

WRITTEN STATEMENTS

26 October 2021

COUNCIL

MEETING

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Item 10.1

**Development Plan Application for Former
CSIRO Site in Highett**

1. Mr Stephen White

Whilst I accept the developer has made some minor amendments to the plans, I re-iterate they are minor in nature and still grossly overstated in what is an appropriate development in the heart of a quiet suburban area. I am all for having the space developed, however at no stage should they be given the ability to develop properties that are not in line with the existing neighbourhood, in building height, sizes and density. Whilst the overall site has significant land, the buildings are being squeezed into small clumps and pushed upwards to maximise profits and not even trying to make the space aligned to the existing vibe of the area.

Reduced maximum building heights and increased setbacks from Middleton Street
The proposal needs to remove heights to no more than 2 stories on adjoining boundaries (such as Middleton St) and only the equivalence to those along the northern boundaries. The entire neighbourhood has nothing over 4 stories with 95% of the Highett community is single or double story. To build 7 stories is totally against the existing character of the area.

One-way entry from or exit to Middleton Street

Whilst this becomes a much better outcome, I think realistically at best it should be an exit only to "Bay Road", however this just means the traffic being diverted via Graham road takes this road to a major thorough fare and is not reasonable on the existing locals in the surrounding streets. In essence the issue is more to do with the volume of traffic that will be using these narrow suburban streets far exceeds what they were envisage for, and the only real solution is to reduce the volume of housing in the development site.

Car parking spaces for all apartments

This is a minor improvement, however every residence should have its own parking space, and every 2 or 3 bedroom residence should also have 2 car spots available. It is totally inappropriate to expect that purchases of the residences will rely on public transport as we are not in the CBD, nor do the existing residents expect to be living in the midst of a concrete high rise jungle. If we wanted that we would have brought properties in the CBD accordingly.

Visitor parking has not been addressed in any of this correspondence. 1022 apartments that could lead to over 2500 people being added into the existing neighbourhood of 10,000 residents and only 60 odd car spots for a visitors (allowing some spots will be taken up by library, facility maintenance etc....) How are family occasions to be supported, mothers day, fathers day, xmas etc.....this equates to 1 visitor spot for every 17 units.

Again bitterly disappointed that such a beautiful location

Units have been reduced by 26 apartments still means a ridiculously high density living in a suburb that is not aligned to this type of development. Whilst public transport is at the door, this will still require people to have vehicles to get around, very few will be able to do without a car within the area.

Happy to be present at the sessions or explain my concerns or even sit with the developer to find a more suitable outcome for everyone.

I would expect that the council considers the expectations of existing homeowners in the

area and ensure that the ability to develop a concrete jungle is not an option in this leafy suburban location.

Regards
SW

2. Mr Lloyd Collins (on behalf of Sunkin)

**Vision – Highbett Park Village
Delivering substantial benefits
to the Highbett Community
(10,000 people) and the wider
Bayside area.**

- 43% of the site opened-up for Community Open Space (3ha Grassy Woodlands conservation reserve + 1 Ha new public park handed to Council)
- New Community Library and Maternal and Child Health centre handed to Council
- Contribution to Homes for Homes to support affordable housing for Bayside residents
- Contribution to new signalised intersection to improve safety and capacity at Bay and Graham Road
- Undergrounding HV power lines

SUNKIN



Sunkin Listened to Council and Community. Substantial changes offered:

- Reduced buildings height / massing to buildings D2, E, H, A and L
- Enhanced biodiversity connection offer across the site
- Assessment of one-way option to Middleton Street
- Revised carparking allocation and provision of EV rideshare to reduce car use
- Enhanced Environmentally Sustainable Design, including commitment to 'no gas' on site



SUNKIN

Development Plan that responds to the Bayside Planning Scheme

- Site identified for significant redevelopment since 2011
- Identified for high density development in the Bayside Housing Strategy
- 9.3ha site within a designated Activity Centre and walking distances to two train stations
- Consistent with DPO2
 - Delivers a substantial and connected open space network to deliver new passive open space and conserve the Hightt Grassy Woodland
 - Higher forms located centrally within the site, transitioning down to 2-3 storeys at interfaces to the residential zones
 - Better than ResCode requirements at sensitive interfaces
 - Building heights at conservation reserve provide better than 99% sunlight at Equinox testing
- Low site building coverage - only 45%



SUNKIN

Development Plan that responds to the Bayside Planning Scheme



- Offer of community benefits that exceed the Bayside Planning Scheme requirements
- Supports the local economy with 280 construction jobs per year + \$50M expenditure supporting local traders (to 2032)
- Provides a variety of housing to respond to demand from singles, couples and families in the Bayside Area.

SUNKIN



3. Ms Elizabeth Allan

Dear Bayside Council member,

I am writing to you in regard to the Sunkin proposed development for the site 37 Graham Road & 32 Middleton Street, Highett.

