

Question	Answer from Developer
Traffic - do you propose to have different junction conditions ie: round about - for Middleton onto Bay and Graham onto Bay? The current queues for both - especially Graham are crazy now, so how are they going to cope with the more traffic.	The Development Plan proposes the signalisation of the Graham Road / Bay Road intersection this will increase capacity at the intersection to accommodate the development generated traffic. The increased capacity will reduce delays for vehicles on Graham Road during peak periods. No changes are proposed at the Middleton Street / Bay Road intersection.
What's the % low cost housing	We are working on our designs to offer a range of accommodation types and price points to respond to market demand.
You speak of low cost housing its that just the price to general public or to DHHS	Price point
Can you give an estimated value of the development please	Final development costs will be included on the stage permit applications.
The zone plan specified 4 to max 6, why is it now 7	There are no mandatory height controls for the site. As such 7 storey height, when centred into the site with the setback of upper levels is considered appropriate and can be approved under DPO2.
will there be any reference to the site's first nation inhabitants?	We will consider reference at detailed design stage.
what provision for electric cars will be made at the development?	The development will be future proofed to allow for the majority of dwellings to have access to Electric Vehicle charging options.
what site mediation activities took place on the old CSIRO site?	Buildings were demolished and all materials were removed from site by CSIRO. The site achieved a Statement of Environmental Audit from the Environmental Protection Agency and is suitable for residential development.
When do you anticipate plans to be approved by council?	We are working through the consultation process but hope that plans will be approved this year.
Will there be acknowledgement of Aboriginal cultural heritage in the design of built form/open space?	This is a Development Plan application. Reference to the sites first nation inhabitants may be considered at detailed stage by Sunkin or Council (Public Open Space).
Will unanswered questions be answered after the session?	Yes we have responded to all questions.
How many truck movements would be expected on a daily basis on or off site during constructions?	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc.
Who owns Sunkin?	Sunkin is owned by private investors.
What is proposed in terms of security and safety on the site noting the proximity to rail access which carries a risk of unwelcome non-resident access and associated potential crime?	The Development will be designed with passive surveillance as a design concept including lighting to public areas. Resident safety and security are of high importance to Sunkin. Site safety and security measures will be reviewed on an ongoing basis.
How will construction be managed to minimise local impact (including health & safety) and inconvenience?	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc
What is the proportion of 1 bedroom residences proposed as part of the development?	There are proposed to be circa 20-25% of the total dwellings to be 1 bedroom. Subject to further design at permit stage.
What is the allocation for resident car parking at the new development site? Context here is 'overflow' to adjoining and existing streets (like Middleton St.)	Resident car parking will be provided in accordance with council minimum requirement. Majority of the proposed dwellings will be provided with a minimum 1 car space.
It sounds like we're going to have a lot more traffic going into Middleton St. Not happy about that!	The Transport Impact Assessment Report identifies that the development is expected to generate approximately 600 vehicles per day to Middleton Street (north and south). The future traffic volumes will be within industry recognised traffic volume thresholds identified in the Bayside Planning Scheme (these thresholds are based on protecting residential amenity).
Will there be a footpath along the traffic link between the site and Middleton St?	A footpath is proposed to be provided on the south side of the vehicle connection to Middleton Street. The footpath will provide a convenient pedestrian link to the Conservation Zone and the residential land uses.
Do you have a map/drawing that shows the development and relative to house numbers in Middleton St?	Please respond to this email, with your street address and we can provide further information. All interfaces to Middleton Street comply with ResCode setbacks.
Will the 3HA conservation site be accessible to the public?	The conservation area will be handed to the council for master planning and it is the intention that yes the conservation reserve will be accessible to public.
is there going to be traffic from the site into Middleton Street?	The Transport Impact Assessment Report identifies that the development is expected to generate approximately 600 vehicles per day to Middleton Street (north and south). The future traffic volumes will be within industry recognised traffic volume thresholds identified in the Bayside Planning Scheme (these thresholds are based on protecting residential amenity).
Is it correct that each of the permit applications is exempt from 3rd party objections if deemed generally in accordance with this Development plan if approved?	Yes, permit applications that are generally in accordance with an approved Development Plan will exempt from 3rd party notice and review.
has a Functional Layout Plan for the intersection at Graham and Bay Road been completed. Why is there no detail of this in the report? Is there room to put in 4 lanes outside of Laminex?	A Concept Layout Plan has been prepared for the proposed signalised intersection at Bay Road / Graham Road. The plan includes the formalisation of through traffic lanes on the east approach to the intersection (opposite the Laminex site).
Is the Developer paying for and delivering the intersection at Bay Road and Graham road and what is the timing of this delivery?	Sunkin is currently coordinating with Council and the Department of Transport (VicRoads) regarding the specific funding arrangements and timing of delivery for the proposed signals.
What date were the traffic counts undertaken that are used in the traffic report	Turning movement counts were undertaken on Thursday 31 October 2019. Week long traffic tube counts were undertaken between 7 and 13 November 2019. All surveys were undertaken prior to Covid-19 restrictions and represent typical operating conditions..

Where in the Development Plan Overlay 2 is their permission for discretion to 6+ storeys?	DPO2 does not set out any mandatory requirements for height. Where a DDO height are mandatory, they say "a permit cannot be issued for height that exceeds xxx".
Adding context to my previously posted question, the DPO2 states Northern end and central area. Not precinct.	DPO2 does not define or map the areas or precincts.
Hi there, just wondering how you came up with the precincts and their sizing? Can see precinct listed in DPO2. Thanks	The Precincts are based on walking distance, where planning policy encourages higher density development within easy walking distance of transport infrastructure.
Any other traffic mitigation measures at Highett rd/Graham rd other than "potential" level crossing removal?	No specific works are proposed at the Graham Road / Highett Road intersection. It is noted that traffic signals are proposed at the Graham Road / Bay Road intersection which will increase vehicle capacity to the precinct.
There is no construction traffic assessment in the report	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc.
