

Webinar 2 Live Questions	
Question	Answer
What percentage of the 1048 dwellings will be homes for homes?	Per webinar response, the details are confidential and subject to final development plan approval.
Do you have tiers you can provide or examples from other developments re the affordable housing contribution?	We will pass on your question to council. As per webinar response, the details are confidential and subject to final development plan approval.
Can you please provide proof of when the traffic data was collected?	<p>Per webinar response, 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.</p> <p>There are files that references these dates. The files are confidential and not for distribution.</p>
Are you aware that Kingston is upgrading the Highett library?	The use of the community space that the council is proposing is a library as well as a maternal and child health centre. Thank you, we will seek more details on what Kingston is proposing for our general information.
Just wondering if you see us (attendees) on this webinar? The link said my camera was turned on, however I can't see the usual window of myself.	All attendee's cameras are disabled.
What is classed/defines a moderate delay as per speaking to TIA? What does a moderate delay mean to the community?	A small delay depending on the time of day and frequency of the train crossing
Why weren't the traffic photos updated at the time of the study?	The draft report includes photos sourced from Google Street View (noting that the initial report was prepared during Covid lockdown when site visits were not permitted). The project team has inspected the site multiple times to observe traffic activity and intersection operation surrounding the site. The use of the Google Street View photos was not intended to mislead or deceive the reader. They were not updated as they did not affect the impact of the modelling.
I was stuck at the lights at the Highett Rd railway crossing for 10+ minutes the other night, it took me a few sets of lights to get through. How is added traffic not going to impact this further?	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 actual pre-agreed percentage (with Bayside CC) contribution for affordable housing?	Per webinar response, the details are confidential and subject to final development plan approval.
Why are renderings of the pool on the development plan doc but not on the site maps?	The pool location is shown on the masterplan diagrams located in the central precinct surround by apartments C, D and D2.
Is there definitely going to be a pool and if so, where on the site is the pool planned to be built and how big is the pool planned to be?	The pool is not designed yet and is conceptual at the development plan stage. The size is subject to final design at the permit stage.
Do you have indicative images of how the whole site will look with all buildings included at the proposed heights?	We don't have renders for the full site as we are seeking DP approval and don't have the level of design at this stage. Detailed design will progress post DP approval.
What is the impact to the development plan with the opposite site now being excavated and being developed? Has this been taken into consideration as this is another large site development.	We have seen the Ryman's plans and there is a pedestrian walkway link proposed from our site which will assist the connection between our site and Lyle Anderson Reserve to the east.
I understand that this is the only opportunity for 'objections' - is this true? Residents will not see further developed plans / planning plans?	Yes, permit applications that are generally in accordance with an approved Development Plan will exempt from 3rd party notice and review.
What experience does Sunkin / Wolf have to build this scale of development?	Sunkin has a highly experienced development team that have undertaken a large number of developments of similar scale.
What is approx total height of the highest tower?	The design of the buildings are yet to be finalised. The location of the buildings are complementary to the existing site contours and heights will be determined on permit stage. As per the Webinar, a rule of thumb is approximately 3m floor to floor height but upper levels are set back.
If residents want to turn right into Bay rd (towards the beach) what options do they have besides Graham Rd, as Middleton St is left turn only?	We can only comment that the new signalised junction will allow the right hand turn that you are seeking.
Was the traffic report done outside of lockdown conditions and if so, prior or during covid?	Per webinar response, 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
Are the setbacks based on rescode or bayside's c2 requirements?	We are well within the Rescode requirements
How do you reconcile the fact that the plan states 6 storeys and yet the development proposes 7 storeys?	<p>While the development plan overlay for the site sets out a discretionary height of 6 storeys, there are no mandatory height controls for the area. The current controls allow approval of the 7 storey design as proposed.</p> <p>The taller forms respond to site opportunities and mitigate impacts of heights in a number of ways. The taller buildings are set back into the centre of the site and follow the low-lying natural contours of the site. The proposed master plan creates an appropriate design outcome with low density transition zones of two and three storey townhouses adjacent neighbouring properties. Upper levels of buildings are proposed to be setback to reduce visual impact and shadows. The development also provides several community benefits above and beyond what is required in the planning controls.</p>
Why are the houses in Middleton St in the range 30 - 40 Middleton St not considered "sensitive residential interface" and have a 5 storey Building A directly behind those properties?	The height is limited 2 levels at the boundary with upper levels setback.