I would like to express my concerns in regard to this site as a local resident of Donald Street, Highett as it proposed for the adjacent street to where I live. When considering urban planning and developing properties in any local region then ***it should be a positive contribution to the local environment and surroundings in that it does not affect amenities, privacy of neighbours, nor contribute to traffic congestion of an area, cause parking issues or create noise impacting on surrounding neighbours .Plus it should not be impacting on the protected Highett Grassy Woodlands. .***

I imagine you would want a positive contribution of a development that is occurring in the local area that you live and for the council area that you represent.

I have major concerns with the development proposal put forward by Sunkin to Council, which I have outlined below:

- The site is directly adjacent to the Highett Grassy woodlands, which is a protected area. **When the Sunkin group purchased the site the transfer of 3ha for the Highett Grassy Woodland and one hectare of public open space were requirements known to Sunkin before they bought the CSIRO site as they were in the DPO2. As stated in the DPO2 *"The setting aside of land for open space and conservation is a condition of the site's sale between the Australian Government and developer and is the result of long-standing advocacy by Council and the community."***

This area has 2000 year old grasses that is unique to the area. It has been good to see the developer address some of the issues raised about the impact of the proposed development on the Highett Grassy Woodland area. However, the 6 storey apartments plans throw shade during the day over the Highett Grassy wood lands which is a sensitive ecosystem. ***This shade being put on the region has never happened to this area for over 2000 year old area. In addition, the high-density number of people living in the apartment complex will put stress on the Highett Grassy Woodland ecosystem.***

As stated above Sunkin were aware of the condition of the Highett Grassy Woodlands protection when purchasing the property.

- ***Why is the proposed development by Sunkin allowed to override the needs of a protected area?***

This area has unique indigenous flora and is a sensitive area to protect for Bayside and all Victorians

The proposal is a chronic over development of the site. The number of buildings put forward to be developed on the site have the following impacts:

- It affects the privacy of local residents. The proposed 6 storey apartment blocks look directly into local residents yards. In addition, there is no noise barrier provided from these apartments.

It needs to be kept in mind that the surrounding residential area of Highett is horizontally developed buildings with spaces in between them. The vertically developments, particularly, 6 storey buildings ***do not align with the urban planning of this direct region and surroundings.***

Why one development's is needs overriding the urban planning of the region that has taken place previously? Why is it allowed to affect and impact on the living conditions of the surrounding neighbours?

- The traffic management report provided by Sunkin of the area is not a true representation of the region. When putting the report forward it did not include **relevant data to the area. It did not incorporate the new Aged Care facility on Graham Rd and it did not indicated the traffic generated by the 5 storey supermarket being built behind Dan Murphy's and it was conducted during COVID conditions** which will have an intersection that directly links to Graham Rd. **I would like to ask the Bayside Councils make a request of Sunkin Developments to provide an updated Traffic Management plan that incorporates the above data.** Plus it should be noted that at present we are in COVID conditions, which is not a true representation of the direct area.
- The increased density and number of vehicles generated by this development will **have a negative impact on the neighbourhood character, increase-parking issues on the street and decrease pedestrian safety.** The proposal would produce a major increase in the already poor traffic conditions in the area of Graham Rd, Bay Rd, Highett Rd and Middleton St including egress points in the north and south of Highett Rd and Bay Rd. It will lead to overflow of parking in the surrounding streets and pedestrian safety issues.
What actions have been taken by Sunkin and the Bayside Council to address overflow of parking and pedestrian safety issues that will be created?

- The houses in Middleton Street and Graham Road will be overshadowed for large parts of the day in summer and winter and therefore, do not meet the requirements for natural light. As the 6 stories proposed will significantly reduce winter sunlight from sunrise to 9am for properties on Middleton and Donald St and afternoon winter sunlight for properties on the northern part of Graham street.

Why are the amenities of surrounding local residents being impacted by the development?

The Sunkin architectural plan for the site should be designed and developed to not have ANY negative impact on the surrounding residents.

- Building approx. 1000 dwellings will have a significant effect on the surrounding neighbourhood during summer. The vast amount of concrete and other associated building products will create a heat sink in the area that will affect residents and particularly fauna.

Has Bayside Council considered the heat sink impact on the residents in the area and the local flora and fauna?

- The development will cause significant 'noise' impact on the surrounding neighbours. The proposed development does not have sufficient provision to reduce noise impact to nearby neighbours e.g. high fencing, sound proofing of townhouses etc.

What noise prevention will Sunkin undertake to not impact on residents adjacent the development and to protect the Highett Grassy woodlands fauna?

As a resident of Bayside, it is a concern that this proposed development is being put forward to council to consider. The developer was fully aware of the condition of the DP02 which was condition of sale which incorporated the 3 hectares of the Highett Grassy Woodlands which was to be protected and that one hectare of public open space were requirements. In addition, the other factors that I have outlined above have only negative impacts on surrounding residential homes and streets. It would be great that the developer is asked to reconsider the plan to ensure they do ensure they appropriately protect the Highett Grassy Woodlands, have one hectare of land on the development site and ensure that the proposal has a positive contribution to the local community.