What are the assumptions of the traffic assessments? There is no way Highett Rd can scope with the additional traffic from the site	The forecast traffic distribution and associated traffic modelling are provided in the Transport Impact Assessment Report that accompanied the Development Plan application. The analysis has been completed in accordance with the expectations of the Department of Transport (VicRoads). Council as part of the Highett Structure Plan has, and we understand will continue to, advocate for the removal of the level crossing on Highett Road with State Government.
How do you ensure traffic at Worthing Road will not be increased via Nepean Hwy?	No specific measures are proposed to restrict development or other traffic using Worthing Road. Worthing Road is nominated as a connector road and as such, may carry higher traffic volumes than other lower order local roads.
How do you access the site from Nepean Hwy? Is the Highett Road to be widen as it is quite narrow now?	Primary vehicle access to the site from Nepean Highway is provided via Bay Road and Highett Road. It is not proposed that Highett Road will be widened.
what do you see as the most innovative & sustainable design aspects of this development?	The development will respond to environmental controls existing at the time of each future detailed planning application. The development will be future proofed to allow for the majority of dwellings to have access to Electric Vehicle charging options.
what is the timeframe to have the entire site completed, excluding the Grassy Woodlands? When will building start?	Exact timing is hard to predict and is due to market demand fluctuations and the effect on sales. The development may be completed before or after 10 years depending on economic and market factors.
what was the setback for the 2 storey townhouses to Graham Rd properties?	Approximately 4-5m. All development at the interface will comply with ResCode requirements.
How many attendees are at this session beyond Sunken representatives?	Approximately 150-160 participants from the community attended the Webinar
During the build is it possible that all big trucks use Bay Rd and not Highett road for access. It is extremely narrow once you cross over the train line towards the Nepean.	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc
will each stage require another planning permit?	Yes, each will require a planning permit. Each stage will be in general accordance with the approved development plan.
when will the bay rd - graham rd intersection be built?	Sunken is currently coordinating with Council and the Department of Transport (VicRoads) regarding the specific funding arrangements and timing of delivery for the proposed signals.
7 storeys is way too high	The taller forms respond to site opportunities, and mitigate impacts of heights in a number of ways. The site has excellent access to public transport and is within an Activity Centre location, nominated for medium-high density development.
Is there a second road connection to Graham Rd?	There are 2 connections proposed along Grahram Road.
How much of the development will be social housing?	No social housing is proposed for the development. The Development Plan proposes that Sunken will contribute to Homes for Homes to facilitate the provision of affordable housing on other sites within the Bayside Area.
Is the DD02 is awaiting approval from the Minister? If not what exactly is awaiting approval?	Amendment C160 (Highett Structure Plan and local policy changes and DDO2) is awaiting approval by the Minister for Planning.
On what grounds can 1048 dwellings be proposed which is such a large increase when the original Highett Structure Plan recommends 400 dwellings?	The Highett Structure Plan has not been approved by the Minister for Planning. Dwelling numbers are typically estimates, and there is no current controls around site density.
Is it true that there will not be any further opportunity to object to proper Planning drawings ? Normally people have opportunity to object at planning stage not master plan stage.....?	Under a Development Plan Overlay, once a Development Plan has been approved, no 3rd party notice and review rights apply if permit applications are generally in accordance with the Development Plan.
You say 2-6+ Storeys but the DD02 says up to 6 Storeys at the northern end....why the discrepancy?	DPO2 does not define the areas or precincts. The Precincts are based on walking distance, where planning policy encourages higher density development within easy walking distance of transport infrastructure.
How will you address unanswered questions?	All questions will receive a response.
Have sustainability considerations been incorporated into the design process? e.g. will the project be going for a Green Star communities rating? Have CPTED (Crime Prevention Through Enviro Design) principles been considered?	Sustainability and crime prevention by design principles have been incorporated into the Development Plan. Detailed ESD initiatives will be considered at detailed design stage.
What is the modelling for sale price of 2 or 3 br apartments?	Sale prices will be driven by the market at the time of sales release for each stage. We are unable to provide further details at this point.
Do we have a start date approx?	Subject to approvals we hope that construction will commence in early 2022.
Is there only a cafe in the retail area?	Subject to detailed design a cafe is proposed to activate the park area. No other retail units are planned at present.

What has led to the high number of single bedroom dwellings ?	Of the total proposed dwellings, only 20-25% of these are 1 bedrooms. We are proposing a diverse range of properties including 1 bedrooms to allow for an affordable option.
Will all buildings on the site be accessible for people with disabilities?	Yes, buildings will be designed to enable access by disabled people.
Will there be 3rd party objection rights relating to planning applications once a development plan is approved?	Yes, permit applications that are generally in accordance with an approved Development Plan will exempt from 3rd party notice and review.
Will the playground plan be developed by Sunkin or Bayside Council once the community park is handed over to council?	The park will be designed in conjunction with Council but will be constructed by Sunkin's team.
Given the number of occupants who will be residing on this site, has there been progress/additional lobbying by Sunkin and/or Bayside council on removal of the Highett level crossing to accommodate the increased traffic congestion? Otherwise Graham Rd will be extremely congested.	We understand that Council is continuing to advocate State Government for grade separation of the Highett Road level crossing, which if delivered, would further improve traffic conditions in the vicinity of the site. Sunkin supports this advocacy.
When will the properties be available to buy?	Subject to Development Plan, and a range of other approvals, we hope to commence marketing in 2022.
With the additional traffic in the area after the development has the government got any plan to change the railway to under or over Highett Rd?	We understand that Council is continuing to advocate State Government for grade separation of the Highett Road level crossing, which if delivered, would further improve traffic conditions in the vicinity of the site. Sunkin supports this advocacy. The potential grade separation does not form part of this application.
Will any of the properties be occupied by government public housing tenants?	The development is a proposed to be a private development.
The Stormwater report says basements in buildings D2 and E are anticipated to be below groundwater. How will Sunkin manage this?	Buildings with low lying basements will be designed with specialist technical input to avoid water ingress within the basement.
Zero reassurance about traffic management. What a disaster.	The project team has been working together for over 18 months to develop an appropriate transport response for the proposed Development Plan. Specific traffic responses include the provision of 3 vehicle access points to disperse traffic to the network and the signalisation of the Graham Road / Bay Road intersection.
