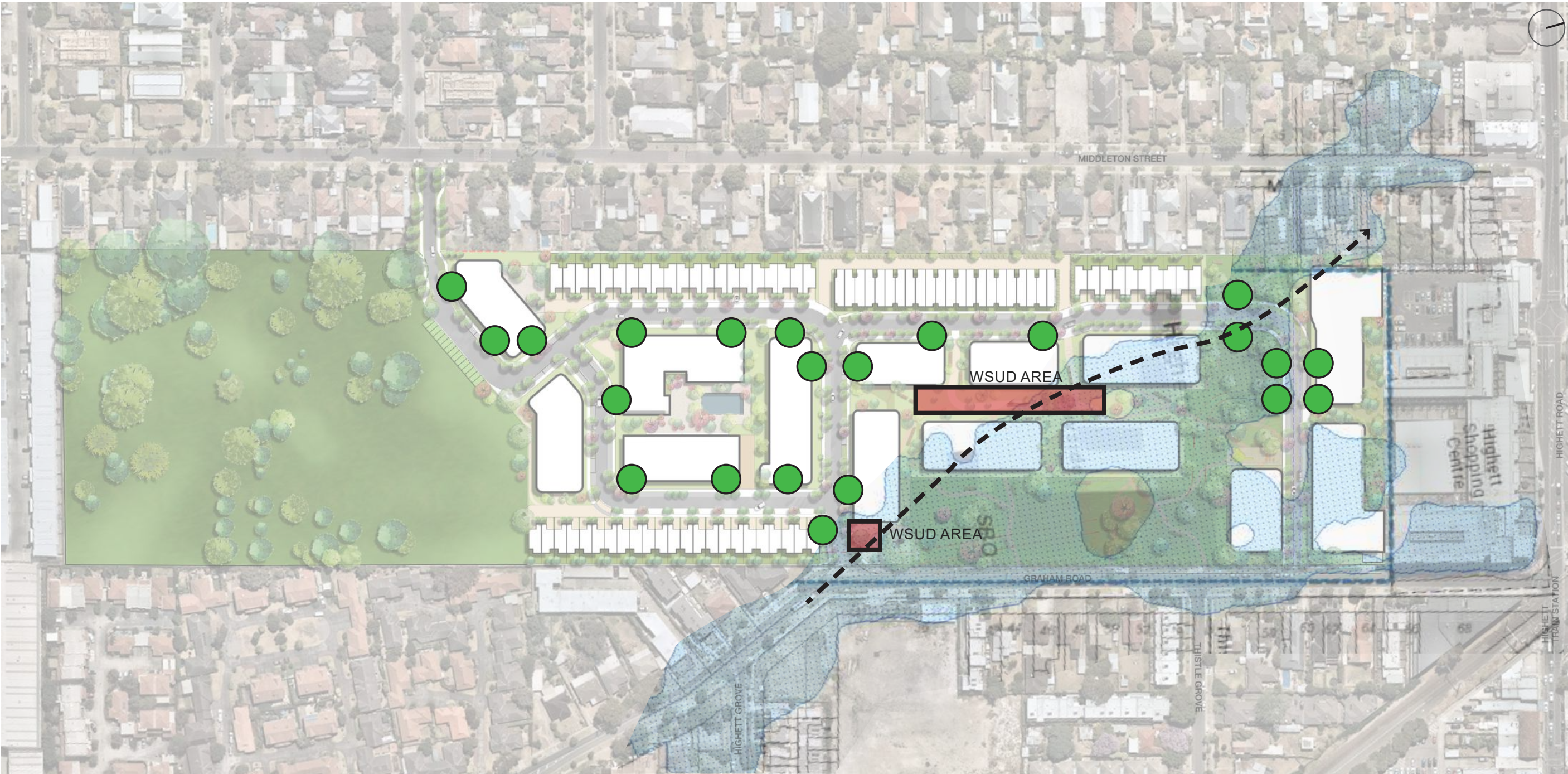



Figure 18: Proposed Overland Flooding Treatment Area and raingarden locations

SCALE 1:2000 @A3

Legend

-  Raingarden (approximate location, subject to detailed design at later stage)

3.5.9 Precinct Diagram

The site has been conceived as a series of interlinking areas that respond to their particular contexts and the vision for each area. These are further refined through Character Precincts outlined in Section 4.

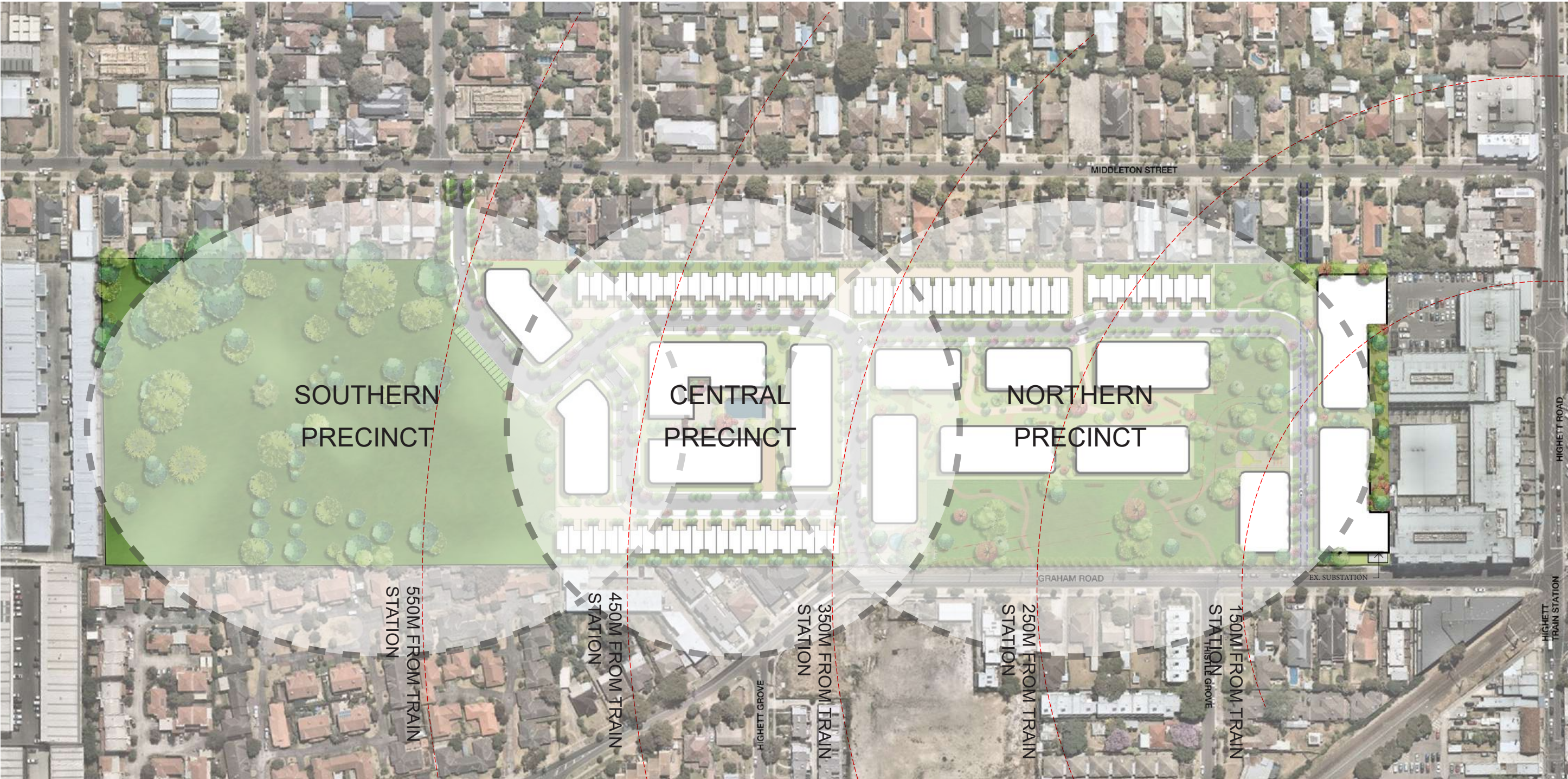


Figure 19: Precinct Diagram

SCALE 1:2000 @A3

3.5.10 Proposed Heights

The proposed building heights transition from the northern area which is within a walkable catchment of the Highett Train Station, down to the Central and Southern Conservation Areas. Upper levels are setback from the lower built form reducing any visual impact from the public realm.

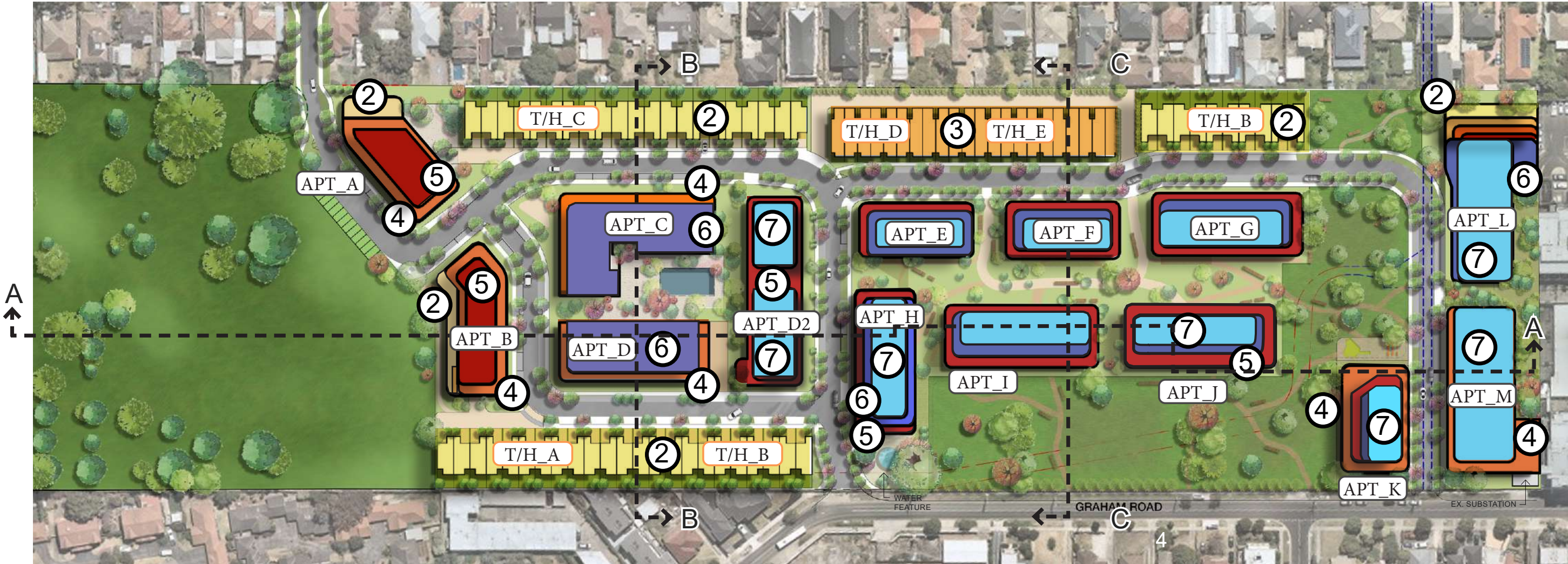








Figure 20: Masterplan with Building Heights

SCALE 1:1500 @A3

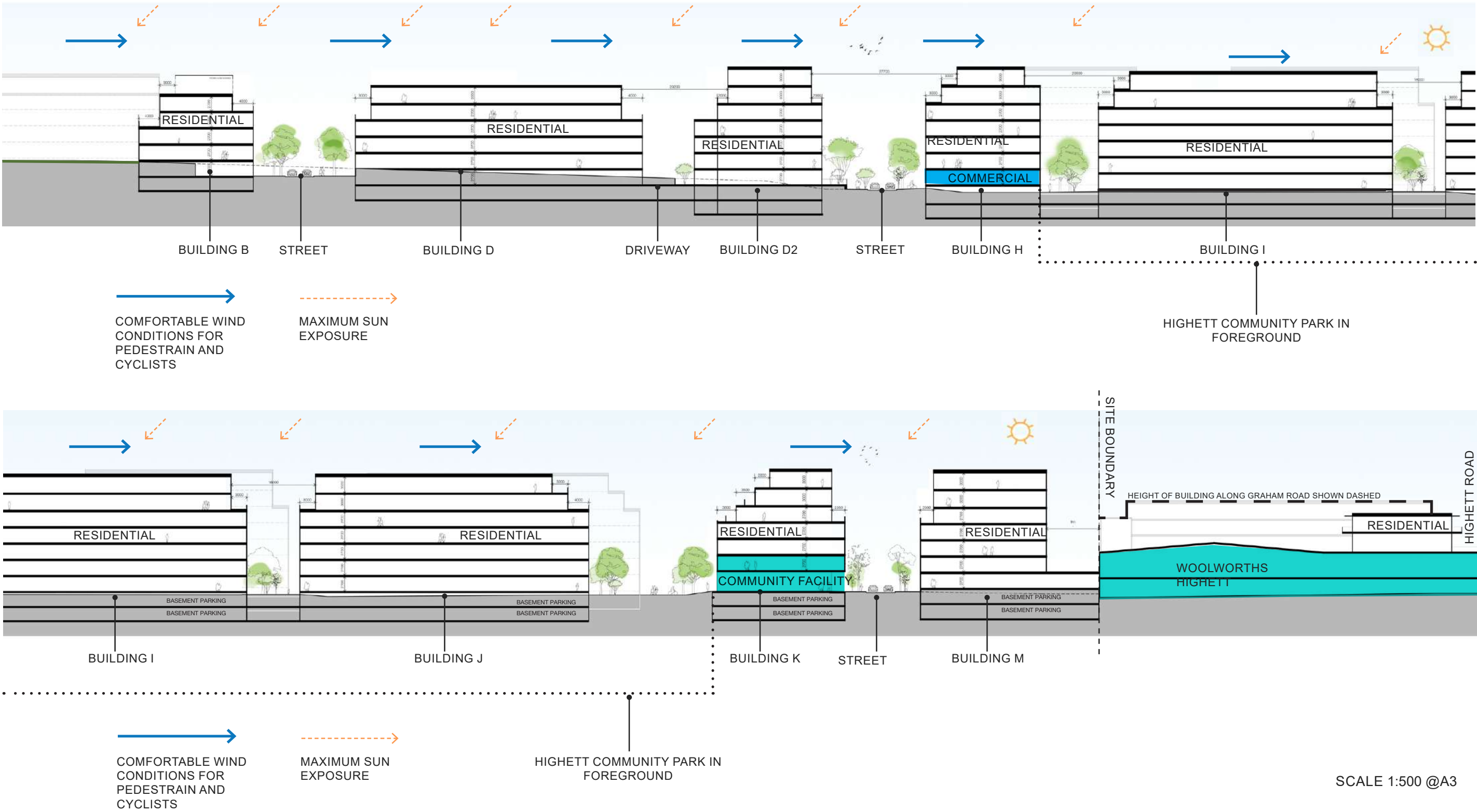
Legend

	7 Storeys
	6 Storeys
	5 Storeys
	4 Storeys
	3 Storeys
	2 Storeys

Development Plan

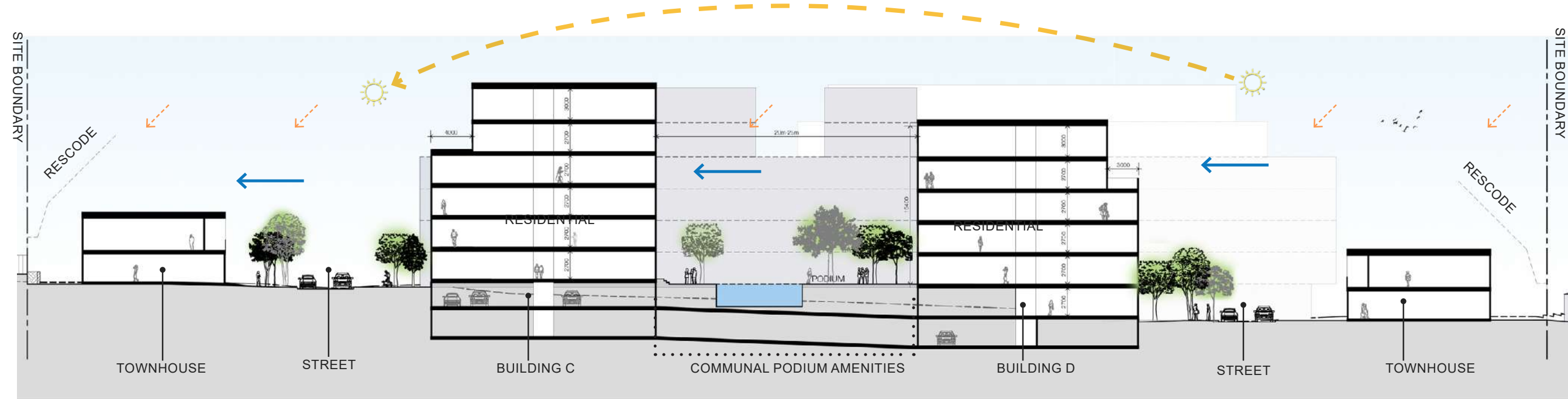
Building	RL Range	Building	RL Range
APT A	54.50 - 55.10	APT H	55.90 - 56.50
APT B	54.20 - 54.80	APT I	55.00 - 55.60
APT C	56.40 - 57.00	APT J	55.00 - 55.60
APT D	52.30 - 52.90	APT K	56.00 - 56.60
APT D2	55.90 - 56.50	APT L	55.30 - 55.90
APT E	55.70 - 56.30	APT M	55.80 - 56.40
APT F	55.70 - 56.30		
APT G	55.10 - 55.70		