Elizabeth Allan

4. Mr Derek Screen (on behalf of Pennydale Residents Action Group Inc.)

Attention Bayside Councillors,

I write today to quickly discuss the CSIRO vote for Tuesday night's Council meeting and ask that Councillors take my words into account when making your deliberations.

Whilst we all agree that the CSIRO site has been for many years identified as a Significant Development site and that it should be appropriately developed, especially due to its size, location, and importance, I firmly believe that the plans currently before Council are NOT appropriate for the site and if passed as they currently are, will be extremely detrimental not only to the nearby residents, but to Highett, Pennydale and even Sandringham and beyond for many years to come for the following reasons:

- Whilst Bayside and the State government have identified this site as a Significant Development site for well over a decade, Bayside themselves through its own Planning staff identified this site as suitable for between 400-600 residences, not the over 1000 residences that is being put forward with this application. In fact, the Bayside Housing Strategy 2012 listed a very specific 549 residences. I'm sure the Planning staff were very thorough in arriving at this figure.

- Over the past 5 or 6 years there has been multiple traffic reports done for Bay Road and Graham Road intersection as well as the Highett Road and Graham Road intersection done by at least 4 different companies, and not one of these reports have matched another, which is a huge concern. If we can not get a straight set of details from companies that are supposed to be supplying us with up-front honest and accurate figures then we must be prudent with our outcomes just to be safe.

- Whilst a number of traffic reports have been done for the roads around the CSIRO site, only 1 questioned the intersection of Bay Road and Reserve Road as part of their reports and only 1 mentioned the further intersection of Highett Road and Nepean Highway and that report stated that even with TODAY's traffic figures, the intersection of Highett Road and Nepean Highway is OVER capacity at various times during peak hour causing serious concerns for Nepean Highway flows and that is BEFORE adding in all of the vehicles from over 1000 new residences. I note that the MAJORITY of traffic however is expected to use the intersection of Bay Road and Nepean Highway which only a few years ago was expanded to 2 lanes of turning traffic and can NOT be further expanded, and this is now already approaching capacity, yet NONE of the traffic reports done for this project have taken this intersection into account which would likely put this intersection OVER capacity as well, affecting the entire length of Bay Road I am told.

- Middleton Street is a standard neighbourhood road that is already approaching capacity and due to its build is only a single lane of traffic already difficult to drive down at times due to it being used as a "programmed" rat run from Highett Road to Bay Road. The addition of so many additional vehicles using the Middleton Street entrance to or from the CSIRO site will put this road over capacity and the intersection of Middleton Street and Bay Road WELL beyond its capacity.

- The proposed development has a ZERO percent of social housing in its plan which is the ONLY development of this size in ALL of Melbourne to not contain any social housing. The applicant instead wants to simply donate approx \$500,000 to a Council nominated charity. This amount is less than the cost of a single residence. To give an idea for comparison, the Gas and Fuel site, also in Highett on Nepean Highway, is supplying 10% (TEN PERCENT) of its residences as social and public housing - well over 100 in total. I think that the applicant for the CSIRO site is avoiding its social requirement in this instance, as well as going against Bayside council's own policies regarding this.

We all want this site to be developed, and we all want this site to be developed to its potential, but it MUST be done properly so that it not only reaches its potential, but does so without seriously affecting not only the immediate areas, but wider areas around the site for years to come that will not be easily or likely rectified.

I would ask that in this instance, please look at the long term implications for Bayside, and for Kingston, and either reject the application itself or alternatively suggest changes to the application to come closer to what Bayside Planners had always intended of no more than 600 residences. Yes, the applicant will take application to VCAT, and yes, it will cost Council some money because of this, BUT, how much money will it cost Council - and Bayside residents - if this proposal is allowed to continue as it currently is at the moment?

Thanks for your time and please stay safe

Derek Screen
Pennydale Residents Action Group (Inc)

5. Ms Angela Burr

➤ **There is a clear and significant indication of negative community sentiment toward the Development Plan.**

There were some 821 responses received by Council to the proposed Development Plan – the overwhelming majority opposed the Plan. Council should not lightly disregard or dismiss these concerns from existing residents and ratepayers. Given that the Development Plan was made public for consideration amid a pandemic, and the fact that the period for written responses on the Development Plan coincided with a period of lockdown restrictions inclusive of schools being shut and school students engaging in home learning with one or both parents simultaneously working from home, the significance of the number of written submissions is clear given the difficulty many residents have had in preparing and submitting them.

Key concerns identified in objections included traffic issues, parking, the scale, form, and layout of buildings, the buildings are too tall and the density is too high, and it is generally not in keeping with the character of Highett – **in essence, that what is proposed is a massive overdevelopment of the site which will adversely impact the amenity and character of Highett if allowed to proceed as proposed.**

Whilst there have been some very minor changes proposed in respect of the Plan on behalf of the Developer, in consultation with Council via “*high level*” meetings, they do not adequately address the many significant and legitimate concerns in relation to the Development Plan. The proposed changes appear tokenistic and are largely superficial and fail to adequately ameliorate the likely adverse impact of the Development on the surrounding area.