Will there be a rainwater harvesting system installed for the residents to use for gardens and toilet flushing etc.?	Yes water tanks are anticipated to be designed and installed at detailed design stage.
People just use Jackson Rd as a shortcut to get to Bay Rd	The proposed new signalized junction at Bay and Graham Roads will offer a safer route.
Is there any plan to widen Graham Road? It's already a traffic jam, especially with parking along the Woolworths centre.	It is not proposed to widen Graham Road. The existing on-street car parking near the Woolworth is managed by Bayside Council.
the three level townhouses, are they individual abodes or single apartments. how many people likely to be living on my boundary?	Per the webinar response, the three level townhouses are individual dwellings comprising of mostly 3 bedrooms.
what is in place for house damage caused by extensive building on the boundaries? cracks etc. as seen when csiro cleared the site.	We are unable to comment on any CSIRO works. We would not anticipate the proposed landscaping and Townhouse works which are closer to the boundary to present a cracking risk. The proposed works on site will be closely monitored and our team will be available and willing discuss any specific concerns that you might have once detailed design plans have been completed.
can you please elaborate on the design of the three level townhouses on Middleton street border	Please contact the Development Team, with your street address and we can provide further information. All interfaces to Middleton Street comply with ResCode setbacks.
Can you talk more about traffic flow in Middleton street	The Transport Impact Assessment Report identifies that the development is expected to generate approximately 600 vehicles per day to Middleton Street (north and south). The future traffic volumes will be within industry recognised traffic volume thresholds identified in the Bayside Planning Scheme (these thresholds are based on protecting residential amenity).
what is to stop residents with two cars taking all visitor parking	The internal on-street car parking will be signposted for short-term parking (2P) which will restrict long-term resident parking demands from occurring on-street.
How much parking is provided for building K	There are 19 car spaces proposed for the community centre located in building K. Subject to further design there are currently an additional 49 basement car spaces that will be provided for the residences in Building K.
Cross section interface to Middleton St North and Southern ends not shown and they are the large visual bulk elements. Why omitted?	The presentation is a high level summary of the full reports that have been submitted and are contained on the Have Your Say website.
The pedestrian circulation plan 3.5.5 shows an access through the the owners corporation land at the SE corner of the site The plan of subdivision for the OC does not appear to grant access by way of an easement across the common property to Bay Road.	The conservation reserve will be handed to council which will be master planned circa 21/22. It is their intention to provide pedestrian access to Bay Road.
What is planned to ease the traffic confusion and congestion and delays at the railway crossing? - where the state govt has denied the need for the crossing removal	No specific works are proposed at the Graham Road / Highett Road intersection. It is noted that traffic signals are proposed at the Graham Road / Bay Road intersection which will increase vehicle capacity to the precinct.
The manner in which buildings L & M interface with the existing Highett Shopping Centre mixed use site (also designed by CHC!) seems like a missed opportunity in regard to pedestrian/traffic connections - surely there's an opportunity to directly connect to Highett Rd?	We have suggested a pedestrian connection to the owners SCA. At present they do not wish to proceed with a connection.
As far as scale, this development looks to be quite a step up for Sunkin. What safeguards/milestones has Bayside city council put in place to ensure that Sunkin sees the entirety of the project through?	Sunkin is a well-regarded developer, and its team have delivered a number of large projects throughout their careers.
Will the council be looking after the garden areas and the conservation area?	Bayside Council will maintain the Conservation area and the new 1ha public park.
Are we talking Bayside council?	Yes the site is within the Bayside Council area.

Where is the parking for visitors?	60 visitor car spaces are proposed within the internal road network. The community facility will have an additional 19 basement car spaces to service the space. An additional 10 spaces are proposed to encourage public access to the Conservation Reserve. Total 89 visitor spaces.
How does the planed housing density for the site compare to that in Highett suburb?	The former CSIRO site has been identified for medium-high density development, reflected in the site planning controls and Bayside Housing Strategy. The offer on site will provide housing diversity in an area dominated by detached dwellings.
What's the mix of dwellings in terms of no. of bedrooms please?	Currently proposed is 20-25% 1 bedroom dwellings, 55-60% 2 bedroom dwellings, 20-25% 3 bedrooms dwellings and 1-5% 4 bedroom dwellings. These ranges are subject to design at permit stage.
What percentage of this site will be marketed and sold Off Shore?	The sales strategy will be developed once the Development Plan has been approved and due to market factors is subvject to change.
What educational contribution will be made to cater for the influx of some 3000 new residents? Community kindergartens and zoned schools are currently at capacity	Sunkin has proposed the community contributions as set out in the Development Plan and the presentation.
Why has a direct Bay Rd access point not been investigated? Middleton Rd is single lane, give way traffic lined with park cars and not a reasonable solution for a mass residential development.	Unfortunately, there are private properties (outside of the subject site) that separate the Development Plan area and Bay Street and as such, a direct vehicle link cannot be provided..
Why is it acceptable for Middleton Rd to be an access point when this is a direct link to the neighbourhood residential zone? Impact on these streets should be assessed.	The Transport Impact Assessment Report identifies that the development is expected to generate approximately 600 vehicles per day to Middleton Street (north and south). The future traffic volumes will be within industry recognised traffic volume thresholds identified in the Bayside Planning Scheme (these thresholds are based on protecting residential amenity).
Why do the Traffic Recording state contradicting dates? Can they provide exact dates and readings?	Turning movement counts were undertaken on Thursday 31 October 2019. Week long traffic tube counts were undertaken between 7 and 13 November 2019. All surveys were undertake prior to Covid-19 restrictions and represent typical operating conditions..
Why does the traffic flow finish with Middleton St.? The traffic will flow to all streets in this Neighbourhood Residential area. The assessment states there will likely be 3,762 car movements generated by the development daily and 33% through to these quiet residential streets.	Some traffic (in relatively low numbers) may choose to use other local streets to access the site. The transport assessment assesses the most direct routes to the surrounding higher order road network.
I noticed some buildings have underground car parks. what has been allocated for parking for the rest of the residents?	Residents in the apartment buildings will be provided with basement car parking. The townhouses will have their own off street parking on title to allow for up to 2 cars.
who is responsible for approving the proposed plans? Council or Commonwealth?	Bayside City Council is the responsible authority that will review and approve the development plan as well as future staged permits.