3.5.11 Proposed Section A

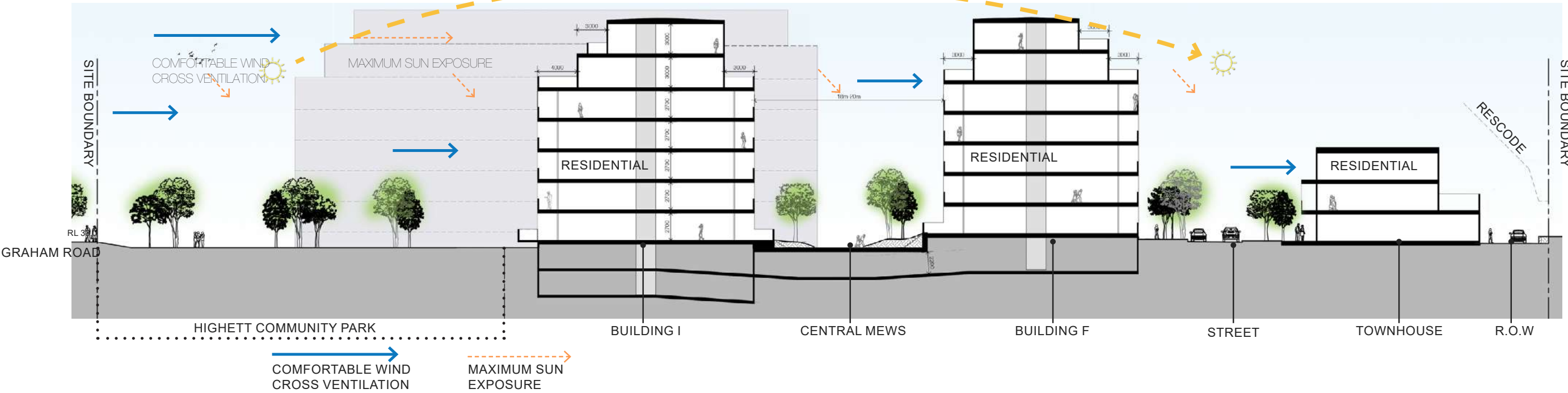


Proposed Section B - Through Neighbourhood Precinct

Note: All ground floor levels are elevated above surrounding landscape/streets to provide better resident's amenity.



Proposed Section C - Through Mews Precinct

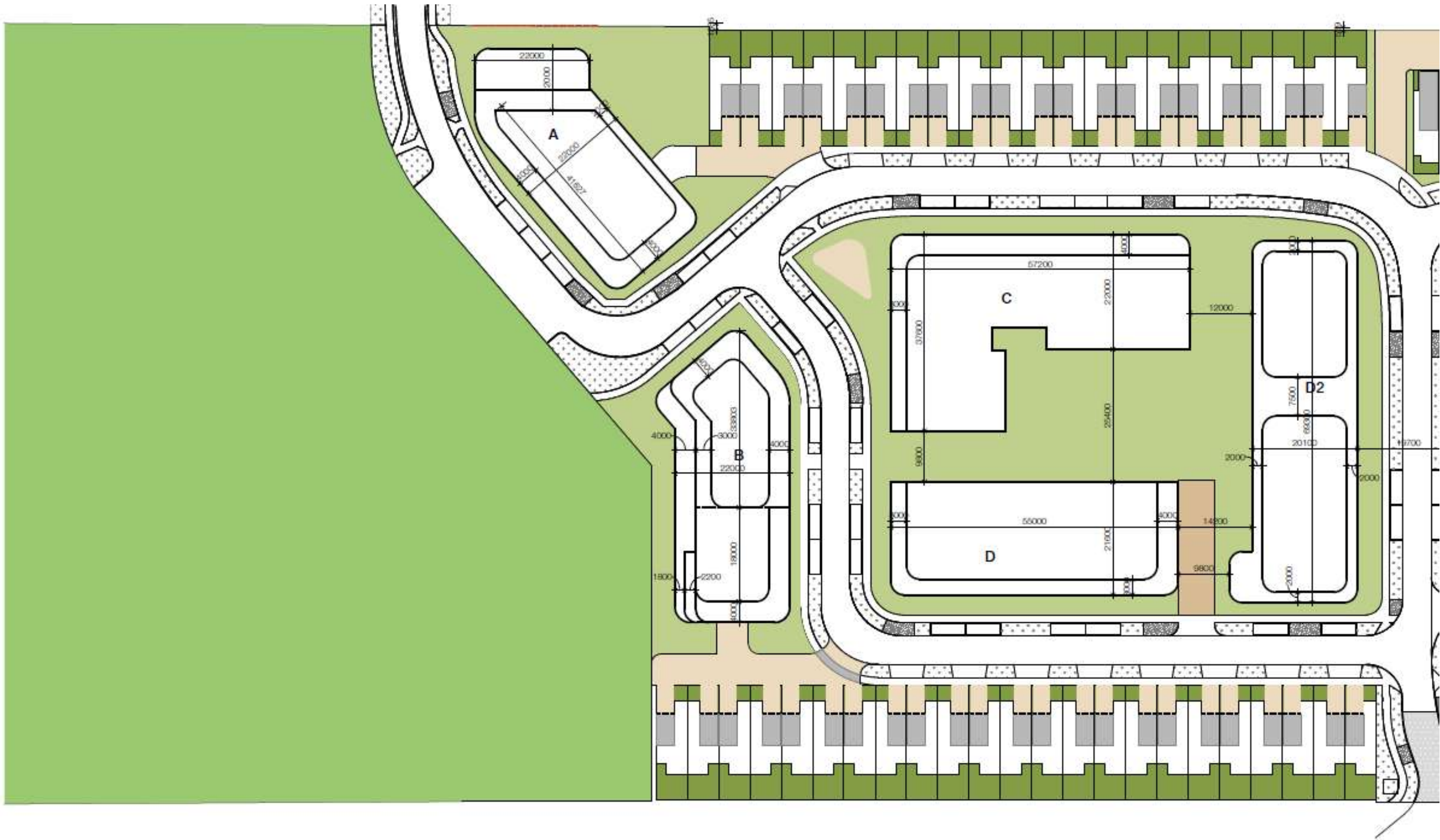


3.5.12 Development Summary

The proposed development summary is subject to design development. The numbers are approx. and future planning applications will be generally in accordance with these figures.

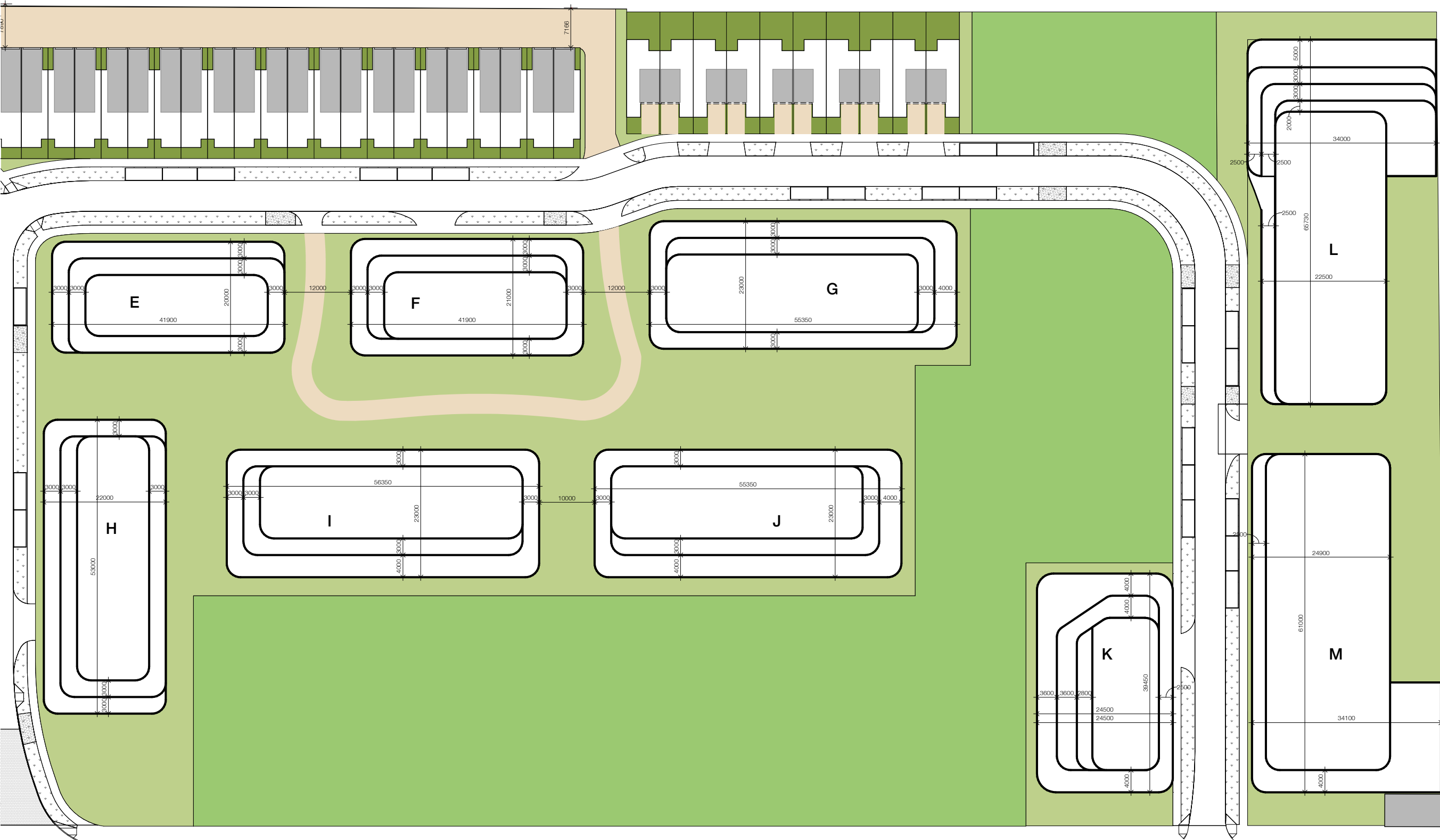
	No.								Area (m2)						
	Number of 1 Bed	Number of 2 Bed	Number of 3 Bed	Number of 3 Bed Townhomes	Number of 4 Bed Townhomes	Total Units	Basement Carparks Required	NSA Area	Balcony	Total: Apartments & Balconty/Terraces	Tenancies Carpark	Common Areas	Gross Floor Area	Gross Building Area	
Apartment Total	220	600	94	53	5	972	1084	72224	14909	86449	1215	38707	12514	85953	138885
Townhouses Total	71				5	76	137	9630	0	0	0	1748	0	11378	11378
Apt + THs Total	220	600	94	124	10	1048	1221	81854	14909	86449	1215	40455	12514	97331	150263

3.5.13 Overall dimensions of built forms and upper level setbacks



Note: Dimensions are approximate and subject to change during detailed design.

SCALE 1:500 @A3



Note: Dimensions are approximate and subject to change during detailed design.

SCALE 1:500 @A3

Character Precincts

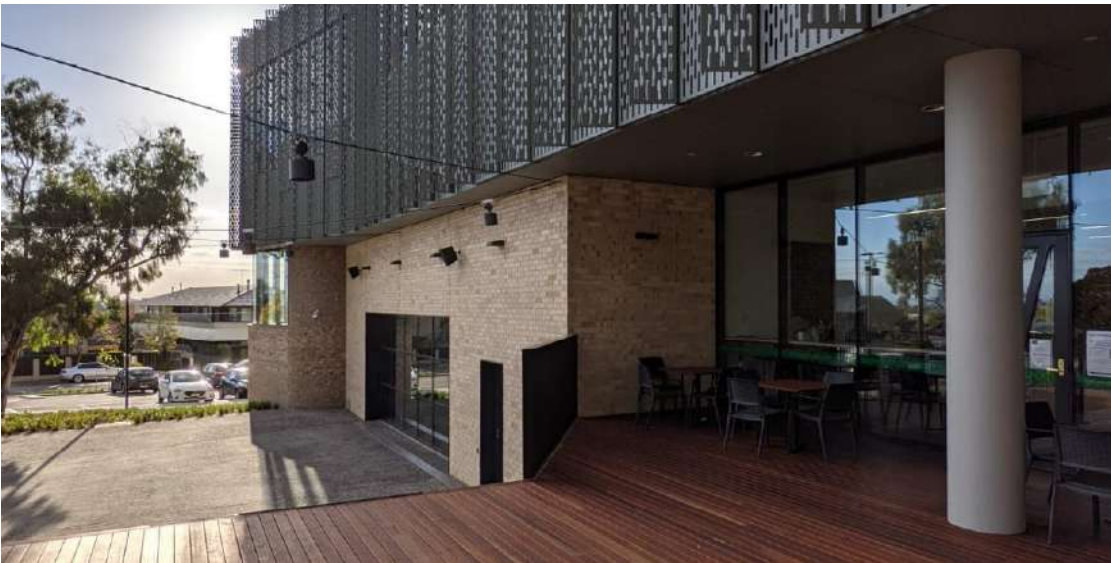
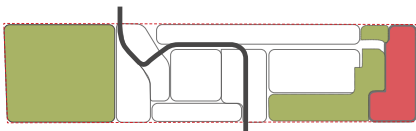
4.1 Character Precinct Areas

The large size of the development site requires a series of unique responses ensuring the ongoing development allows for the creation of a diverse range of housing and recreation opportunities that respond to their particular physical context. The following describes the relationship between the housing typologies, landscape and material palette of each of the seven character precincts.



Character Precincts

4.1.3 Civic Heart



The Civic Heart is a bustling and community focused extension of the Highett Neighbourhood Activity Centre. The distinctly civic architecture of the proposed hub in the lower levels of the corner building will act as a wayfinding device drawing people into the new community precinct from the existing transport and retail core.