Given the long potential completion time, will areas of the development subject to later construction phases be temporarily landscaped? Or, will those area's be left in a construction site state? i.e. bare earth	The park will be completed in 2 years and construction zones will be hoarded off. Site presentation is important to Sunkin.

How could it not be expected that traffic would not be a problem in Graham Road with an additional 1048 residences when it already is a problem?	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.
Has the impact on the pre-existing 284-286 Highett Road (northern end where 7-storey buildings are proposed) been considered as far as how close to L and M are proposed with regard to light blockage?	The apartments at 284 Highett Road are located to the North of the site so there will be no over shadowing. Where apartments directly face the site. The setback from the boundary provides a minimum of 9m where habitable rooms look north, which is the minimum requirement for ResCode.
What is the builtform for building L and Middleton Street?	We will only commence design upon development plan approval.
What is the setback on the western boundary of building L?	The minimum setback is 5m from the lower levels and up to 18m at the upper level.
I see the Development Plan was given to Bayside Council in May 2021. Were all the associated planning documents that we can see on the Bayside Council website given to the council at the same time?	Yes, all the supportive reports were submitted to Council in May. Per Webinar response, there were changes required and all reports were updated and resubmitted.
Will the built plan include provision for additional stories to meet future demand.	The building will be designed at planning application stage in accordance with the development plan.
You do not mention Middleton St/Bay Rd signals. This intersection is a far more hazardous intersection than at Graham Rd.	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. All surrounding roads have been assessed by our traffic engineer and the report has been submitted to council.
Some plant species listed in the Landscaping Report will become weed species in the HWG or hybridise with the natural species and that due to heavy shade for winter months, the plants for the 1 ha of open space could not thrive, will there be consultation about the landscaping choices?	Planting palettes have been developed to reflect the conservation reserve, native flora (72% native and indigenous species), and neighbouring gardens to compliment the local area. Materials have been selected to respond to local tones and textures of a relaxed bayside living style. The plants choices have been arrived at in consultations with council.
Will a bus lane be added to Graham rd to reduce cars building up behind buses?	No bus lane has been proposed on Graham Road.
Why is building A not "sensitive to the residential properties" it abuts?	The height is limited 2 levels at the boundary with upper levels setback.
does council raise a development contribution levy, and if so, when is that triggered?	Per webinar response, there is typically a 5% contribution for public open space that is paid to council. We are providing 43% public open space and no financial contribution for open space. Additional community benefits will be provide as per the webinar.
will construction traffic exclusively use access from Graham Rd?	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 do impact will the traffic have with 800 trips a day. With about 1000 dwellings we would think their would be about 2000 people living their which would be around 2000 trips a day. How would this affect the modeling?	The calculations have been completed by our traffic engineer using industry proven methodologies in modelling traffic movements.
Council is advocating for grade separation of the Highett Rd level crossing but it is not approved or in an official plan. What is the recommendation within your or council's power to prevent the dangerous increase to the local traffic for Highett Rd crossing?	We support the proposal to remove the crossing however, it is not part of the development plan process.
If council require you to significantly increase the parking spots so the community (particularly families who can't always walk all that way with small children) can use the park and library, do you have capacity to supply more car parks around that area.	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.
Are you providing parking for those so families can enjoy the public park and library or is that included in the 89 visitor parking spots that are for your residents as well?	There are 10 car spaces located to the south within the conservation area and 19 for the community facility. The 60 visitor car parks are available for general public use to the public park.
I understand you are providing parking according to the planning scheme. I don't think that scheme cater for a development of this size and density. If council require you to provide more visitor parking so people don't park on other small streets, do you have capacity to supply more?	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.
The DOP2 was a guidance based on the assessment of the infrastructure at the time. What has decreased about the traffic conditions in the area to validate the increased scale to High-density?	<p>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.</p> <p>The internal transport network has been developed to prioritise pedestrian movements to, from and within the site. Enhanced pedestrian and cyclist permeability through the site (the site will no longer act as a barrier for east-west and north-south active travel but rather an enabler). Resident bike parking will be provided at least 1.5 times the minimum statutory requirement. These responses can be expected to facilitate the anticipated increase in active travel activity generated to/from and within the site.</p> <p>While the development plan overlay for the site sets out a discretionary height of 6 storeys, there are no mandatory height controls for the area. The current controls allow approval of the 7 storey design as proposed.</p> <p>The taller forms respond to site opportunities and mitigate impacts of</p>
How will the council ensure the success of the new library with minimal parking for the public to access it?	There are 19 car parks provided to the community facility. In addition there are 60 visitor car spaces along the internal road network and a further 10 car spaces at the conervation reserve.