The proposed path runs along to fence line. How can we have this moved towards the middle of the park?	The conservation reserve will be handed to council and will masterplan the reserve. It is their intention to provide pedestrian access to Bay Road and the pedestrian path is yet to be designed. The pedestrian access is indicative only showing possible future pedestrian links through the conservation reserve.
2nd Questions: Did I hear correctly that the powerlines will be moved underground? Does this apply to the powerlines that currently exist in the conservation space? (Because that would be great)	To improve the streetscape along Graham Road, Sunkin will be undergrounding the existing overhead powerlines as well as within the conservation reserve.
How can we move the walking path through the conservation area away from the fence of the Graham Rd residents?	The Conservation reserve will be handed to council and will masterplan the reserve. It is their intention to provide pedestrian access to Bay Road and the pedestrian path is yet to be designed. The pedestrian access is indicative only showing possible future pedestrian links through the conservation reserve.
Hi, I am concerned about the path in the conservation area on Page 35 of the slide deck. In this image (bottom left) it shows the footpath directly against some properties back fences. Is there an opportunity to move this path away from the back fences?	The conservation reserve will be handed to council and will masterplan the reserve. It is their intention to provide pedestrian access to Bay Road and the pedestrian path is yet to be designed. The pedestrian access is indicative only showing possible future pedestrian links through the conservation reserve.
The proposed path runs along to fence line. How can we have this moved towards the middle of the park?	The conservation reserve will be handed to council and will masterplan the reserve. It is their intention to provide pedestrian access to Bay Road and the pedestrian path is yet to be designed. The pedestrian access is indicative only showing possible future pedestrian links through the conservation reserve.
What square meter rate is Sunkin looking to achieve?	The sale prices of units will not be set until detailed designs and planning approval has been undertaken.
We already have Multiple private and bulk billed health centres and 2 x Libraries in Highett. How is the maternity and child centre, and Library supporting the existing residence of Highett?	We understand that Council is improving the provision of services.
What controls and considerations on the traffic and noise created during construction along Graham Road and Middleton Street, e.g., dumping and contraction heavy vehicles?	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc
Where do we subscribe for the release of sales of the developments? I want to be updated on when we can start to purchase?	We will provide details for interested parties to register their interest prior to a sales release. We will add your details to our database.
What are you proposing for passive surveillance around the public spaces? What are the planned stages of construction? what will be constructed first townhouse or apartments or Civic buildings?	Passive surveillance will come from apartments facing out over parkland and clear spaces allowing view lines - landscaping accepted. Apartments and Townhouses will likely be released first. The 1 ha park will be constructed withing 2 years of Development Plan approval.

approximately how many people are expected to reside within the site	1048 dwellings are proposed for the development. Detailed design of the development will follow Development Plan approval.
how much retail space has been allocated to the build	Only a cafe to activate the park.
what is the current occupation timeline	Exact timing is hard to predict and is due to market demand fluctuations and the effect on sales.
what is the price of these dwellings	The sale prices of units will not be set until detailed designs and planning approval has been undertaken.
Middleton is no right turn from bay Rd, will all traffic be pushed onto bay and Graham? Obviously Highett with the train station is a no go	The Development Plan includes the signalisation of the Graham Road / Bay Road intersection this will increase capacity at the intersection to accommodate the development generated traffic. The increased capacity will reduce delays for vehicles on Graham Road during peak periods. No changes are proposed at the Middleton Street / Bay Road intersection.
When will council get back into the Highett structure plan? And actually deliver a sound development plan based on the new development here and the new Southland train station ' suburban rail loop....	Amendment C160 (Highett Structure Plan and local policy changes and DDO2) is awaiting approval by the Minister for Planning. The new Southland suburban rail loop provides an excellent opportunity for all of Highett
What roads and times will all the construction traffic use... trucks etc and hours of operation....	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc
There should be 1.5 car spaces per bedrooms....	The proposed car parking provision is based on Councils Statutory car parking requirements and ABS car ownership data. Specifically, ABS car ownership data indicates that 20% of residents of apartments in Bayside do not own a car.
What about lane marking on bay rd.	The Development Plan includes the signalisation of the Graham Road / Bay Road intersection this will increase capacity at the intersection to accommodate the development generated traffic. The increased capacity will reduce delays for vehicles on Graham Road during peak periods. No changes are proposed at the Middleton Street / Bay Road intersection.
How May car spaces per bedrooms/	Resident car parking will generally be provided in accordance with the Planning Scheme. Noting that a reduced car parking rate for some 1-bedroom dwellings is being proposed to respond to the walkability of the site / station location and encourage sustainable transport alternatives.
Where will children from this site go to school/	We cannot comment on where parents will chose to school their children.
Will VicRoads be forced to finally correctly mark bay road from Graham to Southland. Have lobbied three times for correct lane marking with no success or support from council. Dangerous with two lanes going to one and many side roads and driveways.	A Concept Layout Plan has been prepared for the proposed signalised intersection at Bay Road / Graham Road. The plan includes the formalisation of through traffic lanes on the east approach to the intersection (opposite the Laminex site).
Traffic on Highett Road is dreadful (not as bad during lockdown but during 'normal' time). I avoid doing any type of turn at the rail crossing as it feels very dangerous. How can you introduce so much more traffic and it be safe?	The forecast traffic distribution and associated traffic modelling are provided in the Transport Impact Assessment Report that accompanied the Development Plan application. The analysis has been completed in accordance with the expectations of the Department of Transport (VicRoads). Council as part of the Highett Structure Plan has, and we understand will continue to, advocate for the removal of the level crossing on Highett Road with State Government.
Has this feedback process been started by Sunkin now, while we are in lockdown to minimise public scrutiny? Has it been discussed internally at Sunkin that now would be a good time to push this through given the community is in lockdown and less likely to be able to provide a coordinated response?	Not at all. There has been a lengthy process to work through with Council. Sunkin has worked to Councils timeframes which were set earlier in the year.