The public realm will be dominated by the plaza and landscaping associated with the hub that wraps around the eastern interface. This space will address the new internal road, Graham Road and the new public park providing a diversity of experiences and opportunities for the community to gather.



The taller built form on either side of the first section of the entry road will provide an urban feel to this precinct. This is appropriate to both its location in close proximity to the existing train station and the future suburban rail loop as well as being a signifier of this new residential community for Highett responding to the need for greater housing diversity and density close to existing services. This more enclosed streetscape opens up immediately to the west of the community hub where there is built form only on the northern side of the street. At a maximum of seven levels, these apartments provide a visual built form edge to the site, a signifier of the relationship between the retail core and the new neighbourhood and opportunities for passive surveillance of the new network of parks and public streets. Taller street tree planting will line the entry road providing clear trunks for good visibility and canopy coverage to both sides of the street and footpath.

Reference images only

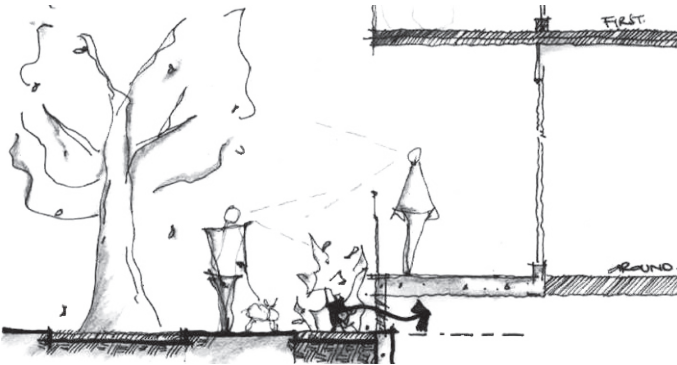
Character Precincts

4.1.4 Transitional Density

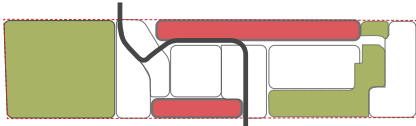
The Transitional Density Precinct is characterized by built form that transitions between the existing residential houses along Middleton Road and the southern portion of Graham Road, and the proposed medium rise apartment typology in the centre of the site.

The streetscapes are designed to reference the surrounding established neighbourhoods with grassed verges, canopy trees and on-street parking. Townhouses line outer edge of the street with front gardens, a mixture of front and rear vehicle entrances and direct access to the front door from the footpath. Ranging between two and three stories, these townhouses will utilize materials that reference the surrounding neighbourhood character and provide the transitional built form from the existing one and two storey dwellings and the new community.

The inner edge of the street is lined with a series of medium rise apartment typologies offering excellent passive surveillance of the streets via balconies and plenty of activity at the ground level. The consolidated basement car parking reduces the number of vehicle access points along these internal roads allowing for the streetscapes to accommodate some on-street parking and significant canopy street trees.



Note: Image for illustrative purposes only.



Local 'slow' streets



Apartments and townhouses create diversity along street



Opportunities for interaction



Mix of tall and medium height native and indigenous canopy trees for scale, microclimate, habitat and shade

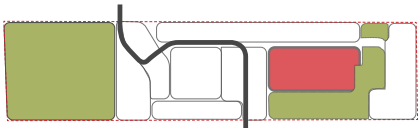
Reference images only

Character Precincts

4.1.5 Central Mews

The Central Mews presents the most ‘European’ character within the development. With medium scale apartments facing into a pedestrian priority landscaped street, the emphasis is on community connections, site permeability and shared play and recreation.

Diverse architecture including a variety of balcony treatments and human scaled materials will ensure internal privacy and the opportunity for passive surveillance of the public space below. The upper levels are recessed to reduce their visibility from the mews and ensure there is ample access to daylight and sky views. Soft landscape treatments provide opportunities for larger trees over the car park below, areas for gathering and rest as well as providing the subtle visual queues between the private realm of the ground floor apartments and the public realm. Layered plantings and a paved ground plane together with the highly textured architecture will encourage a ‘slow zone’ where human activity is encouraged.

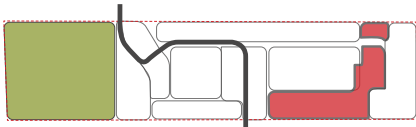


Reference images only

Character Precincts

4.1.6 Public Park

The Public Park is the jewel of the development and offers an extensive local open space framed on three sides by elegant built form and interfacing directly with Graham Road. It is an area for passive and active recreation bookended by two community focused buildings with transparent interfaces allowing for a relationship between the interior of the buildings and the Park. The landscape will gently undulate to accommodate the changing levels and water flows, minimising the need for retaining walls and other forms of vertical barriers. The apartment buildings will offer a sense of 'edge' to the Park and provide ample opportunities for passive surveillance of the large open space contributing to a safer space for all at all times of the day and night. The built form will utilise muted, simple materials and subtle variations across the buildings providing a calm an elegant backdrop to the community Park.



Reference images only

Character Precincts

4.1.7 Boulevard Entry

The Boulevard Entry provides the second major point of entry to the neighbourhood. With a wide street lined in large canopy trees, an entry plaza and adjacent café and elegant medium rise apartment typologies the precinct provides a welcoming and open aspect.

Buildings lining the southern side of the street are setback to provide increased opportunity for landscaping. This will complement the street trees and understorey planting in the verge and allows for the introduction of a palette of materials that starts to speak to the conservation zone. The massing and facade of the southern built form is highly articulated utilizing a variety of materials, balcony configurations, and vertical and horizontal elements to break up the streetwall into a series of smaller, elements with recessed upper levels. Together with apartment terraces and entrances along the ground level interface, this will present a fine grain streetscape set behind the landscape interface.

Apartments on the northern side have a consolidated basement access point limiting the potential conflict between pedestrian paths and driveways and provide balconies overlooking the boulevard, with filtered views through the canopy trees to the street below. The streetwall mirrors the apartments on the southern side to form the consistent expression of the boulevard with the upper levels recessed in two steps. The detailed massing and facade will also utilise vertical and horizontal elements to describe a streetscape rhythm that compliments the boulevard landscape and provides a fine grain interface and visual interest along this major entry point. The treatment of the entry corner, which includes the opportunity for a café, will provide a clear visual distinction between 'commercial' and 'residential' and act as a wayfinding element within the new neighbourhood.



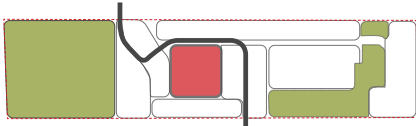
Reference images only

Character Precincts

4.1.8 Suburban Hinterland

The Suburban Hinterland is characterized by lower scale built form of low to medium apartments with gardenesque landscapes. Diversity within the architecture is expressed through subtle form making including a response to the typography of the site, a material palette that transitions between the more urban response in the north to the conservation area in the south and a variety of pedestrian entrances and experience along the streetscapes.

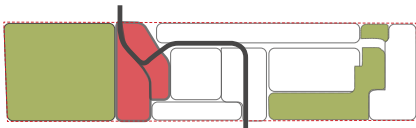
This precinct also includes some of the communal facilities for residents with the internal landscape proposing a more private response than the public facing streetscapes including a variety of hard and soft landscape treatments.



Reference images only

4.1.9 Conservation Interface

The Conservation Interface address the transition from River Red Gum, Yellow-box landscape character of the Conservation Zone to the residential precinct. The material palette focuses on natural materials and sensitivity to the environment through soft permeable pathways and sensitive built form materials. The planting palette consists of Indigenous and native species while the built form steps away from the Conservation Zone providing a balance between the need for privacy and the need to provide overlooking opportunities of Conservation Park.



Reference images only

Character Precincts

Conservation Interface

Note: All ground floor levels are elevated above surrounding landscape/streets to provide better resident's amenity. Reference sketch only.

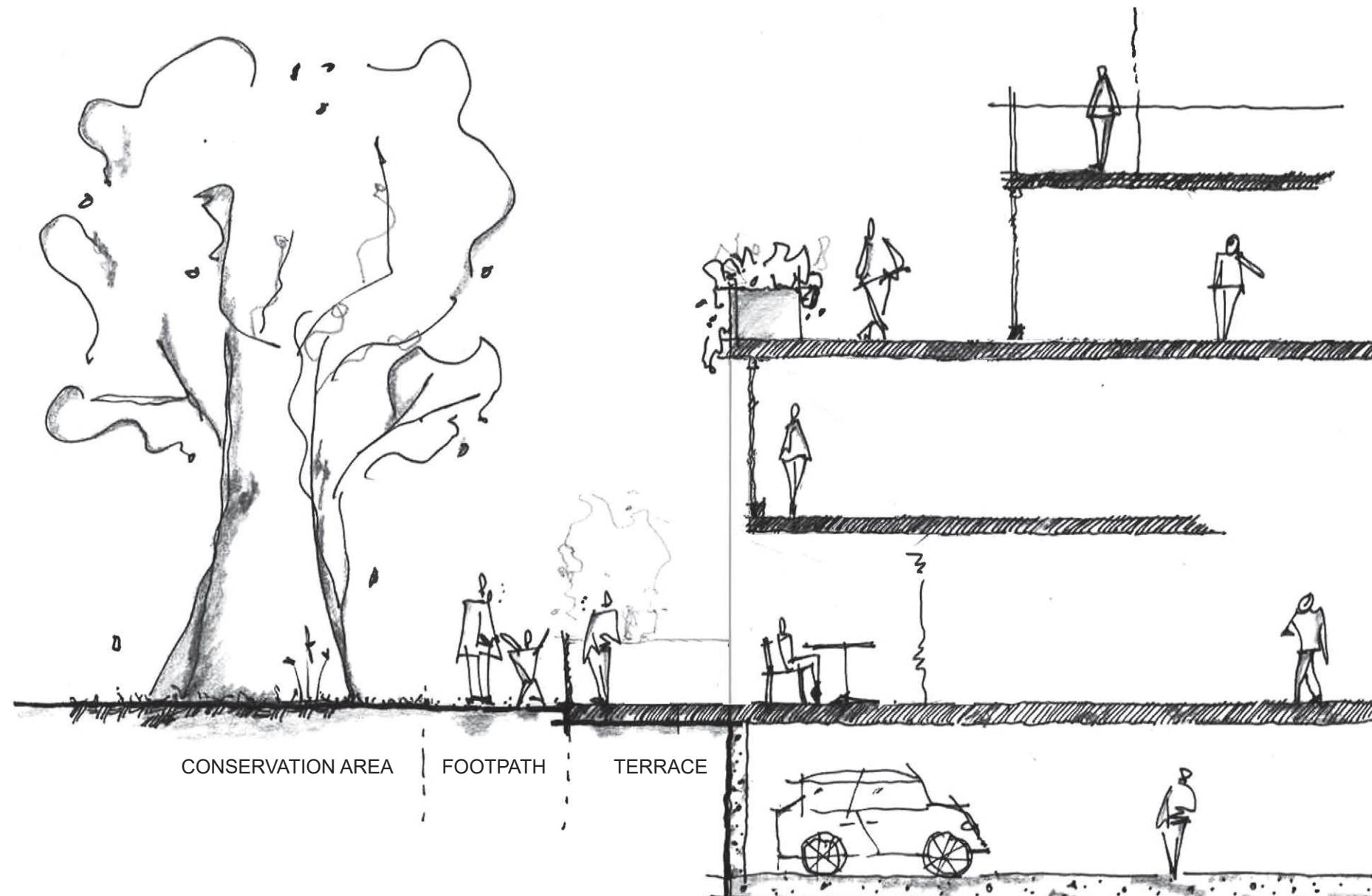
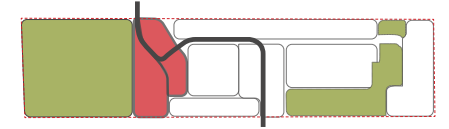


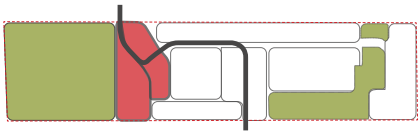
Figure 21: Apartment and Conservation Interface

Note: Image for illustrative purposes only.

Conservation Interface



Figure 22: Conservation Zone Plan 1:2000 @ A3



Note: All ground floor levels are elevated above surrounding landscape/streets to provide better resident's amenity.

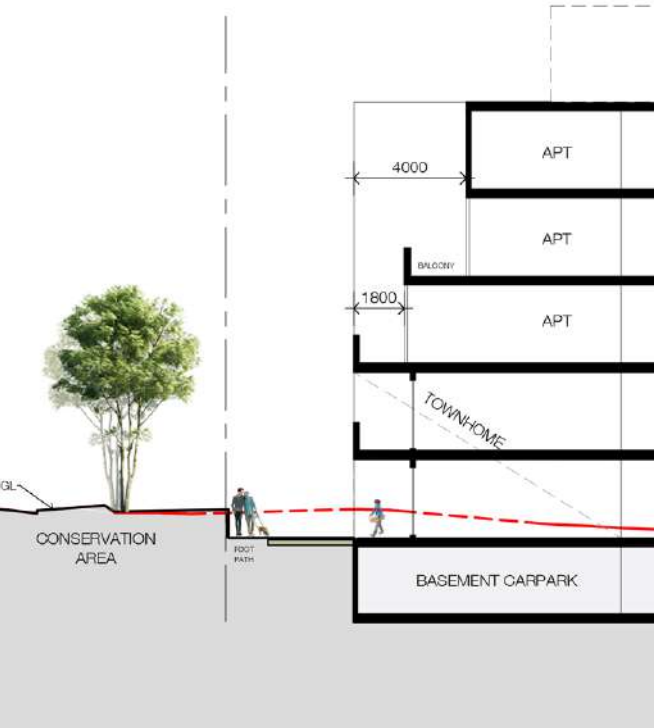


Figure 23: Section J - Conservation Interface



Paving



Furniture



Fixtures



Planting tonal palette



Signature tree species - Red Box

Character and Built Form

5.1 Built form typologies

5.1.2 Master plan- Building Height, Approximate Yield and Typologies

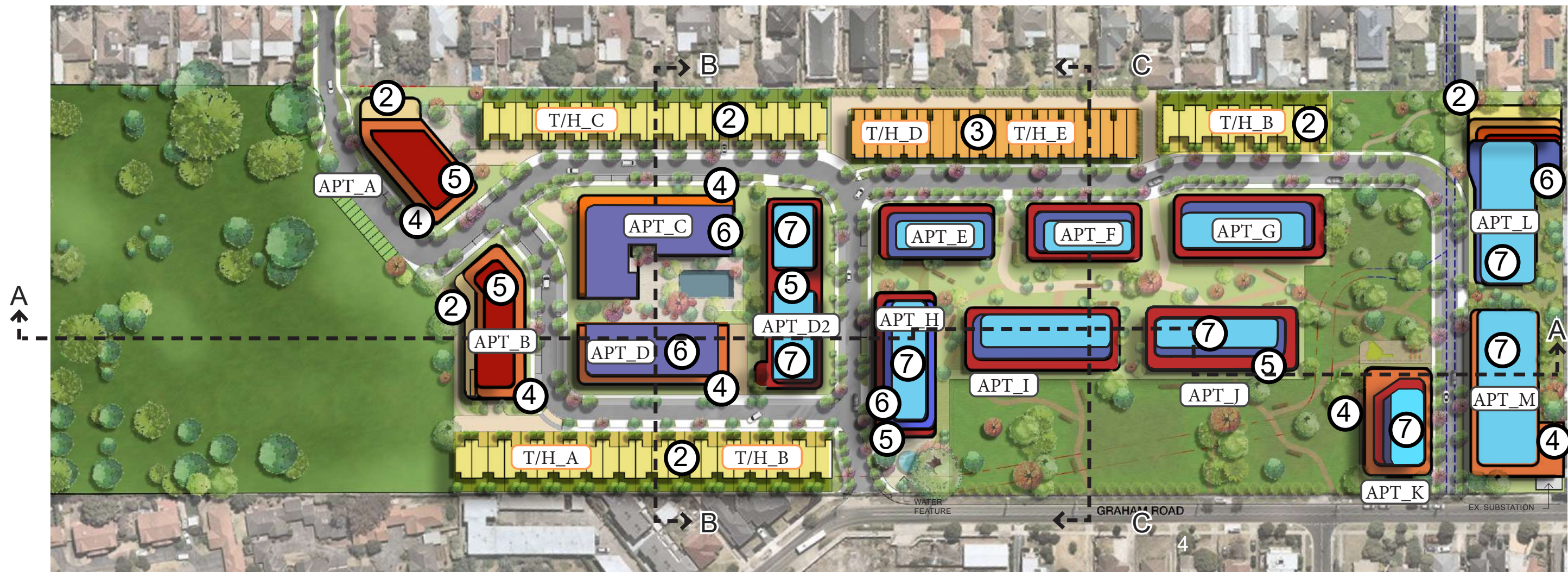


Figure 24: Masterplan with Building Heights and Typologies

SCALE 1:1500 @A3

The following sections through the master plan portray the variety of relationships between the built form and the streetscape and open spaces. These relationships will create a variety of spatial experiences throughout the development contributing to wayfinding and place specific character and place making. Varying from the more intimate 'European' feel of the quiet and secluded Mews to the 'suburban' street with townhouses and verges and the bustling mid-rise civic precinct, the Park Village Highett will contribute a range of housing typologies, streetscapes and public open spaces for the benefit of all the community. Building height includes enclosed floor areas in storeys as shown, excluding rooftop plant, architectural features and any rooftop outdoor amenity structures such as pergolas etc.