Further, the survey questions in response to the proposed changes to the Plan on the Council’s “*Have Your Say*” page of its website were ambiguous and accordingly the interpretation of the responses given is therefore subjective and invalid. Many potential respondents would have been reluctant to respond to the survey at all, due to the inherent concerns in construction of the survey questions and how the responses may be interpreted. The responses from the “quick survey” (or lack thereof) should accordingly be viewed with a high degree of caution. **Given the above, no interpretations favourable to the Development Plan (inclusive of the proposed changes) should be made or conclusions drawn by Council on the basis of the number of respondents to the survey, nor on the basis of the responses themselves.**

RESPONSE TO THE RECOMMENDATIONS ON THE DEVELOPMENT (INCLUSIVE OF CHANGES PROPOSED ON BEHALF OF SUNKIN PTY LTD IN RESPONSE TO FEEDBACK FOLLOWING THE PUBLIC CONSULTATION PROCESS):

A. Scale and density proposed, specifically to the extent of 7 storey building elements

The original Development Plan proposed 15 separate residential towers – comprising 11 separate residential towers of 7 storeys (Apartment Buildings D2, E, H, F, G, H, I, J, K, L & M), 2 further towers of 6 storeys (Apartment Buildings C & D) and an additional 2 towers of 5 storeys (Apartment Buildings A & B). The Development Plan effectively proposes the addition of approximately 2000-3000 residents to Highett -equivalent in size to a small country town. The proposed changes include a reduction in the estimated number of dwellings from 1048 to 1021 (a reduction of a mere 27 dwellings). The proposed reduction **by just 27 dwellings** does not substantively reduce the scale, built form, excessive vertical bulk or incongruent nature of the proposed development in the context of the low-scale neighbourhood residences surrounding it. The proposed changes to the height are insufficient and inadequate.

Whilst the land at Graham Road in Highett is Zoned RGZ3, which specifies discretionary height limits, **this is not an unfettered discretion** and must be considered against specified objectives. The RGZ3 in respect of the site is to be read in conjunction and is subject to the applicable overlay, being the DPO2.

The DPO2 at p581 of the Bayside Planning Scheme states that any Development Plan in respect of the site **must include:**

*“Conceptual general layout and height of proposed buildings showing **the graduation of building heights across the site**, including:*

- **Two to three storeys** where development abuts existing residential development and storey built form.*
- **up to 4 storeys** in the central area of the site.*
- **up to 6 storeys** at the northern end of the site.”*

The Development Plan is inconsistent with and does not meet the objectives of the DPO2 in that:

- It fails to provide graduation of building heights across the North-South length of the site – the heights of the proposed apartment towers are virtually level across the site, and do not transition downwards significantly towards the southern end of the site (adjacent to the 3-hectare PPRZ) as they should.
- The heights proposed in the Plan of the apartment towers greatly exceed those specified in the DPO2 – by at least 1-3 storeys – noting all proposed apartment towers exceed 4 storeys including the central area.
- The Development Plan creates a new definition of “Northern Precinct” and “Central Precinct” which are not the terms used in the DP02, being central area and northern end. The “Northern Precinct” in the Development Plan occupies approximately 2/3 of the useable residential portion of the site, which covers a far greater area than the intention of the DPO2.

The proposed height reduction of just 3 Apartment Buildings D2, E & H from 7 to 6 storeys and increased setbacks still does not bring the Plan into conformity with the applicable Developmental Overlay – Schedule 2 (the DPO2).

To comply with the DPO2 the building heights should be further modified as follows:

- Apartment Buildings L, M and K abutting the Woolworths residential complex should be a maximum of 6 storeys (Northern End) not 7 storeys.
- Apartment Buildings G & J should be 5 storeys maximum (Transition from Northern End to Central Area of the site) not 7 storeys.
- Apartment Buildings F, I, D, C, & B should be 4 storeys maximum (Central Area of the site) not 7 storeys
- Apartment Building A abuts residential homes and should be 2 storeys maximum.
- Apartment Buildings D2, E & H should be 4 storeys maximum, not 6 storeys as per the proposed changes to the Plan (originally proposed as 7 storeys).
- All townhouses at the eastern and western boundaries should be 2 storeys maximum (abutting existing Residential Development)

*There is no positive performance-based outcome to be achieved by proceeding with heights greater than those provided for in DPO2; and **proceeding with the Sunkin proposal without these proposed amendments would contravene the DPO2 objective to “redevelop the ... site in an integrated manner with surrounding land uses”, particularly the suburban homes abutting the site.***