Can you share an artist representation, to scale, of what the apartments look like when standing on the street?	We have not designed the buildings yet. Sections and indicative images are included within the Development Plan document - please refer to the Have Your Say website.
there is already a library and maternal health care centre 500m from this site. Are these new facilities or just relocated existing facilities?	We understand that Council is improving the provision of services.
Your time frame has planning permits going up until 2030, does that mean you will be constructing on the site for 10 years?	Exact timing is hard to predict and is due to market demand fluctuations and the effect on sales. The development may be completed before or after 10 years depending on economic and market factors.
The traffic impact on Middleton has not yet been addressed despite many people asking - "hoping people will catch the train" is not an answer - please do address this	The Transport Impact Assessment Report identifies that the development is expected to generate approximately 600 vehicles per day to Middleton Street (north and south). The future traffic volumes will be within industry recognised traffic volume thresholds identified in the Bayside Planning Scheme (these thresholds are based on protecting residential amenity).
How do traffic lights on Graham help Middleton St?	It is not proposed to modify the existing configuration of the Middleton Street / Bay Road intersection. Traffic signals are proposed at the Graham Road / Bay Road intersection.
All current houses in this area (accessible to trains) have 1.7 cars, and 90% of residents drive. Why would this be any different?	ABS Census data for all of Highett (including areas with less access to public transport) indicates average car ownership rates of between 0.9 and 1.6 spaces per dwelling (for 1 to 3-bedroom dwellings). Data contained within the Transport Impact Assessment Report also identifies that residents of Bayside LGA use their vehicles less than the average for Metropolitan Melbourne.
What about the enormous traffic implications for Middleton St, which is currently a quiet residential street	as above
Where are the elevation drawings for the townhouses along the western and eastern boundaries? Without these being present how do we know if they are compliant with overlooking regulations of the planning code?	The elevations will be designed at permit application stage. Matters of overlooking will be dealt with in the typical way, including screening and or obscured glass in accordance with ResCode requirements.
are there public toilets in the open space?	The Library will have public toilets.

how will the construction period impact on local traffic/residents be mitigated (i.e. big trucks in and out of the area especially already congested exits onto Bay and Highett roads, noise, stopping/blocking traffic, increasing congestion). Will trucks be restricted to ONLY exit/entry via Bay Road?	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc
In regards to the open space will there be any areas dedicated to Dog friendly parks? Considering there will be 1049 residents potentially living in the development.	Potentially. We will work through the public open space with Council once the Development Plan is approved.
Will the community be able to have a say about the planning permits for the buildings?	Under a Development Plan Overlay, once a Development Plan has been approved, no 3rd party notice and review rights apply if permit applications are generally in accordance with the Development Plan.
Also can we please have details regarding the affordable housing? What percentage of dwellings will be under affordable housing? Will be similar to other commission housing sites or will it be done another way?	No social or commission housing is proposed. Sunkin will make a contribution to Affordable Housing via Homes for Homes which will provide housing at other locations within Bayside.
What is the current plan with regards to parking and future Graham Rd traffic congestion?	Resident car parking will generally be provided in accordance with the Planning Scheme. There are provisions for 3 vehicle access points to disperse traffic to the network and the signalisation of the Graham Road / Bay Road intersection to assist traffic flow.
Will the 2-3 storey homes or the taller 7 storey apartments be built first?	We have not finalised the sales or construction staging at the current time. Detailed design and programming will occur after Development Plan approval.
What is the overall construction period?	Exact timing is hard to predict and is due to market demand fluctuations and the effect on sales. The development may be completed before or after 10 years depending on economic and market factors.
What traffic changes will be made to Middleton Street to ensure it is suitable for increased traffic flow? Currently difficult to move along the street, which will be exacerbated by increased vehicles	There are provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road. There are no further changes proposed for Middleton St.
are there any planned pedestrian access points separate from the entries on Graham and Middleton?	The conservation reserve will be handed to the council for master planning and it is their intention to provide pedestrian access from the S/E access from Bay Road through the conservation reserve to the project. The 1HA park along Graham Road for public use and subject to further design in conjunction with council there are opportunities to provide pedestrian access points through the park.
will there be commercial/retail areas?	Subject to further design there is some retail/cafe space proposed in building H at the central entry along Graham Road. Other than the Community Centre in Building K the predominant use for the site is residential.
who will pay for the set up of the playground?	Sunkin will pay for the playground and park construction.
how many dwellings fall under the affordable housing scheme?	No social or commission housing is proposed. Sunkin will make a contribution to Affordable Housing via Homes for Homes which will provide housing at other locations within Bayside.
How will Graham and Middleton St cope with all these extra cars?	There are provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road. There are no further changes proposed for Middleton St.
Hi: Informative. Just confirming, when will site works commence and how long with the construction program take?	Subject to Development Plan and other approvals we would hope for construction to commence in 2022. Exact timing is hard to predict and is due to market demand fluctuations and the effect on sales. The development may be completed before or after 10 years depending on economic and market factors.
I assume the library will be replacing the current Highett library site which falls in Kingston LGA on Highett Rd?	We understand that the existing Library is within the Kingston LGA
what is the name of the project/development/precinct going to be when it's marketed/launched?	Subject to Development Plan, and a range of other approvals, we hope to commence marketing in 2022. The project name will be released once finalised and after Development Plan approval.
the green space is at the bay rd end right?	The open space to the south of the site towards Bay Road is 3HA of conservation reserve that will be handed back to council to be master planned by the council circa 21/22.
Traffic around the station is already frequently clogged. What's the plan around traffic control when this development comes on line?	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan which will include forecast truck generation, truck routes, construction hours, worker parking arrangements, etc
what's the relationship between Wolf Group and Sunkin?	Wolf Group and Sunkin have some Directors in common but are separate corporate entities.
Can there be some explanation as to how Building A fits with the amenity of the surrounding homes please, especially 30-40 Middleton?	With Building A, there is a 2 storey component that is setback approximately 4m from the boundary. The upper storeys are then setback a further 8m and 4m from the levels below. Refer to Figure 35 in the Development Plan. These setbacks are greater than those prescribed by Rescode.