Building Height Legends

- 7 Storeys
- 6 Storeys
- 5 Storeys
- 4 Storeys
- 3 Storeys
- 2 Storeys

Development Typologies & Mix

- Approximately 1048 dwellings, 97,330m² GFA
- 1 bedroom dwellings (20 - 25%)
 - 2 bedroom dwellings (55 - 60%)
 - 3 bedroom dwellings (20 - 25%)
 - 4 bedroom dwellings (1 - 5%)
 - Subject to future housing market conditions
- Cafe/Gym Tenancies (NLA TBC)
Community Facility (1,000m²)

Site Setbacks & Notes

- 6.0m minimum setback from Graham Road
- 12.0m building separation to habitable windows/rooms
- 3.0m to 4.0m upper level setbacks, generally
- 2 & 3 storey building height to East & West boundaries
- Communal amenities to be provided during design development

5.1.3 High Quality of Amenity

The Park Village Highett development aspires to deliver a built environment which is compatible with the existing surrounding context, protects the amenity of surrounding properties, and provides high levels of amenity to future residents.

In order to achieve these aspirations, the design of the built form in conjunction with integrated landscaping will be strongly guided by Planning policy and required built form outcomes set out within the Bayside Planning Scheme. The Park Village Highett development will primarily be a residential setting and the design of buildings for residential uses will demonstrate appropriate consideration of the policy contained within Clause 55 and 58 of the Bayside Planning Scheme.

Policy set out within Clause 55 (Two or more dwellings on a lot and residential buildings will be responded to in the design of buildings up to four storeys (excluding basements that will contain dwellings).

The development will meet the objectives of Clause 55 by providing:

- A design response demonstrating how the proposed design responds to neighbourhood character and residential policy
- Dwelling diversity
- Integration with the street and providing a clear sense of address to each building
- Respectful building setbacks and heights that don't significantly overshadow existing private open space
- High levels of permeable ground surfaces and open space (public, communal and private)
- Energy efficient dwellings and adequate daylight access to existing properties and new dwellings
- Safety and security to residents through good lighting, visibility and surveillance opportunities throughout the site

- High quality landscaping
- Car parking and vehicle accessways that are respectful and supportive of alternative transport modes
- Dwelling architecture which limits views into private open space and habitable room windows
- Protection of existing and future residents from noise impacts (external and internal)
- Consideration for people with limited mobility, including accessible design features
- Adequate storage facilities for each dwelling

Policy set out within Clause 58 (Apartment developments) will be responded to in the design of buildings up over four storeys (excluding basements) that will contain dwellings.

The development will meet the objectives of Clause 58 by providing:

- A design which meets the objectives of Clause 55 that are repeated in Clause 58
- Communal open space, which is accessible, practical, attractive, easily maintained, integrated with the layout of the development and enjoys good levels of solar access
- Deep soil areas for planting of canopy trees.
- Integrated water and stormwater management.
- Common property spaces which are practical, attractive and easily maintained.
- Waste and recycling storage facilities which are accessible, encourage recycling, and designed to minimise impact on surrounding amenity
- Internal layouts of dwellings which feature functional layouts, allow adequate daylight into habitable rooms and encourage natural ventilation.

5.1.4 Masterplan Sections

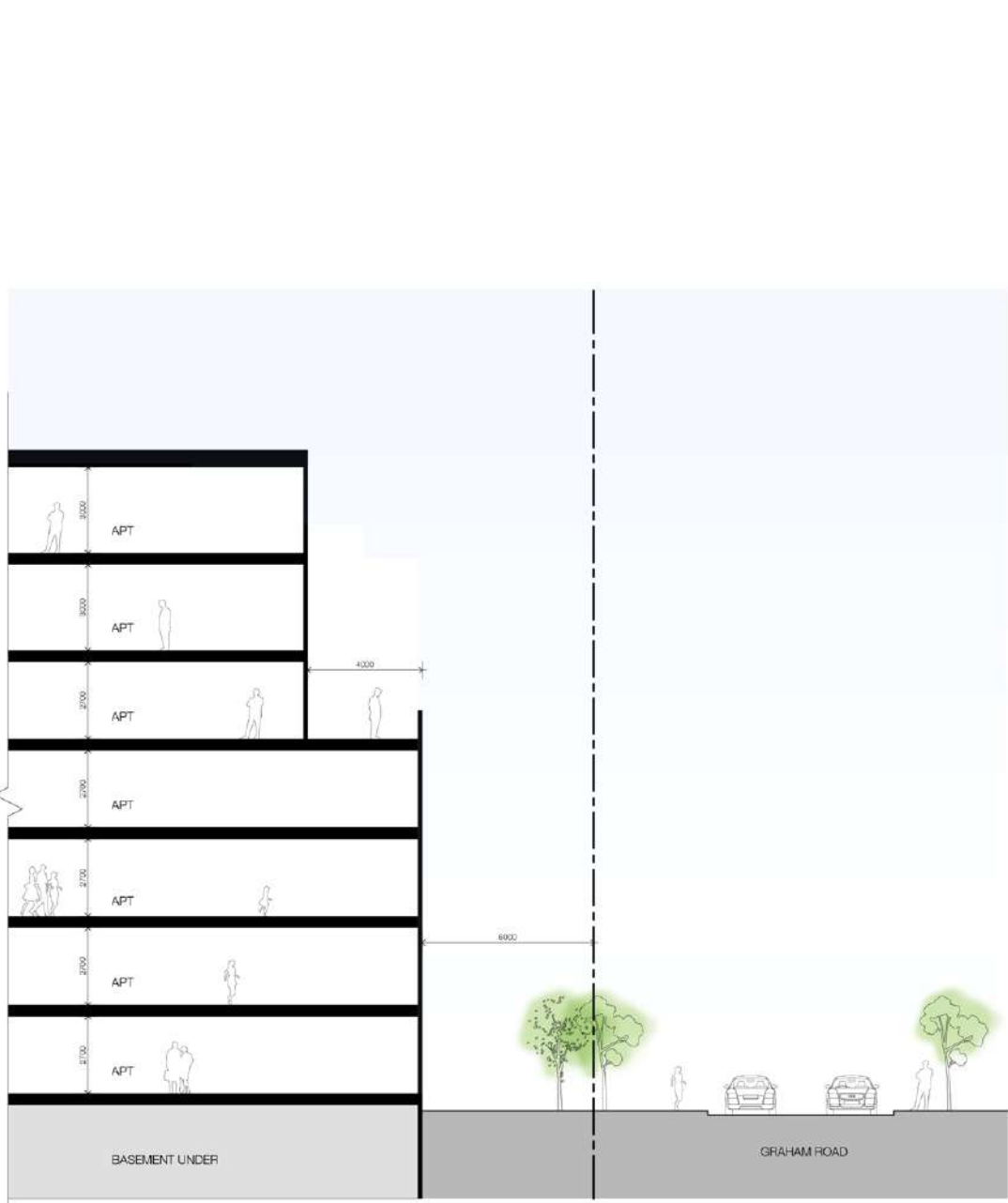


Figure 25: Section D - Through Building M

SCALE 1:250@A3

Note: Dimensions are approximate and subject to change during detailed design.

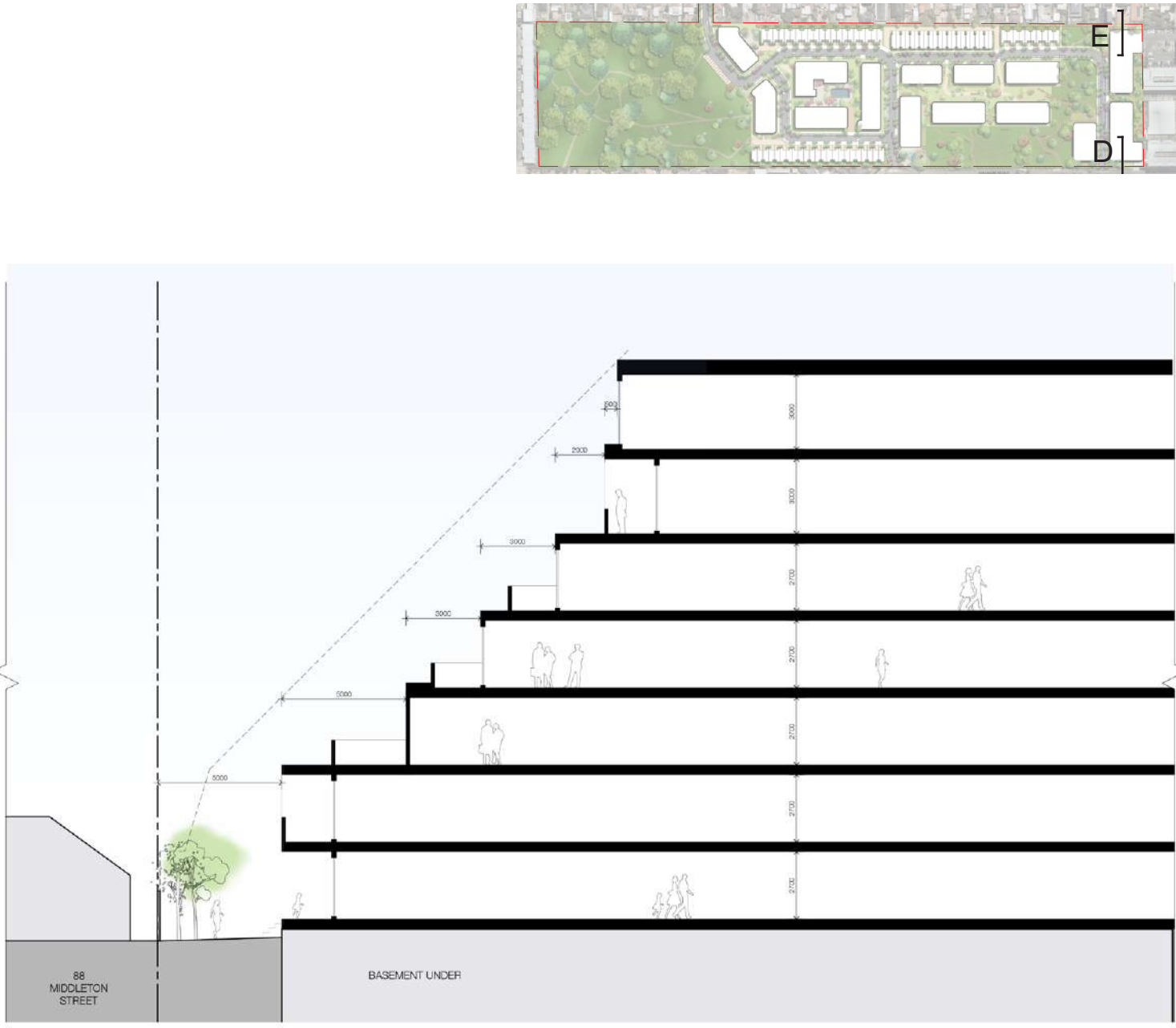


Figure 26: Section E - Through Building L

SCALE 1:250@A3

Character and Built Form

Masterplan Sections

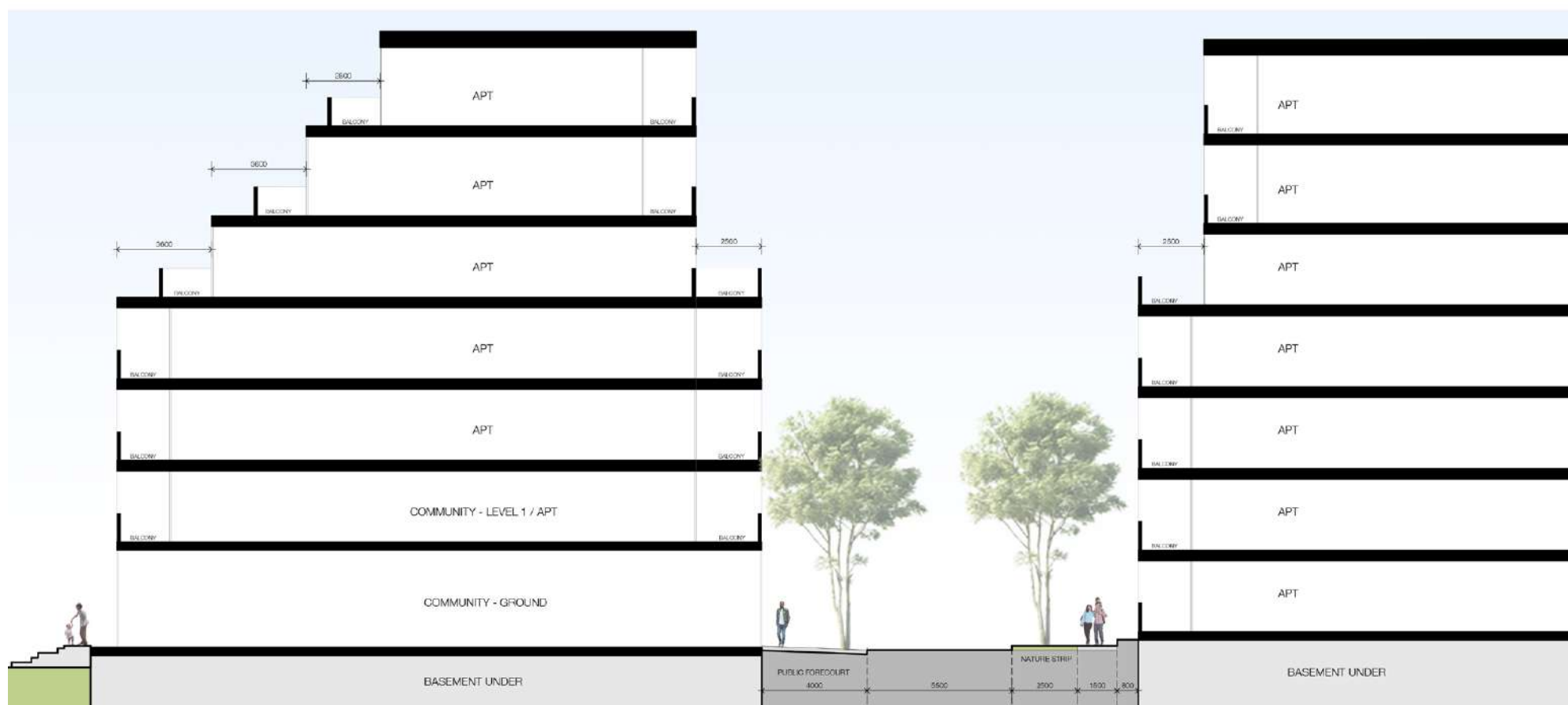


Figure 27: Section F - Community Building Entry from Graham Road

SCALE 1:250@A3

Note: Dimensions are approximate and subject to change during detailed design.