B. (i) Shortfalls in Resident Parking & Limited Provision of Visitor Parking

One of the stated objectives of the DPO2 is “**the provision of a high level of amenity**” to residents. Access to car parking is one of the most basic amenities that can be afforded to a resident. The proposal made on behalf of Sunkin to have permit parking and the proposed imposition of a “no standing along one side of Middleton Street” to “improve traffic flows” will increase the existing inadequacy of parking in Middleton Street and even further expand the parking problems into additional local streets This aspect of the proposal is implicitly an admission and acknowledgment that the existing street would not support the increased traffic volumes as proposed. Although visitor parking is apparently not mandated by the PPTN (Principal Public Transport Network), it is reasonable to expect that there should be adequate provision for visitor parking, particularly where community services and open space areas are proposed as part of the Development Plan which will attract people to the site. It cannot accurately be assumed that all traffic movement will or can occur via public transport notwithstanding its proximity. The Development as proposed will adversely impact upon the amenity of quiet suburban streets in the Neighbourhood Residential Zone such as Middleton Street that are not located within the “Neighbourhood Activity Zone”.

(ii) Impact of Increased vehicle traffic on surrounding streets

Despite the GTA analysis suggesting that there is “*sufficient mid-block capacity on Middleton Street*”, this is contrary to the lived experience of residents in Middleton and neighbouring streets, who directly observe that the street struggles with its existing capacity to service traffic volumes under normal conditions given the existing levels of traffic and resident parking. The methodology and calculations relied upon in the traffic analysis are fundamentally flawed and cannot be relied upon – further it lacks transparency in not detailing dates and times of asserted traffic readings, fails to account for organic increases in traffic and does not even account for traffic associated with the approved Ryman Development. The letter from GTA estimates that with the reduction of the Developments (by an estimated 27 total dwellings) “... *traffic movements would be reduced by an estimated 80 movements a day*”. Based on this logic, extrapolating the traffic movements for the overall site on the remaining dwellings would amount to a total of 6,750 total traffic movements daily, which is in stark contrast to and conflicts entirely with the 4000 total estimated daily vehicle movements as estimated in their original report.

Council requires an independent assessment of normal non-pandemic traffic conditions to adequately assess any prospective plan on the former CSIRO site as part of its due diligence and ought to view the assessment commissioned by the Developer with extreme caution and make conservative assumptions only.

Approving the proposal in its current format contravenes the DPO2 objective to “provide for safe and efficient traffic and pedestrian networks that integrate with the surrounding neighbourhood”.

C. (i) Greater environmental sustainable outcomes should be achieved at the site given its strategic significance

Sunkin asserts that its “...*commitment has always been to meet or exceed best practice ESD* requirements at the time of a planning permit application*” (* *Environmentally Sustainable Development*). By way of change to the original Development Plan Sunkin proposes the exclusion of gas services to the site. Whilst this may meet Council’s objective to be ‘carbon neutral’, its exclusion will save the Developer costs of installation of gas lines to all dwellings under the guise of sustainability, and in doing so, causing a loss of amenity to prospective residents. Other significant alternative/additional sustainability measures are not adequately identified and committed to as part of the proposal – there can be no doubt that there are many other possible sustainability measures which have not been incorporated, such as installation of solar panels on all buildings on the site. **Inherently, a reduction of the height and massing of the buildings and increase in the tree coverage surrounding the proposed development would decrease the heating and cooling requirements of the proposed Development, enhancing its long-term environmental sustainability.**

(ii) Integration of landscape character with the future Highett Grassy Woodlands & Enhance Biodiversity Outcomes

Whilst welcomed, the improved sustainability measures in (as articulated in the letter of 6th October 2021 and reiterated in further detail on behalf of Sunkin in its webinar on 12th October 2021) do not ameliorate or sufficiently address the adverse impact of the development on the local existing open spaces, noting that Highett already has the lowest proportion of open space in the Bayside Municipal area per capita. (ref: Bayside Open Space Strategy, Table 10, p62). The greater the number of dwellings (and therefore residents) proposed as part of the Development Plan, the greater the proportionate reduction and detrimental impact from increased demand upon open space access in the Ivison ward per capita. Other nearby open spaces accessible to Highett residents, such as the Sir William Fry Reserve in the Kingston Council area, are under increasing threat of reduction from planned future developments such as the Southern Rail Loop.

(iii) The open space network should connect western and eastern Highett

Noting that the 3-hectare Highett Grassy Woodlands conservation area (Zoned - PCRZ) is unlikely to be open to active recreation or dog walking it cannot be considered as effective open space provision and should not be relied upon in support of the proposed scale of the Development. The 1 hectare of accessible open space is zoned PPRZ. The present location of a significant portion of that open space in the North-Western corner does not provide for a network connecting Highett - it does not connect the eastern and western boundaries because it is in the least accessible corner of the development.

Approving the proposal with the current location of the open space contravenes the required DPO2 objective “to provide a high-quality open space network” and therefore it must be relocated to improve connected (networked) public access and provide sunlight to the allocated open space.