Will a bus lane be put in on Graham road to prevent vehicle's banking up behind buses?	No bus lanes are proposed on Graham Road
when was the traffic measurement published in the plan actually measured please?	Turning movement counts were undertaken on Thursday 31 October 2019. Week long traffic tube counts were undertaken between 7 and 13 November 2019. All surveys were undertake prior to Covid-19 restrictions and represent typical operating conditions..

Built form to Middleton street indicates a 3 storey building but the plan indicates five storey, please clarify which is in the plan?	Majority of the boundary to Middleton St are 2 storey townhouses with setbacks greater than rescode requirements. A small portion includes three storey townhouses which have a buffer to the rear boundary of Middleton St by the way of a laneway that provides entry to the townhouses. There is one apartment building, building A, that has a 2 storey component that is setback approximately 4m from the boundary. The upper storeys are then setback a further 8m and 4m from the levels below. Refer to Figure 35 in the Development Plan. These setbacks are greater than those prescribed by Rescode.
Will you be building schools?	No schools are proposed to be built.
Council, why is Highett council's only solution to their housing crisis? Where is your high rise in Sandringham, Hampton, Brighton etc. Why always Highett?	Similar Scale projects are being developed in Hampton, Sandringham and Kingston.
The additional height has nothing to do with overshadowing as much as the additional people and the stress of the road infrastructure! The council is delusional	The 7 storey buildings are set back away from neighbouring boundaries.
So when you sell a property, will you be telling buyers you can only own one vehicle because you should be walking/cycling/training instead?	Car spaces in the building will be allocated. Planning policy encourages reduced carparking rates in locations with excellent public transport.
What % of the development will be allocated to council housing?	No social or commission housing is proposed. Sunkin will make a contribution to Affordable Housing via Homes for Homes which will provide housing at other locations within Bayside.
Has council given any indication about traffic calming on neighbouring roads	[Council comment: Once a development plan has been approved for the site, further investigations occur to support any changes required to the surrounding road network. These will not be confirmed until there is an adopted plan in place to guide the development outcomes at the site.]
Dedicated sharecar spaces please!!!	We will be considering this suggestion during the detailed design stage. Thankyou.
Will the traffic lights to graham be built first?	Sunkin is currently coordinating with Council and the Department of Transport (VicRoads) regarding the specific layout and timing of delivery for the proposed signals. All intersection works will be contained to the existing road reserve.
Is the council officer presenting ?	Bayside Council provided advice as to how residents can contribute their views via the Have Your Say website.
how many one Bedrooms are going to be?	There are proposed to be circa 20-25% of the total dwellings to be 1 bedroom. Subject to further design at permit stage.
when is council expecting C160 and C165 amendments to be approved?	These amendments are with the Minister for Planning to determine.
I know it is early, but will there be Solar panels filling the roofes of all towers?	Subject to detailed design - but yes most apartment blocks are likely to have solar panels.
Re traffic lights at Bay Road. Will there be purchase of land at 359 and 359a Bay Road (corner properties on Graham) to allow for left and right turn lanes?	All intersection works will be contained to the existing road reserve.
The DPO states up to 6 storeys at the North going down to 4 storeys in the middle. Whilst I understand that you may state 7 storeys is ok to the north as it is discretionary, it is very specific about the building heights being lowered as they approach the middle of the site. Why not following this?	In the Central Precinct, street wall heights are a maximum of 4 storeys, with upper levels setback. Changes in levels across the site have been to provide lower ground levels in some buildings.
From your explanation, the library and other Parent welfare centre are in building K, but building K is the last building to be built. Can you please confirm this?	The Library building will be commenced approximately 2.5 years after Development Plan approval.
Will traffic exiting onto Middleton be left turn only or will it be allowed to turn not only both directions but also Mary Avenue	No turn restrictions are proposed at the Middleton Street access point and as such, vehicles will be able to turn left and right at the access point.
Considering the amount of vehicles this development is to put onto Graham Road and Bay road, why is the developer only "partially" paying for the traffic lights for Bay Road / Graham Road intersection?	In keeping with the structure plan, the devloper will pay a proportion of the cost.
I am concerned about the poor linking between the public park and the conservation zone as it requires people traversing the main East West entry boulevard. What is to be put in place for pedestrian and cycling safety to mitigate this.	The proposed private roads are low traffic volume and are designed to provide shared routes for cars and bicycles. Pedestrian paths are proposed throughout to provide safe pedestrian movements throughout the project.
Can you please advise what is being supplied to allow deep root planting of trees over underground car parking areas.	Deep planting zones will be allowed for in some areas over basement parking. Soil depth will be informed by landscape architects to ensure support and growth of tree species selected
I am concerned about the 3m only setback to the conservation land bearing in mind the Bayside Planning Scheme and the developers at Planning Panel agreed to put this into the planning scheme. Also concerned that it is very short and will overshadow the edge.	Amendment C160, at the Planning Panel Council deleted the requirement for the 3m setback to apply to the CSIRO site. Even in winter, the shadows only impact a small portion of the conservation reserve.
Will Highett railway line/station go underground as part of the plan ?	We understand that Council is continuing to advocate State Government for grade separation of the Highett Road level crossing, which if delivered, would further improve traffic conditions in the vicinity of the site. Sunkinsupports this advocacy. The potential grade separation does not form part of this application.
are their dedicated bike only trails ?	There are no dedicated bike only trails proposed. The proposed private roads are low traffic volume and are designed to provide shared routes for cars and bicycles.
WhAt sustainable measures are you putting in place.	The development will respond to environmental controls existing at the time of each future detailed planning application. The development will be future proofed to allow for the majority of dwellings to have access to Electric Vehicle charging options.

Your traffic plans said there will be 800 trips a day. Given that there is 1048 dwellings which suggest about 4000 trips a day(to and from). What impact would this have on your modeling.	The calculations have been completed by our traffic engineer using industry proven methodologies in modelling traffic movements.
Sorry, by major set rail crossing I mean Highett Road crossing of course!	We understand that Council is continuing to advocate State Government for grade separation of the Highett Road level crossing, which if delivered, would further improve traffic conditions in the vicinity of the site. Sunkinsupports this advocacy. The potential grade separation does not form part of this application.
Following up from that, do you think the lack of visitor car parks and basically one park per dwelling will cause issues for graham and middleton residents?	Resident car parking will generally be provided in accordance with the Planning Scheme. There is a total of 89 visitor spaces provided within the site.