Character and Built Form

Masterplan Sections



Figure 28: Section G - Through Building I and Parkland

SCALE 1:250@A3

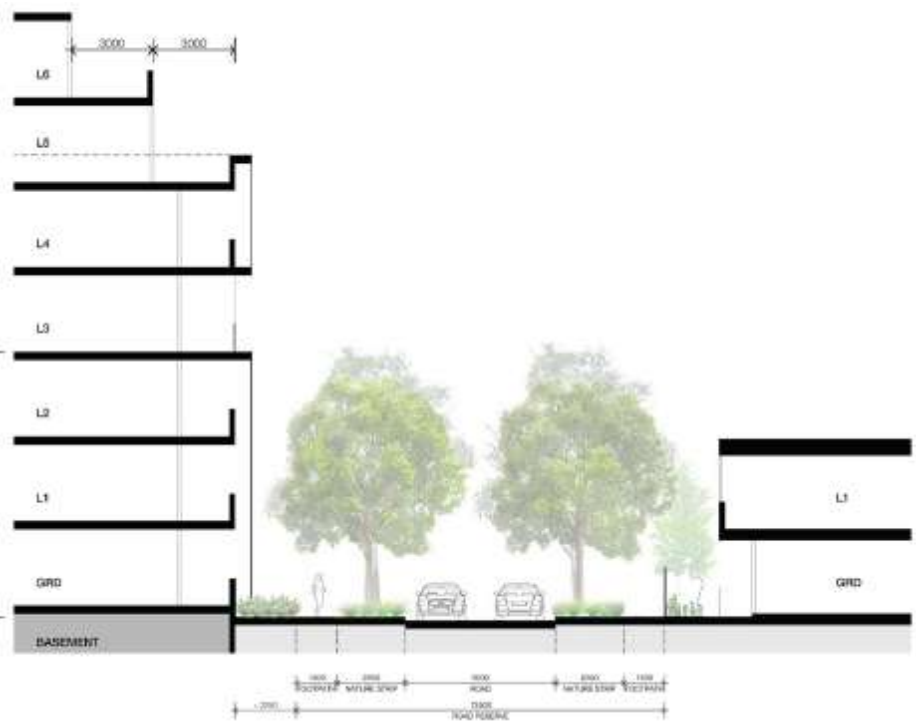


Figure 29: Section H - Typical Street Section

SCALE 1:250@A3

Note: Dimensions are approximate and subject to change during detailed design.

Character and Built Form

Masterplan Sections



Figure 30: Section I - Graham Road Entry

SCALE 1:250@A3

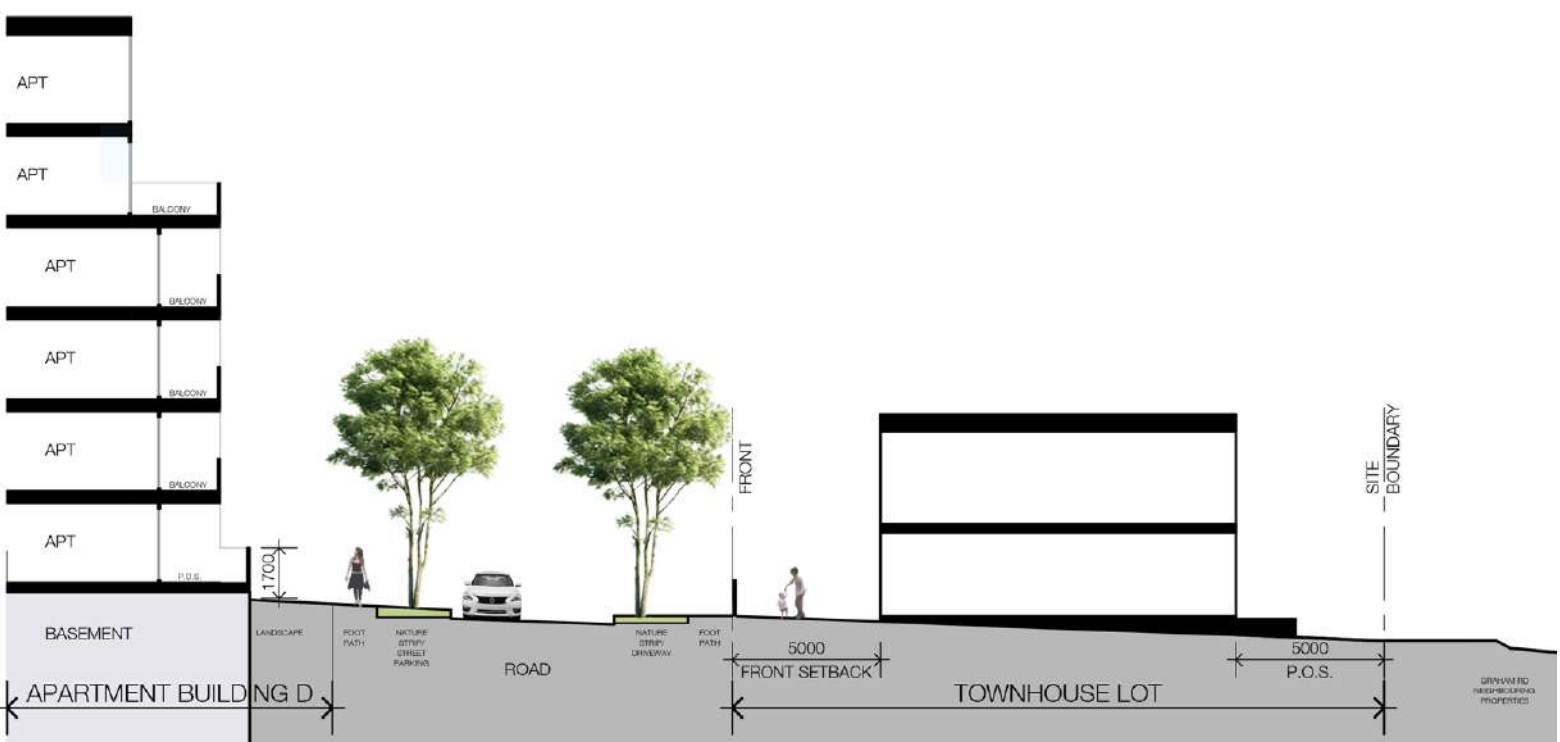


Figure 31: Section J - Through Eastern Townhouse Lot and Building D

SCALE 1:250@A3

Note: Dimensions are approximate and subject to change during detailed design.

Masterplan Sections

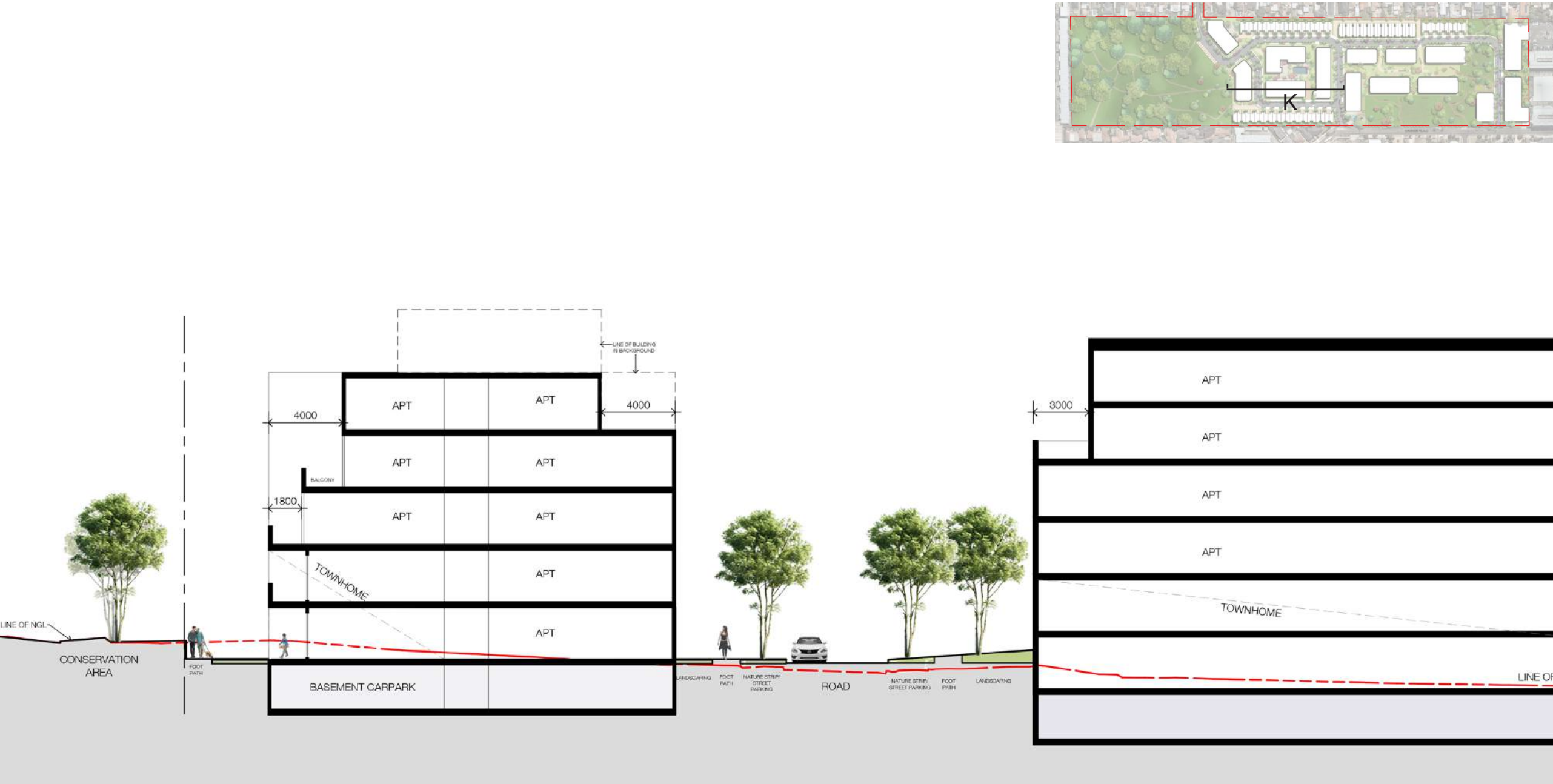


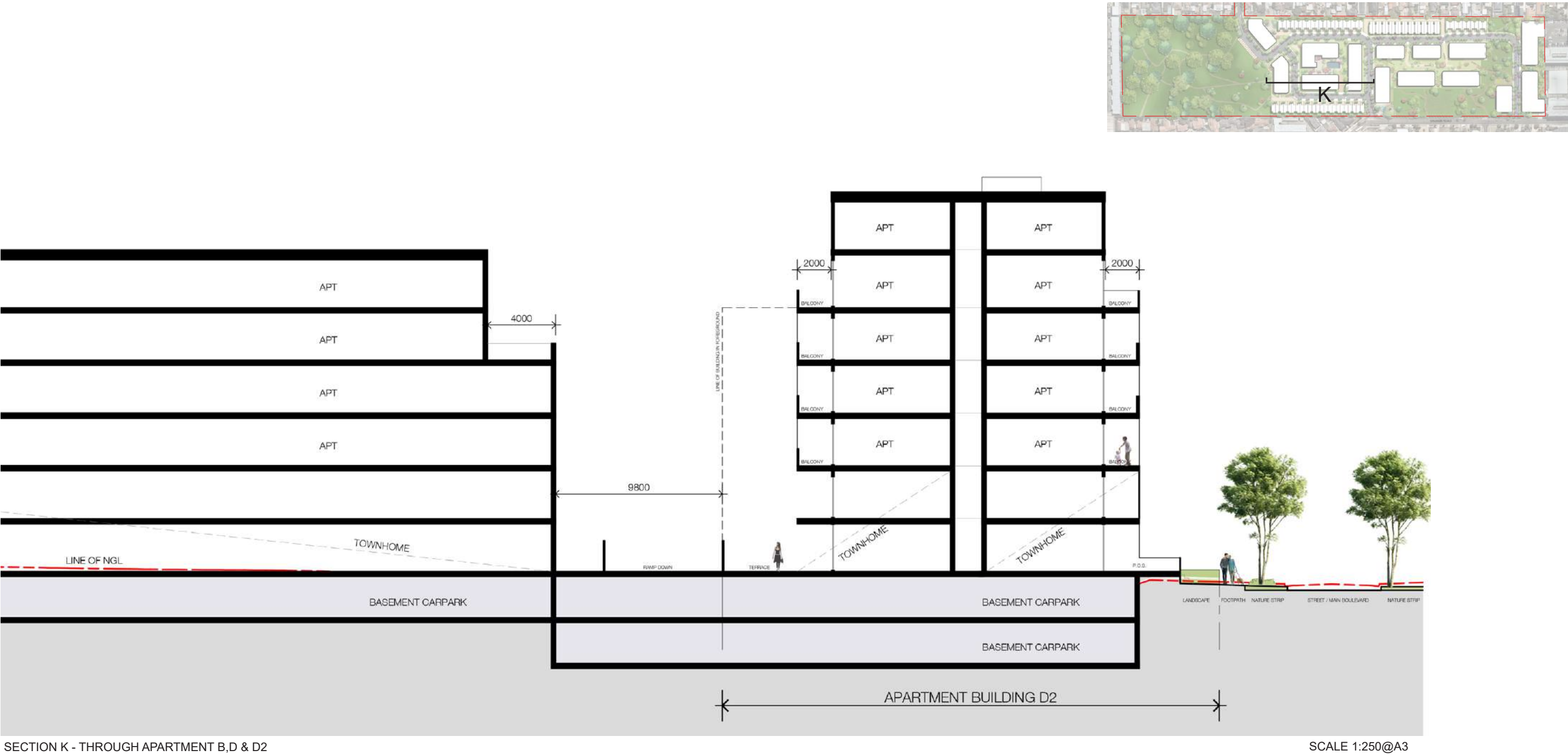
Figure 32: Section K - Through Apartment B,D & D2

SCALE 1:250@A3

Note: Dimensions are approximate and subject to change during detailed design.

Character and Built Form

Masterplan Sections



Note: Dimensions are approximate and subject to change during detailed design.