(iv) The internal roads should be compliant

The roads proposed as part of the Development are considered “private roads”, and the Officer’s Report at p7 notes they are not compliant as proposed. Given the size of the proposed development, Council should insist upon the roads being compliant for the amenity of the residents and access for services.

D. Comment on the Timing of Correspondence from Ethos Urban (on behalf of Council) and the Response from the Developer, Sunkin Pty Ltd

The letter from Urbis Pty Ltd on behalf of Sunkin Pty Ltd dated 6 October 2021 is stated to be in response to the letter from Ethos Urban dated 23 September 2021. The letter from Ethos Urban was sent **just 4 days** after the closing date for submissions on 19th September, many of which were up to **20-30 pages in length**. Objectors are understandably concerned by this speed within which the response has been prepared and query how all objections could possibly have been adequately considered and responded to in this time.

FOR CLARITY & THE AVOIDANCE OF DOUBT: I do not agree with the proposed Development Plan even with the proposed changes. THE COMMUNITY OF HIGETT AND SURROUNDS OVERWHELMINGLY DO NOT APPROVE THE DEVELOPMENT. It still does not comply with the DPO2, it is excessive and is entirely out of character with the properties in the surrounding area. The density and number of dwellings, and resultant increased traffic movements would not be adequately serviced by the existing or foreseeable local infrastructure, even with the addition of traffic signals to the Bay Road/Graham Road intersection.

The Development Plan greatly exceeds the number and scale of dwellings previously proposed or expected for the site, estimated to be approximately 400-600 dwellings such as noted in the Traffic Assessment prepared by O’Brien Traffic completed in 2015 (which was available to view on the Council website until very recently). Sustainable urban development would be better served by spreading urban expansion more evenly over the Bayside area in smaller sub-divisions instead of being concentrated via high density to the degree proposed by the Development Plan, due to the disproportionate impact on the surrounding local infrastructure which is not equipped to accommodate it.

IN CONSIDERATION OF ALL OF THE ABOVE, BAYSIDE CITY COUNCILLORS ARE RESPECTFULLY REQUESTED TO VOTE NO TO THE DEVELOPMENT PLAN IN ITS CURRENT FORM (INCLUSIVE OF THE PROPOSED CHANGES).

OR IN THE ALTERNATIVE THAT COUNCIL APPROVE the Development Plan, subject to the following conditions of approval:

A revised Development Plan must be submitted and approved to the satisfaction of the Responsible Authority, modified to include (in addition to the other conditions of approval as set out in paragraphs 1(b) onwards of the proposed conditional approval in the Officer’s Report):

- (a) A restriction on the total number of apartment dwellings to be not more than 600 on the site (in addition to the existing proposed townhouse allotments), and of the apartment dwellings:
 - i) not more than 20% of those dwellings to be 1-bedroom apartments,
 - ii) not more than 30% of those dwellings to be 2-bedroom apartments; and
 - iii) at least 50% to be apartments with 3 or more bedrooms.With each dwelling to have at least 1 allocated car parking space.
- (b) Changes in building height of the Plan, showing:
 - i) Reduction in height of Apartment Buildings L, M and K abutting the Woolworths residential complex to a maximum of 6 storeys (Northern End).
 - ii) Reduction in height of Apartment Buildings G & J to a maximum of 5 storeys (Transition from Northern End to Central Area of the site)
 - iii) Reduction in height of buildings D2, H and E to a maximum of 4 storeys;
 - iv) Reduction in height of Apartment Buildings F, I, D, C and B to a maximum of 4 storeys (Central Area of the site)
 - v) Reduction in the height of Apartment building A to a maximum of 3 storeys.
 - vi) Reduction in height of townhouses D and E to a maximum of 2 storeys.
- (c) Reallocation of the portion of the proposed open space to the North of Apartment Buildings G & J, South of Apartment L and bounded by the curved internal road and Apartment K, to be repositioned on the site such that it is situated next to Apartment L, with open space provision at the present location of Apartment K on the site map, such that it better integrates with the balance of the open space provision at the Graham road frontage, and provides improved access and provision of sunlight to the open space.

- (d) Inclusion of a dedicated bike path connecting the Middleton Street portion of the site to the Southern end of the Graham Road aspect of the site adjacent to a footpath.
- (e) Incorporation of rooftop solar panels on all buildings (to be supplemented not substituted by Green Power)
- (f) Inclusion of dedicated parking for car-share operators such as GoGet or Car Next Door for the use of residents, in addition to (not in substitution for) the existing parking allocations.

Prepared by: Angela Burr, BSc, LLB & ASLIV

Dated: 25 October 2021

Founder - HIGHETT & COMMUNITY RESPONSE TO THE GRAHAM ROAD DEVELOPMENT [a group with over 500 members]

6. Mrs Helen Rayment

I would like to add my name to Angela Stacey Burr's submission as she has covered everything I would wish to say.

7. Mr Andrew Loucaides

I would like to know how the council is planning on replacing the morning sun that will be blocked from the 7 story buildings which comes into my house every morning? My house will share a fence with the proposed development.