Why hasnt traffic analysis been done on the impacts of higher traffic volumes on Middleton St. at the Highett Rd/Worthing Rd? This is a significant safety concern for the community given the already high traffic volumes and families accessing the school and kindergartens.	The scope of the traffic is dictated by DOT and Council in accordance with our traffic engineers.
How will you close all residential streets off Middleton Rd. to through traffic produced by this huge development?	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 an independent Traffic Incident Report be produced to reflect the current state of the infrastructure given the Developer paid Report contradicts all other assessments of the area?	The calculations have been completed by our traffic engineer using industry proven methodologies in modelling traffic movements.
Why has no direct Bay Rd. access been sort for this development? It doesn't seem fair that traffic of the Biggest Apartment Development in Bayside should be funnelled through quiet neighbourhood causing life long negative effects on the established community.	There is no opportunity for direct access to Bay Road. There is an abutting property along the boundary that does not allow an access point.
How do you propose the established residential zone aren't impact by the extremely low car park ratios of this new community? Reducing all parking times in the area only further effects the existing residents.	1,221 car spaces are proposed to be provided for the 1048 residential dwellings (Subject to further detailed design at permit stages). 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.
How will the residence insure ALL visitors arrive by car or train? Given there is not adequate parking provided.	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.
Does Sunkin realise Highett already has a library?	We understand that Council is improving the provision of services.
What makes Middleton St. acceptable local street to be used as a main road access to the largest development in Bayside? It already has parameters put in to reduce crash incidences and impact on the existing neighbourhood.	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. The traffic assessment was undertaken in consultation with DOT and Council.
The road is not wide enough and VicRoads has acknowledged this formally	A Concept Layout Plan has been prepared for the proposed signalised intersection at Bay Road / Graham Road. It is not proposed to widen Bay Road.
How will it work on Bay Rd with two sets of lights within 150m of each other?	We are working the details of the design with DOT and Council.
Is the pool shown on your rendering open to the general public?	The pool is proposed for residents use only.
Would the applicant consider using soil from the excavations back onto the site landscaping to reduce truck traffic on Bay rd	This will be explored during the detailed design stage not at the development plan stage.
Will you engage with residents on Bay Rd to try and get this section of road correctly road marked and managed as Vic Roads keeps ignoring our safety concerns and queries. Engaging with us would make sense for all.	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). The design will be a DOT process. Any public engagement in the process would be undertaken by DOT as is a DOT/Vicroads road.
What is proposed by the applicant to minimise the impact of 10 years of construction traffic on Bay Rd. What are your proposed hours of operation? Please do not ask for Saturday hours...	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
Mitigation of parking in adjoining streets eg Middleton and those streets in that area. Residential streets. What traffic mitigation in the streets Cloyne, James, Donald and Albert etc. There will be an incredible increase in traffic in those residential streets?	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. The internal transport network has been developed to prioritise pedestrian movements to, from and within the site. Enhanced pedestrian and cyclist permeability through the site (the site will no longer act as a barrier for east-west and north-south active travel but rather an enabler). Resident bike parking will be provided at least 1.5 times the minimum statutory requirement. These responses can be expected to facilitate the anticipated increase in active travel activity generated to/from and within the site. The traffic assessment was undertaken in consultation with DOT and Council.
What exact dates and times of day was your traffic impact document compiled from?	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.
How will you minimise the Pollution resulting from the 4 - 6 B Double Excavation Haulage trucks, as they wait, at lights; 3-8 minutes every 30 minutes @ Highett level crossing during construction?	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 will your contribution be for Homes for Homes, when will that figure be know to residents?	Per webinar response, the details are confidential and subject to final development plan approval.
How will you minimise Dust in 40+Km/H winds? I have experienced 4 - 5 nights of 50+ Km/H winds since June.	At the time of construction, mitigation of dust will be considered at that time.

Why were the 300+ residents at 284-286 Highett Rd, not included in CIZ classification for Shadow Impact, Sound, dust and wind during construction?	<p>The 284-286 Highett Road apartments are located to the North of the site so there will be no over shadowing. Where apartments directly face the site. The setback from the boundary provides a minimum of 9m where habitable rooms look north, which is the minimum requirement for ResCode.</p> <p>Construction impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction Management Plan which will include forecast truck generation, construction hours, worker parking arrangements, etc</p>
theres no local schools is this an issue	We cannot comment on the availability of school places. Department of Education may be able to assist.
what % will be public housing	There will be no social housing on site. A contribution to the Homes for Homes scheme has been agreed with council for off-site provision.