Most people in Highett have to drive. Our suburb is just too far away from the city and the rest of Melbourne. The Major St Rail crossing is already congested, often blocking off the Nepean Highway. What do you propose to do to prevent that from getting worse?	We understand that Council is continuing to advocate State Government for grade separation of the Highett Road level crossing, which if delivered, would further improve traffic conditions in the vicinity of the site. Sunkinsupports this advocacy. The potential grade separation does not form part of this application.
You have over 1,000 residences proposed. What is the breakdown.. ie 1 bedroom, 2 bedroom, 3 bedroom any 4 bedroom	Currently proposed is 20-25% 1 bedroom dwellings, 55-60% 2 bedroom dwellings, 20-25% 3 bedrooms dwellings and 1-5% 4 bedroom dwellings. These ranges are subject to design at permit stage.
Please comment on traffic estimates!	Turning movement counts were undertaken on Thursday 31 October 2019. Week long traffic tube counts were undertaken between 7 and 13 November 2019. All surveys were undertake prior to Covid-19 restrictions and represent typical operating conditions..
What benefit is 7 stories? It sets a bad precedent for heights in area. Only benefit is to developer as he has more residences to sell	The Development Plan proposes a number of community benefits which are afforded by the proposed building density. There are a number of 7 storey developments within Bayside. Our buildings are setback away from the site boundary within landscaped parks.
Some 7-storey buildings are just a few feet from Graham Road - they are not set back!	Building K & M street wall is setback 6m from Graham Rd and upper levels setback a further 4m from the street wall. Refer to Figure 25 in the Development Plan
What is population density on the site?	1048 dwellings are proposed for the development. Detailed design of the development will follow Development Plan approval.
Which minister is responsible for increasing planning heights?	Development Plan Overlay 2 was prepared over the course of 10 years. The final DPO2 was approved by the current Minister for Planning.
Do people want to live in 7-storey buildings?	The buildings will be set within parkland and will be walking distance from the station and retail and leisure amenities. There is strong demand for this type of accommodation in Bayside.
You keep saying people will use public transport but they are likely to stay in cars for an extended period of time due to covid. Traffic on small local roads will be unsustainable. Please comment.	The site has good accessibility to public transport services, including buses operating along the site's frontage and Highett Railway Station located to the north of the site. Pedestrian links are provided to surrounding land uses and key transport nodes, including Highett Activity Centre, Westfield Southland Shopping Centre and Highett Railway Station. 1km to the new Suburban rail loop
Your car trip forecasts are much lower than any Melbourne car ownership and usage statistics. Why are you assuming behavioural change of the magnitude???	The calculations have been completed by our traffic engineer using industry proven methodologies in modelling traffic movements.
Has the signalisation at Highett-Graham intersection been approved by government?	Sunkinis currently coordinating with Council and the Department of Transport (VicRoads) regarding the specific funding arrangements and timing of delivery for the proposed signals.
Car spaces for residences?? Every residential dwelling is likely to have 2 cars!	Resident car parking will generally be provided in accordance with the Planning Scheme. There is a total of 89 visitor spaces provided within the site. ABS car ownership data. Specifically, ABS car ownership data indicates that 20% of residents of apartments in Bayside do not own a car.
You have open spaces between these too tall apartment buildings what sunlight will get through?	The buildings will enjoy substantial sunlight and daylight.
You haven't mentioned car parking and how many spaces are provided?	1,221 car spaces are proposed to be provided for the 1048 residential dwellings (Subject to further detailed design at permit stages).
How many people will live on the site?	1048 dwellings are proposed for the development. Detailed design of the development will follow Development Plan approval.
So with no parking for some 1 bedroom apartments won't residents take up the public parking ? Wil there be time limits	The internal on-street car parking will be signposted for short-term parking (2P) which will restrict long-term resident parking demands from occurring on-street.
Will there be disabled parking on site	Yes, disabled parking will be provided on site.
Has Sunkin investigated available student spaces at the primary and secondary schools that will serve the development?	We cannot comment on the availability of school places. Department of Education may be able to assist.
What design features will stop rat-runs through the site between Graham Road and Middleton Street.	The roads are designed with corners and surface treatments to slow vehicles movements through the site.
Residence and guests wanting to travel to Aldi on Bay Road and also Sandringham beach - which way will they go? right hand from Graham Road currently quite dangerous and there is no right hand turn from Middleton - what are you plans to improve this direction of travel?	As part of the development it is proposed to signalize the intersection at Graham Rd and Bay Rd to reduce delays for vehicles accessing Graham Road and improve safety for all users at the intersection.
Is the location of the 1ha open space set in concrete, as it would be easier to access by the community if adjoining the conservation area.	The two park areas serve different recreational functions.
How will you mitigate traffic cut throughs for streets adjoining Middleton - such as James Avenue?	There are provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road.
Will the library and maternal child health be handed back to council?	Yes the library will be handed to Council once completed.

Can Sunkin ensure that moving forward the nature strip is regularly mowed?	Yes - subject to any covid restrictions
What consideration has been made around many people choosing to live in Highett due to the lack of high density / high rise apartments?	The Development Plan submitted is consistent with the planning control and discretionary height controls for the site.
What are the price points that are being considered for dwellings?	The sale prices of units will not be set until detailed designs and planning approval has been undertaken.
Why have 7 story buildings been proposed when this is not in line with the current Highett street scape?	The Development Plan submitted is consistent with the planning control and discretionary height controls for the site.
Why has the development significantly deviated from the Highett structure plan?	Amendment C160 (Highett Structure Plan and local policy changes and DDO2) is awaiting approval by the Minister for Planning. DPO2 has been in preparation for around 10 years, and has been approved by the Minister for Planning.
Your CSR credentials would be better if you provided social housing on site !	No social or commission housing is proposed. Sunkin will make a contribution to Affordable Housing via Homes for Homes which will provide housing at other locations within Bayside.
Understanding the conservation reserve is protected, is there an opportunity for the path through this conservation to be moved to a more central location away from residencies?	The conservation reserve will be handed to council and will masterplan the reserve. It is their intention to provide pedestrian access to Bay Road and the pedestrian path is yet to be designed. The pedestrian access is indicative only showing possible future pedestrian links through the conservation reserve.