Masterplan Sections

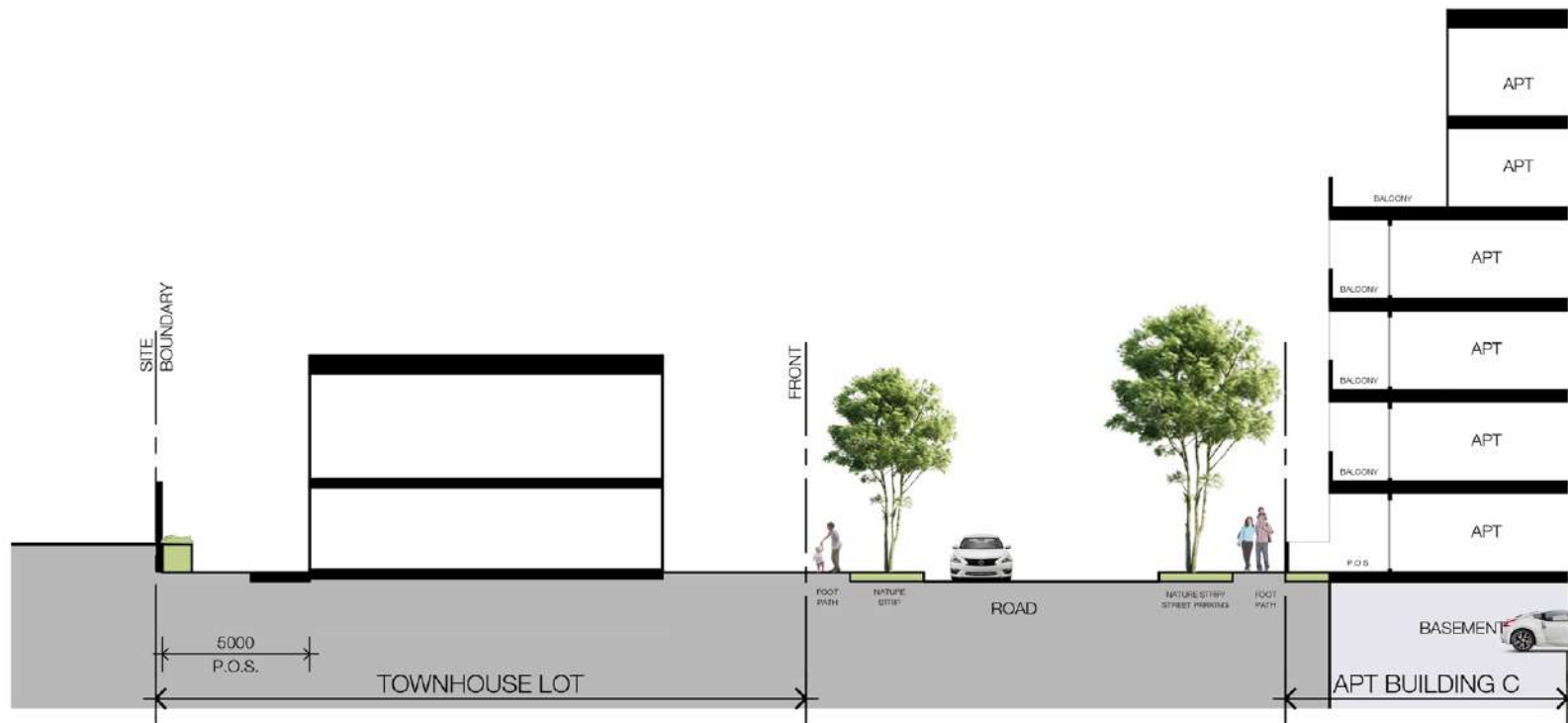


Figure 33: Section L - Through Western Townhouse Lot and Building C

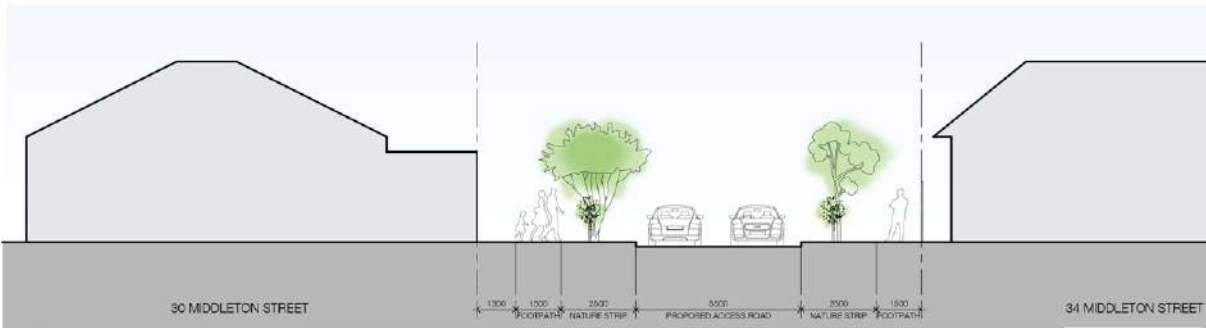


Figure 34: Section M - Through Middleton Street Entry

SCALE 1:250@A3

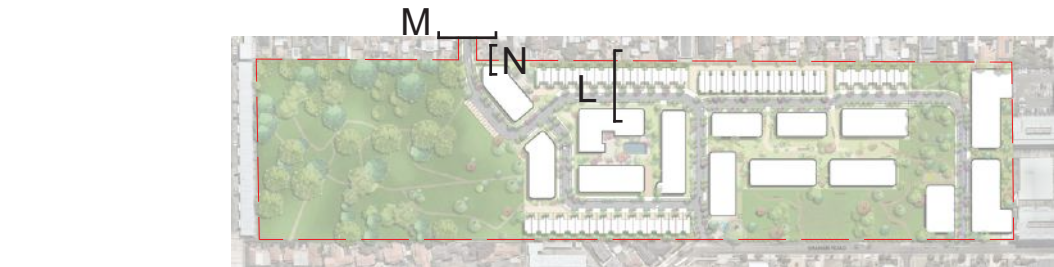


Figure 35: Section N - Through Building A

SCALE 1:250@A3

Note: Dimensions are approximate and subject to change during detailed design.

Character and Built Form

5.1.5 Key Interface Sections

The overall strategy for the key interfaces for the site are to encourage passive surveillance of open spaces and maintain privacy to residents.

The key interfaces to open space for the site are between the built form to the local open space and the built form to the conservation zone..



Figure 36: Section 1- Conservation Zone to Built Form Section SCALE 1:250@A3

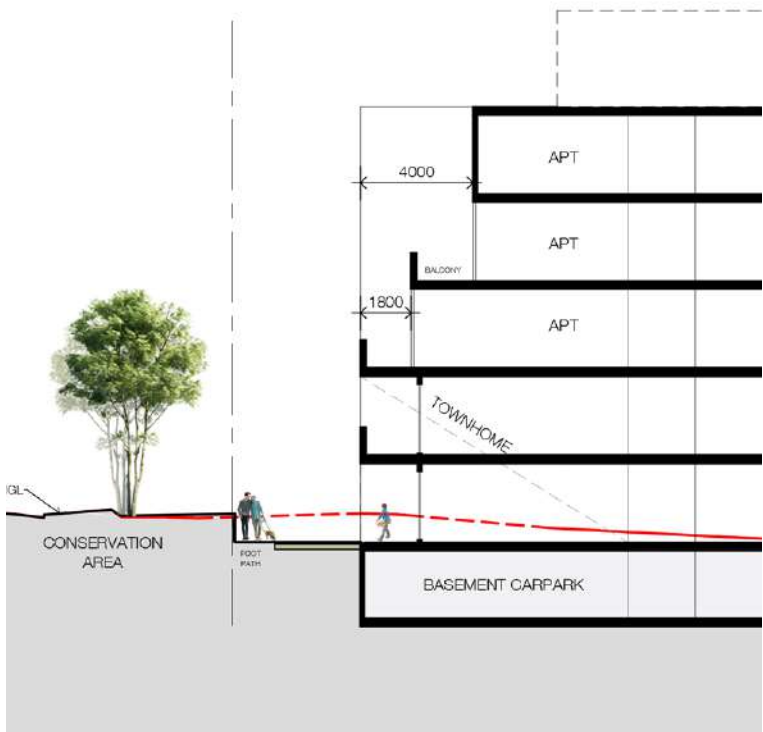
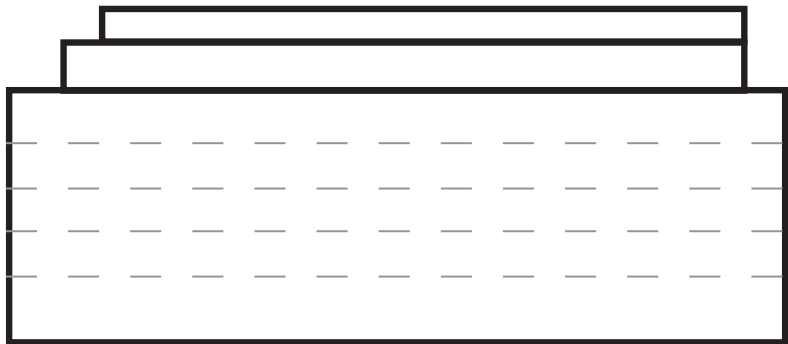


Figure 37: Section 2- Built Form to Open Space Section SCALE 1:250@A3

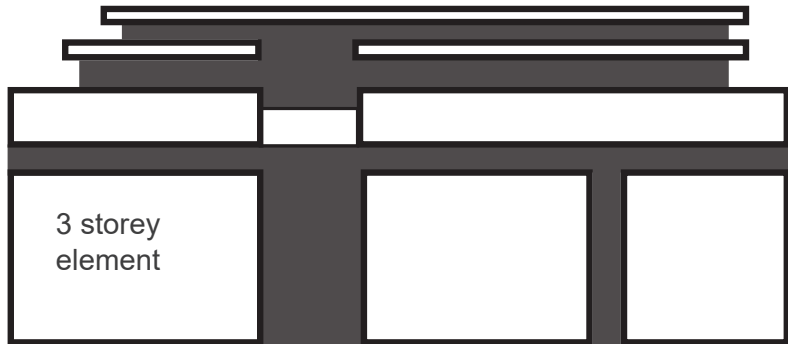
Note: Dimensions are approximate and subject to change during detailed design.

5.2 Street Wall Articulation Design Principles

Note: These diagrams are illustrative and are subject to a detailed design process.



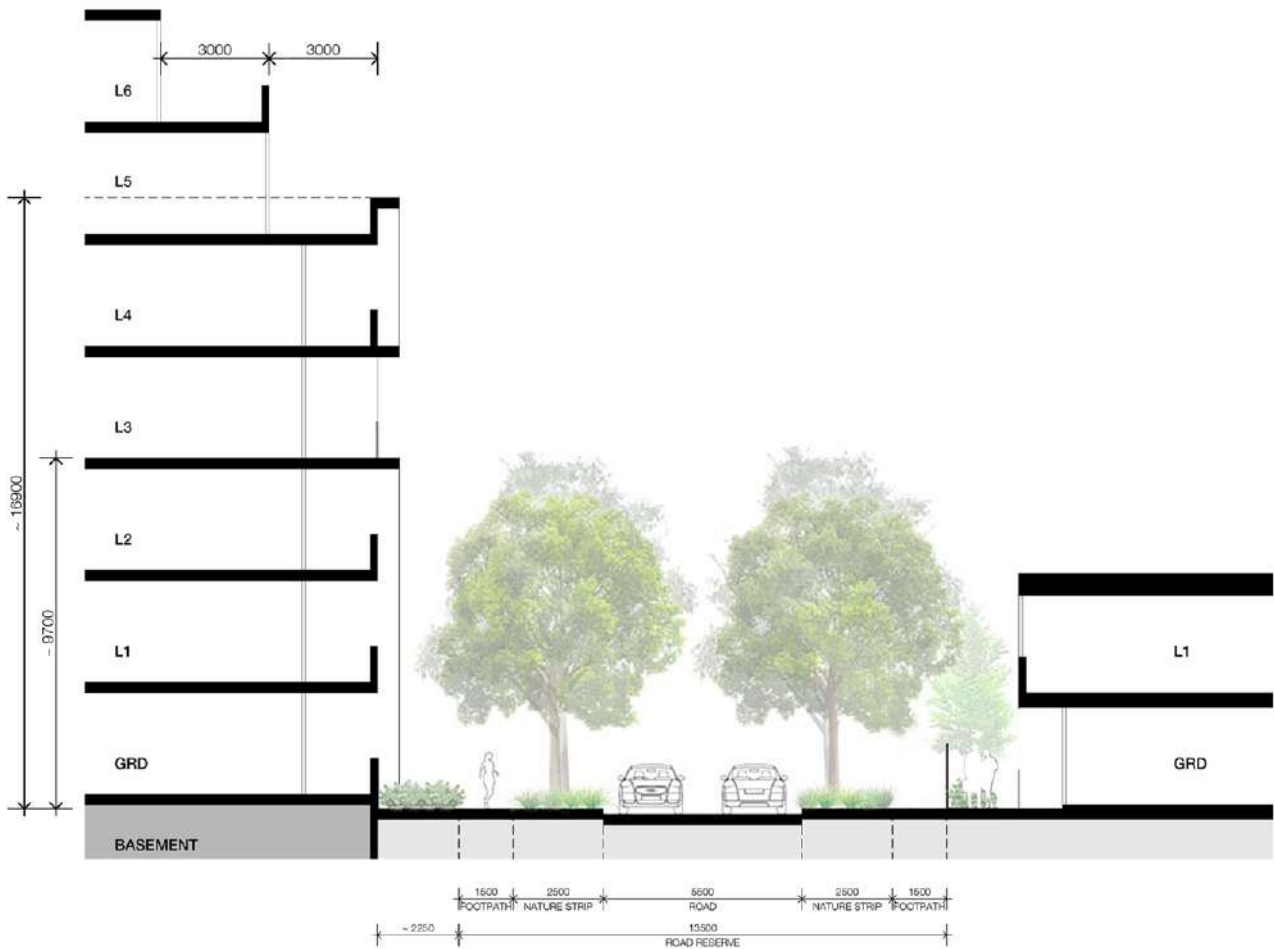
Massing
Elevation



Built Form Articulation
Elevation



Fine Grain Articulation
Elevation



Note: Streetwall treatment to be applied to buildings E,F and G. Dimensions are approximate and subject to change during detailed design.

The relationship between the streetwall and the public realm is crucial in ensuring safe, attractive and engaging streets. This will be addressed through a number of design principles, which when considered together, provide a high level of amenity for the streets.

- The overall mass of the building will be expressed as a three storey visual streetwall, with visually recessive upper levels and further upper levels setback from the front facade.
- The streetwall will be responsive to the width of the street and the appropriate character precinct
- The streetwall will be articulated to express a series of forms that further breaks down the dominant visual components through techniques such as; changing materiality between the lower and upper forms, recessive levels and balcony treatments that create shadow lines, vertical elements that respond to a residential subdivision pattern and visually announce entryways
- These forms within the streetwall will be further articulated to provide a fine grain interface through balcony treatments, landscape and materiality.