Is there any chance of linking walking cycle tracks from the site to cross over to the gas site development and creating safe public access.	Per Webinar response, there is no direct pedestrian linkage opportunities to the Gas Works project. But there is a pedestrian link proposed through the Ryman site to Lyle Anderson Reserve.
As a local I am concerned of the traffic. Its impossible getting out of graham rd to bay rd, will there be traffic lights to rectify it. the trains are always an issue with congestion out to Highett rd from graham rd also so is there consideration to sort out the undergrown train station.	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).
Webinar 2 Pre-loaded Questions	
Do you have renders for the full site? Can the community please see them? Not just the pool, the whole site as per the proposed development. Would be very surprised if you didn't have them by this stage.	We don't have renders for the full site as we are seeking DP approval and don't have the level of design at this stage. Detailed design will progress post DP approval.
Why have you used photos of highett rd in the TIA from 5+ years ago? This is misleading and deceptive or your TIA assessors are incompetent.	The draft report includes photos sourced from Google Street View (noting that the initial report was prepared during Covid lockdown when site visits were not permitted). The project team has inspected the site multiple times to observe traffic activity and intersection operation surrounding the site. The use of the Google Street View photos was not intended to mislead or deceive the reader.
What is the demographic you are marketing to and will you be marketing offshore? Assume you have done extensive research into this for the viability study of such a large development.	We are yet to finalise the sales strategy. We are providing a diverse range of products to accommodate for first homeowners, young professionals, families as well as down-sizers. We will respond to market demand at the time which is anticipated to be from the local market as the area does not typically attract significant overseas sales. We will of course consider an element of overseas sales when finalising our strategy.
The Woolworths car park entrance on Graham rd is very busy and sometimes you have to queue up to turn in, how is this going to be managed for increased pedestrians and not hold up traffic?	The level of additional pedestrian trips to the surrounding network is not expected to cause an unreasonable increase in delays at the Woolworths Access Point. Accordingly, no works are proposed as part of the Development Plan at this access point.
What % of sales have you agreed with Bayside as the affordable housing contribution? And what is that expected to equate to in \$ terms?	Sunkin will be providing an appropriate contribution agreed with BCC to Homes for Homes.
I was stuck at the highett railway crossing for 15 mins tonight and it took me 3 sets of lights to get through once the gates came up, how is adding traffic not going to impact this? The TIA you paid for doesn't seem to think this is an issue???	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 expected total revenue from the sale of apartments as proposed in the development plan?	The revenue expectations for the development plan is private and confidential at present.
Where is the pool going to be placed in the development?	The pool is proposed to be in the central precinct of the project. The pool is proposed to be the residents only.
What vehicle parking is being provided to support visitation to the proposed parklands?	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 will you mitigate the traffic flow from and into the estate through the neighbouring streets surrounding Middleton Street? There is already a high level (outside COVID lockdown times) of through traffic going down Donald Street James Avenue	There are provisions for 3 vehicle access points to disperse traffic to the network through Middleton St and Graham Road.
Why are you proposing 7 stories buildings when the building next door is only 5 (the maximum as per the Highett structure plan)	While the development plan overlay for the site sets out a discretionary height of 6 storeys, there are no mandatory height controls for the area. The current controls allow approval of the 7 storey design as proposed.
The council requirements for this land limit development to 5 stories while the current proposal by Sunkin includes 7 stories. What is the basis for proposing a 7 story development for a 5 story overlay site.	While the development plan overlay for the site sets out a discretionary height of 6 storeys, there are no mandatory height controls for the area. The current controls allow approval of the 7 storey design as proposed.
How are you representing the impacted abutting 300+ Residents on your Site's Northern boundary line; Shadow, Wind, Lights, Excavation Equipment sounds?	<p>The existing Highett Road apartments are located to the North of the site so there will be no over shadowing. Where apartments directly face the site. The setback from the boundary provides a minimum of 9m where habitable rooms look north, which is the minimum requirement for ResCode.</p> <p>Construction impacts will be determined at the Planning Permit Stage. This will include the preparation of a Construction Management Plan which will include forecast truck generation, construction hours, worker parking arrangements, etc</p>