8. Ms Anita Williams (on behalf of Chandos Bay Pty Ltd)

To Whom It May Concern;

We are writing to lodge a request to be heard in relation to council meeting agenda item 10.1 – The development plan application for former CSIRO site in Highett. As a company with property in the immediate area, we wish to firstly convey that we are generally supportive to the overall concept of the development specifically the proposed residential, commercial and recreational uses.

We take this opportunity to provide feedback on the Development Plans traffic management implications for the surrounding area. As part of our response we provide the attached traffic Memo prepared by Traffix Group.

Chandos Bay Pty Ltd has substantial interest and a significant understanding of the functionality of the area immediately surrounding the former CSIRO site. While we formerly owned 322-328 Bay Road, Cheltenham (Dan Murphy's) and 14 Hamlet Street, Cheltenham (The Button Factory) we also currently own and are in the process of developing the land located at 17 Hamlet and 20 Chandos Street, Cheltenham. This site is located directly south of the former CSIRO site with the main points of access to both Chandos and Hamlet Streets connecting to Bay Road, with the former being positioned close to the proposed intersection of Graham and Bay Roads. The densification of the former CSIRO site will create a substantial increase in traffic heading South on Graham Road entering Bay Road therefore impacting the access and functionality of our site located at 17 Hamlet and 20 Chandos Streets. The focus of our feedback relates to the proposed treatment of the Graham and Bay Road intersection.

Upon review of the recent updates provided by Bayside City council online, the Park Village Development Plan prepared by Urbis, the Transport Impact Assessment prepared by Stantec Australia and attendance at the developer's webinars we understand the following:

- Assessments have identified that the proposed increased traffic created by the proposed development plan will create problematic congestion at the intersection of Graham and Bay Roads;
- The initial presentation of the development plan in November 2019 proposed to ban right turn movements at the Graham and Bay Road intersection;
- An updated development plan was presented which included a proposal to signalise the Graham and Bay Road intersection;
- Recent amendments to the development plan propose to make the road between the subject site and Middleton street one-way hence placing emphasis on the two accessways between the subject site and Graham Road and therefore increasing traffic densities and volumes on Graham Road.
- Sunkin will make a monetary contribution towards the cost of proposed signalisation of the Graham and Bay Road intersection. Following the webinar we have been advised Council would be paying the balance of the cost for the intersection;

While we acknowledge that the proposal has sought to somewhat address the congestion issues identified at the Graham and Bay Road intersection we still note the following concerns:

- No SIDRA analysis or impact analysis has been undertaken to assess the impact on Chandos and Hamlet Streets pre and post introduction of the intersection.

- No SIDRA analysis or impact analysis has been undertaken to assess the traffic impacts for Graham Road taking into consideration the recent alteration to the proposal to make the Middleton Road accessway a one-way exit or entry point.
- There is little to no justification for the adoption of the 35% traffic movement to Bay and Graham Road intersections, particularly when development plans own modelling indicates that 50% of the site access will occur at the Southern access point to Graham Road. If the traffic distribution is closer to 50% then the proposed intersection capacity will be further impacted creating longer queues and traffic light delays. The forementioned traffic movements will have also been further impacted by the recent proposal alteration which will see the Middleton Road accessway become a one-way exit or entry.
- There is no detail as to whether the proposed intersection can fit within the existing road reserve and whether acquisition of land needs to be undertaken to facilitate this.

We argue that the proposed signalization will create a scenario where it is near impossible to safely enter or exit Chandos Street from Bay Road. To not allow for these traffic movements would have a severe impact on the businesses and essential services that use this intersection including Ventura Bus Lines who operate multiple PTV bus routes and use this as their main access and egress point.

As a solution we propose Chandos Street be included in the signalisation of Graham and Bay Roads. Details of this proposal and its logistics can be found in Appendix A of the attached traffic Memo prepared by Traffix Group. If a solution that included Chandos Street in the intersection and a fixed trigger or date for its delivery was adopted we would support the Development Plan.

Regards,

Chandos Bay Pty Ltd

ACN 616 056 72

Our Reference: G30647L-01B

17 September 2021

Chandos Bay Pty Ltd
239 Bay Street
BRIGHTON VIC 3186

Attention: Anna Williams

Dear Anna,

**Former CSIRO Highett Site Redevelopment
Proposed Residential Development
Traffic Engineering Advice for Submission**

Further to your instructions, we have undertaken a review of the proposed former CSIRO Site, Highett Redevelopment proposal from a traffic perspective and paid particular mind to the proposed works at the intersection of Graham Road and Bay Road.

The Development Plan and associated traffic engineering assessment relies upon the signalisation of Graham Road as a T-intersection with Bay Road to support the traffic analysis for the future redevelopment.

We are advised that Sunkin (The Proponent) intends to make a contribution to the cost of the new signals with the remainder supplemented by Council, as contemplated within the Highett Structure Plan.