5.2.1 View analysis



Figure 38: View 1



Figure 39: View 2

View Analysis



Figure 40: View 3



Figure 41: View 4

View Analysis

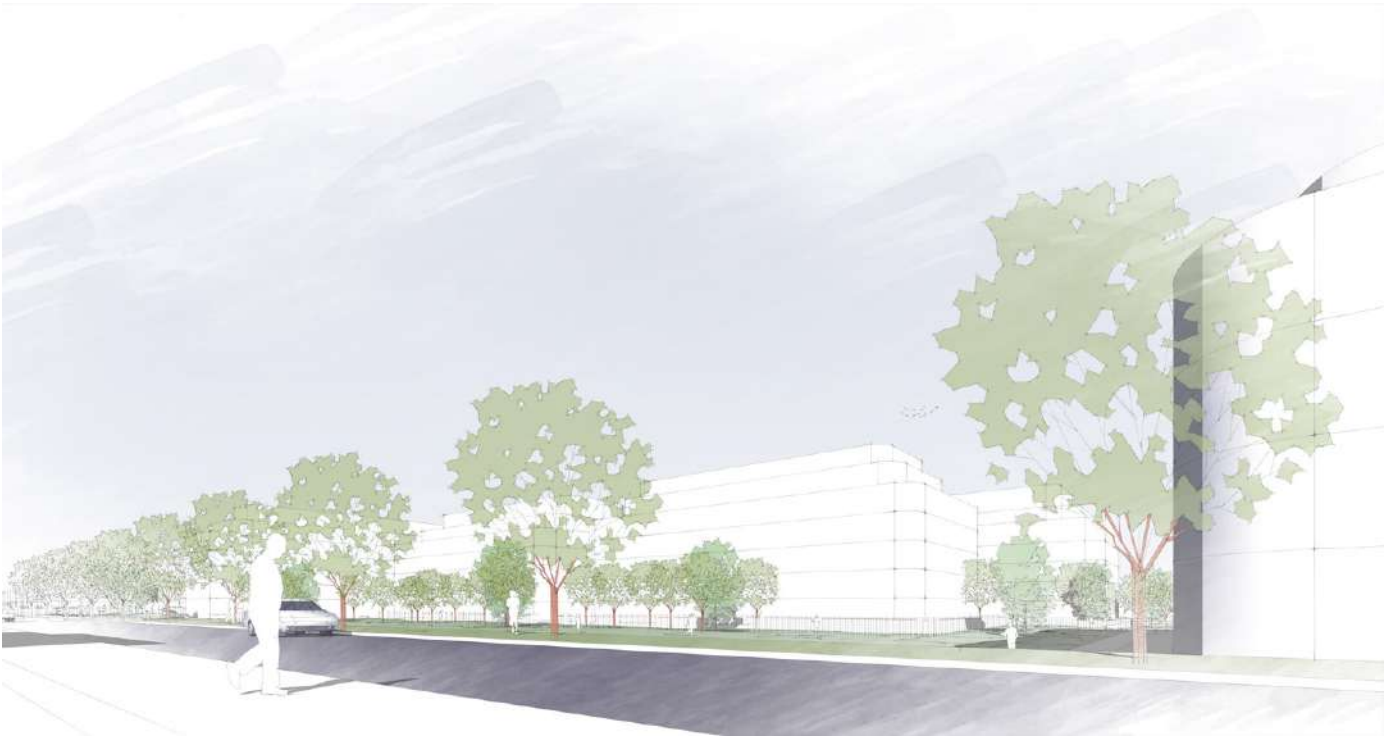


Figure 42: View 5

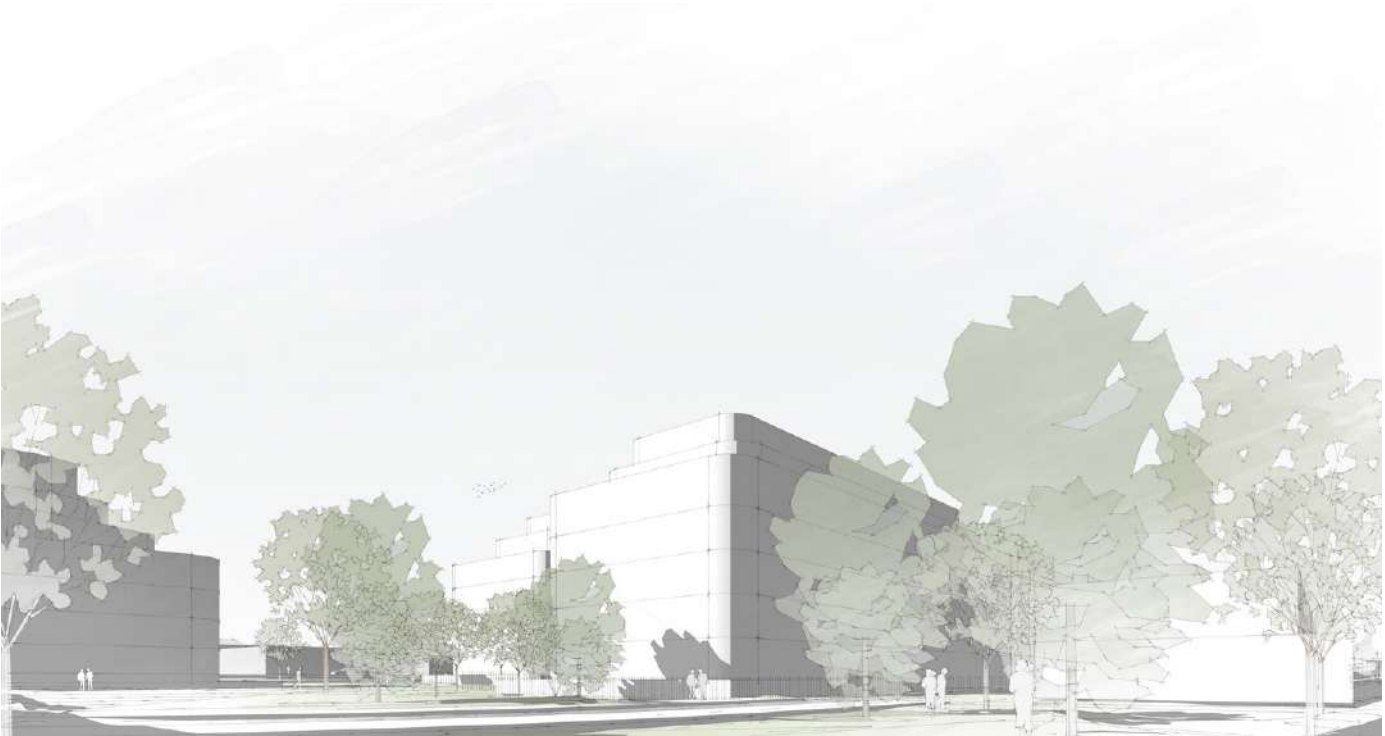


Figure 43: View 6

View Analysis



Figure 44: View 7



Figure 45: View 8

5.2.2 Shadow Analysis North
Precinct - September 22



Figure 46: 9AM North Precinct



Figure 47: 10AM North Precinct

North Precinct - September 22



Figure 48: 11AM North Precinct

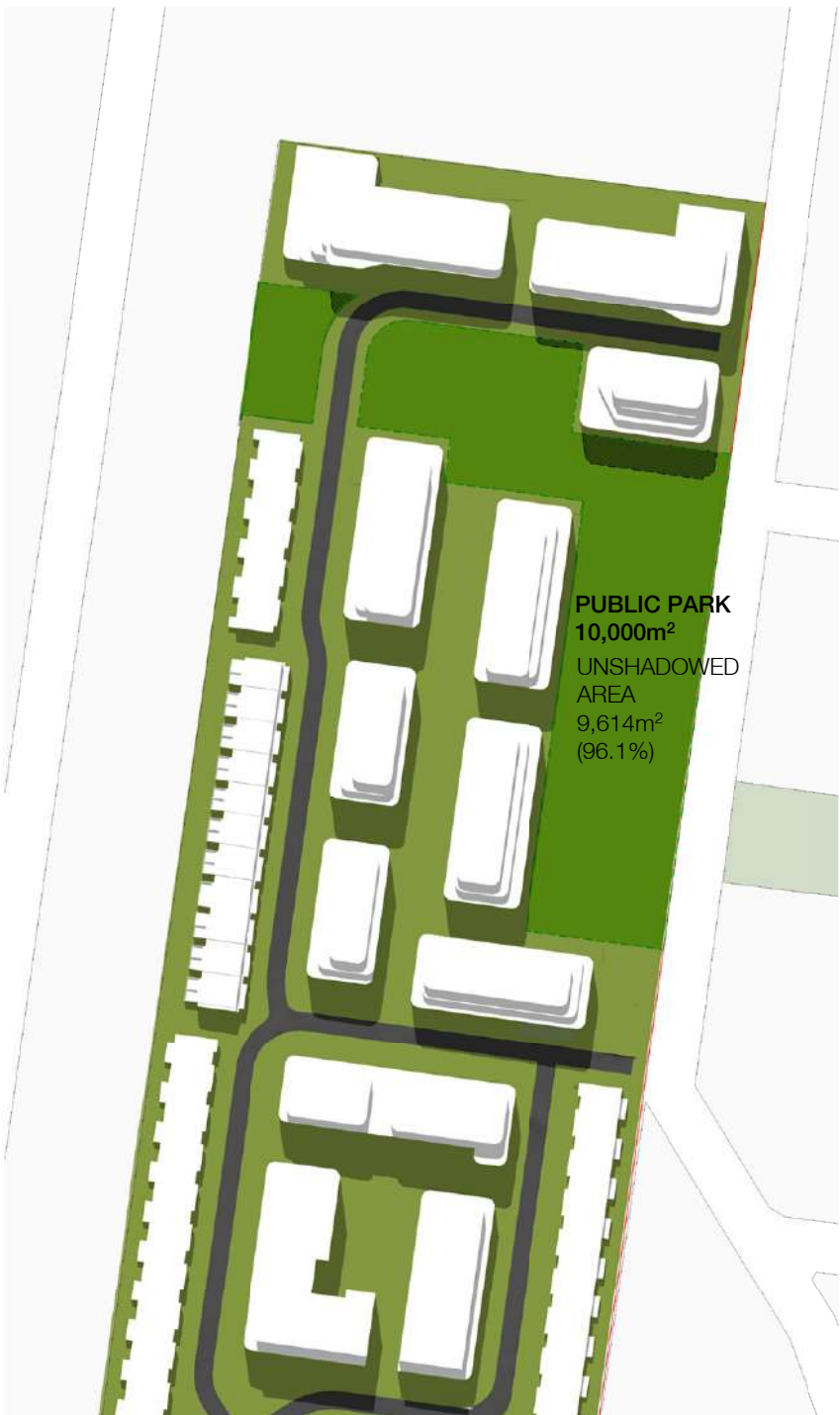


Figure 49: 12PM North Precinct

North Precinct - September 22



Figure 50: 1PM North Precinct



Figure 51: 2PM North Precinct

North Precinct - September 22



Figure 52: 3PM North Precinct

South Precinct - September 22



Figure 53: 9AM South Precinct



Figure 54: 10AM South Precinct

South Precinct - September 22



Figure 55: 11AM South Precinct



Figure 56: 12PM South Precinct

South Precinct - September 22



Figure 57: 1PM South Precinct



Figure 58: 2PM South Precinct

South Precinct - September 22



Figure 59: 3PM South Precinct

North Precinct - June 22



Figure 60: 9AM North Precinct



Figure 61: 10AM North Precinct

North Precinct - June 22



Figure 62: 11AM North Precinct



Figure 63: 12PM North Precinct

North Precinct - June 22



Figure 64: 1PM North Precinct



Figure 65: 2PM North Precinct

North Precinct - June 22



Figure 66: 3PM North Precinct

South Precinct - June 22



Figure 67: 9AM South Precinct



Figure 68: 10AM South Precinct

South Precinct - June 22



Figure 69: 11AM South Precinct



Figure 70: 12PM South Precinct

South Precinct - June 22



Figure 71: 1PM South Precinct



Figure 72: 2PM South Precinct

South Precinct - June 22



Figure 73: 3PM South Precinct

6.1 Landscape Design Approach

The landscape design approach aims to establish a clear landscape design philosophy that provides practical benefits such as spatial definition, shade, micro-climate, and visual connection to quality outdoor spaces. The landscape character expresses a transitional form, from the formal urban character of the Hightett Road shop, to the organic conservation reserve

The landscape design response will explore the extension of the existing conservation reserve, as open space and green connections meander through the buildings and connect to the surrounding residential streets. The landscape transitions through the development from a 'structured' landscape (north to a less formal arrangement (south.

The Park Village development presents a unique opportunity to make the parkland the dominant design element, particularly in the quantum of publicly accessible open space. The convenient access for people to nature and green open space include benefits such as improved physical and mental fitness, faster healing, reduced stress, improved learning and increased compassion and empathy - positively impacting the quality of life of residents and encouraging a safer and more engaged community.

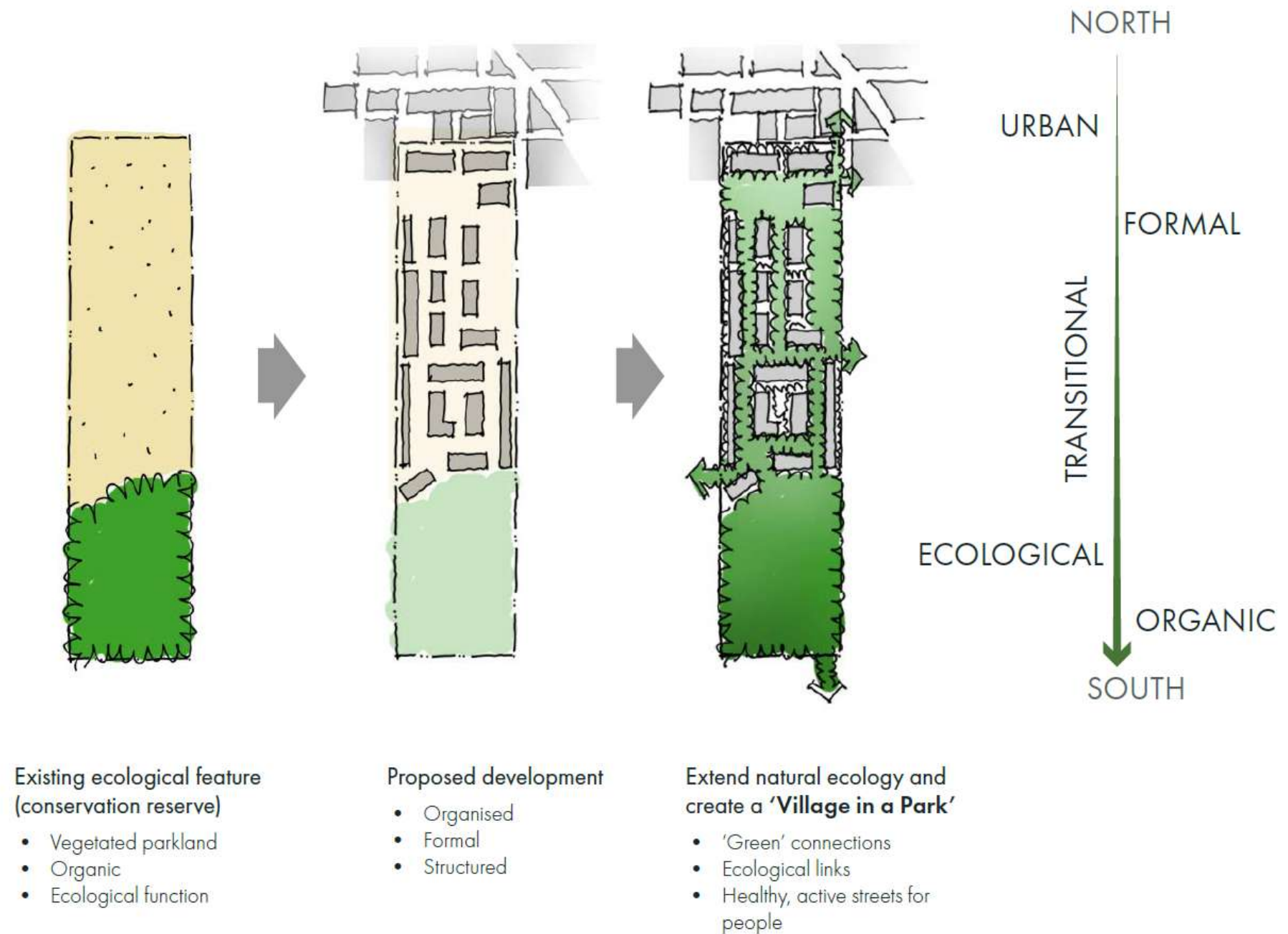
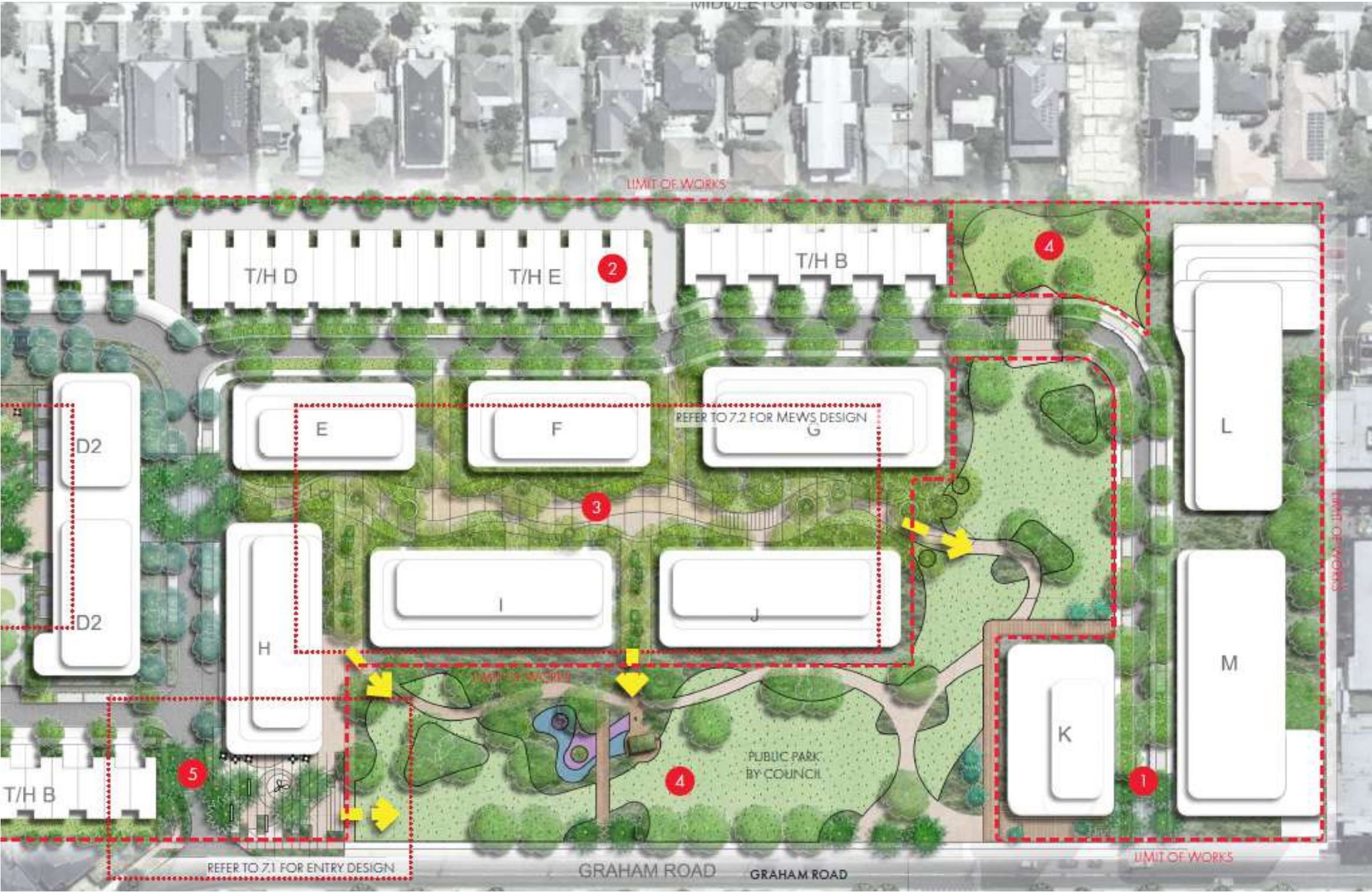