In regards to the walking path that goes along the back fences of residents on Graham Road, how close will this be? The concern is safety and vandalism to our properties	
there are over head power lines run south to north on the eastern border... will these me removed?	Yes the overhead powerlines along Graham Road will be removed.
I'm concerned about all the cars that will enter onto graham rd traffic lights would surely be needed on Bay rd?	As part of the development it is proposed to signalize the intersection at Graham Rd and Bay Rd to improve safety for all users at the intersection. There are also provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road.
Apartment A abuts residential property - why is this not a townhouse?	Building A steps back from a two storey level moving towards the centre of the site.
The streets off Middleton are neighbourhood residential zone - are you proposing to funnel traffic into a neighbourhood residential zone?	There are provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road.
Which schools will be able to accept the influx of children?	We are unable to comment on where parents will choose to school their children.
1048 dwellings means a lot of cars. What is the plan for cars going from the site to Highett Road and turning onto the highway? Bottle necks?	The porposed development is not expected to materially alter the operation of the intersection of Graham Road and Highett Road.
so 1 car space per household at best. this clearly will mean that surrounding areas will be over run. Hoping that people will buy these properties and not want cars is plain dumb.	The site has good accessibility to public transport services, including buses operating along the site's frontage and Highett Railway Station located to the north of the site. Pedestrian links are provided to surrounding land uses and key transport nodes, including Highett Activity Centre, Westfield Southland Shopping Centre and Highett Railway Station. 1km to the new Suburban rail loop. ABS car ownership data. Specifically, ABS car ownership data indicates that 20% of residents of apartments in Bayside do not own a car.
hopefully 1000 homes, won't have many visitors at the same time. How are people expected to celebrate occasions throughout the year	The site is located within the Principle Public Transport Network so no visitor car parking is required on site under the Bayside Planning Scheme. However, visitor parking will be provided within the site. 60 visitor car spaces are proposed within the internal road network. The community facility will have an additional 19 basement car spaces to service the space. An additional 10 spaces are proposed to encourage public access to the Conservation Reserve. Total 89 visitor spaces
What sites comparable to this development in terms of size, scale and proposed number of dwellings exist in metropolitan Melbourne?	We are unable to comment on your question specifically.
the central view showing all the open space, how are vehicles going to get underground	There are ramp access points to basements are proposed.
any reason why we have 41m on the eastern side, but only 5m on the middleton st side	The 41m setback represents the 1ha public park between Graham Road and the apartment buildings to the central mews area. The 5m setback to Middleton Road is well within Rescode requirements and will have the addition of deep soil planting along the boundary to provide screening to the 2 storey townhouses.
where do you envision stage one will occur?	Detailed design and staging confirmation will only commence after Development Plan approval.
how do you propose to mitigate the impact of the additional 1200 proposed cars to the two residential streets, Graham Road and Middleton Street?	There are provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road.
how do you propose to manage construction traffic, soil removal and noise to nearby residential streets	Construction traffic impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction traffic Management Plan with the aim to reduce the impact to the surrounding areas.
How do you propose to manage the additional traffic overflowing onto Middleton St and Graham Rd?	There are provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road.
It is understood that traffic lights have been proposed at the intersection of Graham and Bay Roads to resolve increased traffic generated by the develop. What research has been conducted about the impact of these proposed traffic lights on other intersections along Bay Road near the traffic lights?	A Concept Layout Plan has been prepared for the proposed signalised intersection at Bay Road / Graham Road. The plan includes the formalisation of through traffic lanes on the east approach to the intersection (opposite the Laminex site).
Who will be responsible for covering the costs involved for constructing the traffic lights at Graham/Bay Road intersection? The developer? Or will they be funded by some other mechanism?	Sunkin will make a contribution to the cost of the new junction. Council will also contribute to the cost as anticipated in the structure plan.

After commencement of construction will Highett residents be informed of contact info for any construction noise? Lighting, etc?	Yes, contact details will be provided on site.
Are you satisfied with Asbestos remediation?	Buildings were demolished and all materials were removed from site by CSIRO. The site achieved a Statement of Environmental Audit from the Environmental Protection Agency and is suitable for residential development.
What is the timing between stages?	Exact timing is hard to predict and is due to market demand fluctuations and the effect on sales. The development may be completed before or after 10 years depending on economic and market factors.
aware of Highett Rd + Graham Rd level crossing issues?	Sunkin is aware that there are some delays at the level crossing. We understand that Council is continuing to advocate State Government for grade separation of the Highett Road level crossing, which if delivered, would further improve traffic conditions in the vicinity of the site. Sunkin supports this advocacy. The potential grade separation does not form part of this application.
what is the setback between 28 - 286 Highett apartments and Buildings L + M	Building L & M are generally setback 9m from the northern boundary. A small portion of each building abuts the boundary. Refer to 3.5.11 Proposed Section A in the Development Plan
are you aware of 300+ residents at north end re shadowing	Overshadowing of private open space will comply with planning requirements.
there is another development being built on the other side of Graham Road, has the increased impact of that being considered also?	There is latent capacity on Graham Road to accommodate the additional demands generated by the aged care development. The signalisation of the Graham Road / Bay Raod intersection will also create additional capacity to the network.
will traffic parking still be available on Graham Rd? if so this makes it a single lane road	The existing on-street car parking near the Woolworth is managed by Bayside Council. No change to Grahram Road is propsoed otherwise.
why a high rise development? why not a medium density development with three level max to home families rather than this that wont attract families. no one aspires to live in an apartment.	<p>There are a variety of dwelling types proposed across the project. Of the total dwellings there are approximately 20-25% of 3 bedrooms proposed and up to 5% of 4 bedroom dwellings.</p> <p>Larger family sized apartments are proposed in the apartment buildings as well as double level town homes spanning across the ground and first levels in some of the apartment buildings. These options will cater for an affordable family home. The dwelling types will be subject to further design at the permit stages.</p> <p>In additon to the apartment buildings there are 76 town houses proposed ranging from 3-4 bedrooms.</p>