Figure 74: Landscape Approach

6.1.2 Landscape Concept Plan





- 1 Civic Heart
- 2 Transitional Density
- 3 Central Mews
- 4 Public Park
- 5 Boulevard Entry
- 6 Suburban Hinterland
- 7 Conservation Interface
- 8 Conservation Area

6.2 Drainage

Development proposed for the site, which includes impervious surfaces such as roads and built form, has the potential to impact on the volume and quality of stormwater runoff exiting the site. The approach to drainage is through a variety of mechanisms and design approaches to ensure that water, as a valuable asset, is managed in a way maximising its benefit to the landscape and reducing any detrimental impacts.

The Stormwater Management Report and plan applied to the site, prepared by Stantec and included in the appendix, demonstrates that the recommended devices exceed the required Water Quality Objectives by incorporating Water Sensitive Urban Design into the proposed stormwater drainage system for Total Suspended Solids, Total Phosphorous, Total Nitrogen and Gross Pollutants.

Achieving these outcomes allows the development to successfully achieve the objectives. Guidelines and requirements of both Melbourne Water and Clauses 22.08 and 53.18 of the Bayside Planning Scheme.

6.3 Transport Management Plan/ Integrated Transport Plan

The Site is located immediately south of the Highett Activity Centre. The Highett Railway Station is located approximately 400m walking distance from the site, whilst bus routes operate along the sites Graham Road frontage, as well as on Bay Road and Highett Road. Accordingly, the site has good public transport accessibility. Given the close proximity the site also has good pedestrian connections to the Highett Activity Centre to the north and Southland Shopping Centre to the south east. Additionally, the site has good vehicle access to the surrounding arterial road network with access to Nepean Highway provided via Bay Road and Graham Road. However, it is acknowledged that during the road network peak periods the Bay Road / Graham Road intersection is operating at or above its capacity.

The Site is located in close proximity to the Highett Structure Plan area where the objectives include (1) the prioritisation of walking and cycling modes, (2) enhance public transport infrastructure, (3) safe and efficient vehicle movements and (4) mitigate traffic and parking impacts of population growth.

In this context and having regard for the surrounding transport environment a modal hierarchy that favours active travel modes (walking and cycling) and public transport over private vehicle travel has been identified. The Development Plan is expected to generate in the order of 800 trips by all modes, with roughly a 50:50 split between private vehicle and other trip types.

The development of the site will allow for east-west and north-south pedestrian permeability through the site which was previously not available. Footpaths are provided on both sides of each of the internal roads to cater for pedestrian movements. Resident bicycle parking will be provided at a rate of at least 1.5 times the minimum statutory requirement. It is

recommended that Green Travel Plans be prepared as part of each stage of development to further encourage sustainable travel behaviour.

Resident and visitor car parking will generally be provided in accordance with Column B rates in Clause 52.06 of the Planning Scheme, noting that a reduced car parking rate for 1-bedroom dwellings is being sought. Limiting car parking for the smaller 1-bedroom dwellings will assist in suppressing traffic generation from the development and encourage alternative travel modes instead; this approach is consistent with the Highett Structure Plan objectives.

Vehicle access within the Development Plan area is proposed via a series of private roads, with vehicle easement rights provided for Council vehicles to access the Conservation Zone and Park areas. The private roads will still be designed in accordance with Clause 56.06 of the Planning Scheme (public road requirements), including two-way carriageway, footpaths on both sides and indented visitor parking.

In order to better disperse vehicle movements and be consistent with the expectations of the Highett Structure Plan, vehicle access is proposed via both Graham Road (x2 locations) and Middleton Street. Adequate midblock capacity exists on both these local roads to accommodate the forecast daily movements from the Development Plan. Intersection modelling indicates that, with the exception of the Bay Road / Highett Road intersection, adequate capacity exists at each of the surrounding intersections to accommodate the forecast traffic movements. It is recommended that mitigation works be undertaken at the Bay Road / Highett Road intersection to cater for the additional forecast traffic demands.

6.4 Sustainability Strategy

This following provides a summary of the sustainability strategy for the Development Plan to inform Bayside City Council of the proposed development's commitment to sustainability, measured against the documented performance guidelines in accordance with Council's Planning Scheme. The Built Environment Sustainability Scorecard (BESS) will be utilised as the sustainability benchmarking tool to demonstrate compliance with ESD requirements. BESS assessments will be carried out the Town Planning approvals phase where individual lots or buildings will have a site specific ESD scope and assessment to demonstrate compliance.

The vision of this project is to create a vibrant neighbourhood that achieves environmentally sustainable design that provides social and economic benefit to the local community. The project will aim to improve the local environment and will give key consideration to sustainability initiatives throughout the course of design and construction. The project will achieve the following key sustainability targets:

- **Energy efficiency**, including reduction of energy demand through the design of an energy efficient building form and building fabric, design of energy efficient HVAC, lighting and domestic hot water systems, and selection of energy efficient appliances.
- **Water efficiency**, including water efficient sanitary fixtures, landscape drip irrigation with moisture sensor override, collection and re-use of rainwater for toilet flushing and irrigation, and re-use of fire protection system test water.
- **Indoor environment quality**, including provision of good access to natural ventilation and views out, appropriate mechanical ventilation and exhaust systems, an internal lighting design to provide uniformity of lighting and appropriate task lighting, an acoustic design to ensure adequate internal

noise levels and acoustic separation between units, and selection of low VOC materials and low formaldehyde engineered wood products.

- **Stormwater management**, including a stormwater strategy to ensure that the peak event discharge from the site will not exceed the pre-development peak event discharge and also to ensure that the quality of the stormwater discharged from the site will meet the appropriate pollution reduction targets. A Water Sensitive Urban Design (WSUD) strategy, inclusive of MUSIC modelling, will be developed to meet and exceed the Urban Stormwater Best Practice Environmental Management Guidelines
- **Transport**, including the implementation of initiatives which will reduce emissions, encourage physical activity, and reduce the reliance on vehicle travel, for example, provision of bicycle spacing and electric charging stations for EVs.
- **Waste Management**, including diversion of construction and demolition waste from landfill and an operational waste management strategy which will consider separation of waste streams and implementation of appropriate dedicated & accessible waste storage.
- **Urban ecology**, including provision of significant area of public parks and conservation area, and landscaping design & building features to reduce the impact of heat island effect, for example roofing materials and shading of roofs & hard scaping by vegetation or solar panels.
- **Innovation**, including ultra low VOC paints and community oriented facilities such as gyms, community centres

The project 's sustainability commitments include:

- Achieve a minimum of best practice ESD standards with BESS targets to be determined at the time of a planning permit application
- Energy and NatHERS rating in accordance with NCC requirements applicable at the time of a planning permit application
- Enhanced community facilities through public realm such as parks, community facilities and landscaping

To be recommended by an ESD consultant per each TP application.

6.5 Waste Management Plan

The Waste Management Plan outlines a number of recommendations to ensure the site can adequately manage the collection and disposal of waste including garbage, recycling, green waste, glass, organics/food waste and other waste streams. While each planning application will be required to provide the detail including sufficient space for onsite bin storage and access and circulation drawings the following guidelines apply for the purpose of the Development Plan.

The Operator is responsible for managing the waste system and for developing and implementing adequate safe operating procedures.

Waste shall be stored within the development (hidden from external view).

Users shall dispose sorted waste into designated collection bins (for apartment buildings, garbage and recycling chutes shall be considered).

Waste shall be collected within each building (for townhouses, a designated waste collection point shall be provided).

In general, waste shall be collected privately (although for townhouses, Council waste services shall be considered where practical and if agreed by Council).

6.6 Wind Environment Assessment

Wind conditions on and around the proposed 37 Graham Road master planned development in Highett, Victoria, are discussed in this report. Our qualitative assessment was based on the local wind climate, the current design of the proposed master plan, existing surrounding buildings and our experience with wind tunnel testing of similar buildings.

The taller buildings will be exposed to the prevailing winds. Based on the local climate, the wind safety criterion is predicted to be met at all locations on and around the project. Suitable wind conditions are also expected at all footpaths, walkways and many building entrances.

Some building entrances are predicted to have less than ideal wind conditions and design strategies have been provided.

Ground level amenities and elevated terraces where passive use is planned would require supplementary wind control.

Wind control concepts are discussed and examples provided in the report for windy areas. The wind assessment of individual buildings is to be carried out at planning permit stage when the building design has been progressed.

Simulations can be undertaken, if necessary, to provide further clarity on the wind conditions throughout the precinct and guide the design. This can include either Computational Fluid Dynamics (CFD) or wind tunnel modelling.

6.7 Social Infrastructure Commitment

A key feature of the Park Village Highett development will be the community facility that is intended to be delivered as an integrated use within the proposed building adjacent to the 1ha park. Council has reached an agreement with the land owner in relation to the delivery of 1,000 square meters of community use, which will complement the delivery of the nature conservation area to the south of the site and the public open space (10,000 square meters) to the northern end of the site.

This Development Plan contains a map which sets out the proposed siting of all buildings, and it is intended that the community facility is located within building 'K' which is sited to the north-eastern area of the site. The community use is expected to be a library which will span the ground and mezzanine level of building 'K'.

Building K features a prominent siting, being located on the north-eastern corner of the proposed northern site entrance intersecting with Graham Road. The building will provide a clear sense of address to the community facility for people approaching from Highett Road to the north. The location of Building K is considered appropriate to house the library use due to its close proximity to the activity centre on Highett Road.

The public exposure of the community facility has been maximized by taking advantage of its direct frontages to Graham Road, the public park to the south and west, and the proposed internal road intersecting with Graham Road. In conjunction with the frontages described above, siting of the community facility immediately adjacent to the public park will allow the facility to integrate appropriately within the site.

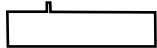
The proposed library will be conveniently accessible off Graham Road and will feature both on-street and off-street visitor parking adjacent to building K. Car parking is not intended to be visual dominant in appearance across the building but will

remain accessible for public use. The building will incorporate compliant access features including lifts and ramps.

The architecture of the building will be refined through the planning permit process prior to construction of the facility, however the architects have set out principles which seek that the community use is appropriately demarcated through the building aesthetic. Building K will incorporate apartment style dwellings to the upper levels, which will be distinguished from the community use through setbacks to define a break in built form. The ground and mezzanine levels of the community use will feature open built form elements that reflect the civic use and connection to the adjoining public space. The dwelling use within the building will be differentiated by screening and a residential palette of materials.

Site and Staging Plan (Draft)

NOTE: Timing of staging of building K will be subject to Council agreement.

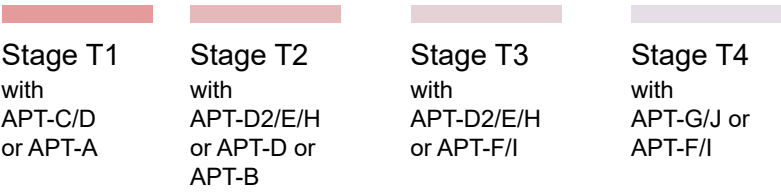


Site Boundary

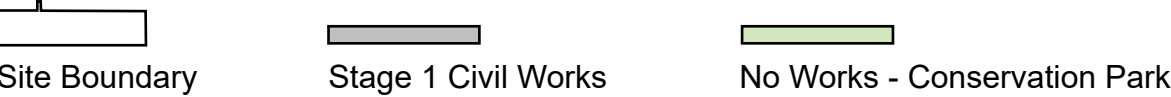
Staging - Apartments



Staging - Townhouses



Civil Works Plan (Draft)



Conclusion

7

The development of the Park Village Highett site is consistent with State and local government policy which encourages urban consolidation and the revitalisation of strategic redevelopment sites. The development will realise a vibrant and sustainable residential community that enhances connections of the site with the existing urban environment.

The Park Village Highett development will provide ongoing community benefits in addition to residential and retail uses. The delivery of significant areas of open space for conservation, recreation and leisure throughout the site will add to the existing network of open space in the neighbourhood and improve pedestrian and

cycle networks. Community facilities will add to the diversity of activity on the site whilst providing potential for ongoing employment.

The land represents a significant opportunity for infill development of a mixed nature comprising residential, retail, and open space activities that will achieve a unique neighbourhood identity. Development of the Park Village Highett site in accordance with this Development Plan ensures that the significant opportunities presented by the site are realised in a manner which respects the existing character of the area whilst setting a new benchmark for infill development.



Image for illustrative purposes only

Volume 2 - Appendix

1. Planning Report
2. Transport Management Plan
3. Vegetation Assessment
4. Arboriculture Impact Assessment
5. Arboriculture Assessment for Proposed Access Road
6. Stormwater Management Plan
7. Flood Management Strategy
8. Waste Management Plan
9. Wind Environment Desktop Assessment
10. Sustainability Strategy Development
11. Cultural Heritage Management Plan
12. Landscape Report