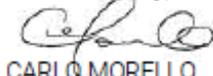
It should be noted that Chandos Bay owns the land at 20 Hamlet Street and 17 Chandos Street, Cheltenham which is located to the south of Bay Road. The permit issued for the redevelopment of that site (PP 5/2018/775/1) includes a financial contribution to Council to assist in undertaking future Traffic Management Studies (and works) to assist in managing traffic along Bay Road.

In reviewing the proposed Graham Road signals, we note that Chandos Street and Graham Road are closely spaced along Bay Road (only approximately 30 metres separation). Given this close spacing, it would be logical to include Chandos Street as a fourth (southern) leg. This would assist in managing potential conflicts caused as a result of the close spacing of the two intersections, and also assist vehicles entering and exiting the southern side of Bay Road into the future.

Accordingly, we have prepared a Concept Plan, attached at Appendix A, to show how this intersection might be constructed and believe this should be considered by Council as part of the future intersection works on Bay Road.

Please contact myself at Traffix Group if you require any further information.

Yours faithfully,



CARLO MORELLO

Senior Associate

9. Mr Rodney Nieuwenhuizen

I wholly support the submission presented regarding this development from Angela Stacey Burr dated the 25th of October 2021. I do not support the application in its current form or with the suggested changes.

10. Ms Danielle McNair

I wholeheartedly support the submission made by Angela Stacey Burr dated 25/10/21
I do not support the CSIRO development proposal in its current or revised form.
Thank you
Danielle McNair

11. Ms Chisholm Sophie

I agree with Ms Angela Burr's submission and my views are the same. I oppose the development plan of the old CSIRO site in its current form. I urge the councillors to vote against the current development plan

12. Mrs Caroline & Mr David Robinson

I am writing in response to the proposed amendments provided by Sunkin for the Development Plan of the former CSIRO site at 37 Graham Rd and 32 Middleton St, Highett. **Our home at 34 Middleton street, is adjacent to the Middleton St access point and abutting Apartment A.**

We are not opposed to the development of the former CSIRO site and welcome the many positive additions to Highett such as the protection of the Highett Grassy Woodlands, parkland, and local library. However, we are concerned that the current local infrastructure and roadways may not cope with the proposed number of dwellings, cars and people. In addition we are unhappy with the size and proximity of Building A, which seems inappropriate for not only it's closeness to our homes, but in the overall amenity of the development.

Objection 1: The planned use of Middleton St as a primary access point for the development, and the potential impact it will have on both our family and the surrounding neighbourhood. In particular:

1. Loss of Quiet Residential Streets - The Development proposes vehicle entry/access via Middleton street, which presently has low-medium traffic flow and cars parked along both sides of the street at most times of the day. The opening of the Activity Centre into the Neighbourhood Residential Zone will negatively impact the local streets with an increase of cars flowing into nearby streets. Providing an entry only access road will help to prevent this, and will minimise the impacts to the neighbourhood. Leaving the access road unresolved will be detrimental to the residents of Middleton Street and nearby streets, as this leaves the matter open to the possibility of becoming 2-way in future.
2. Safety Concerns - Middleton St is a local access street with a designated bike route. The increase of traffic of 570 vehicles a day to Bay Rd and 570 vehicles a day to Highett Rd, (a conservative estimate provided by the SUNKIN traffic report) will dramatically decrease the quality of our life due to the proximity of the access road to our home. We have serious concerns for the safety of our children that ride their bikes to school and back at peak driving times. The neighbouring streets will become so congested and with little wiggle room becoming high accident areas. The traffic assessment report suggests 30% of the daily traffic could be sent through the neighbourhood residential zone (NRZ) causing severe pedestrian safety, noise and parking issues in this established residential area.
3. Pollution Concerns - As our home is adjacent to the Middleton St access point we will be exposed to a significant increase in traffic fumes as cars sit idling to exit onto Middleton St. The increase in pollution may not only impact on our health and the health of our children but have a detrimental impact on the native vegetation of the nearby HGW conservation area.

4. Increased accidents at access road junctions - An extra 3,700 new traffic movements on our residential streets is unsustainable and will cause additional accidents as cars enter and exit the access road. Despite the GTA analysis suggesting that there is "sufficient mid-block capacity on Middleton Street", this is contrary to our lived experience and that of residents in Middleton and neighbouring streets. Pre-pandemic Middleton street struggled with the current car usage, levels of traffic and resident parking. The size of the development in terms of numbers of residents **does not "provide for safe and efficient traffic and pedestrian networks that integrate with the surrounding neighbourhood" (DPO2-1.0).**

5. Parking Concerns – The proposed access to the site via Middleton Street would effectively open the activity zone directly to the residential zone – causing disruptive and unacceptable traffic and parking concerns for neighbours outside the activity zone. In addition, parking options for us and our visitors will be greatly reduced as the area in front of our property will be made a no parking area due to the proximity to the access road. Furthermore, there will be an increase in cars seeking parking options as little is supplied in the development for residents.

6. Bottlenecks and congestions - Middleton St is lined with cars parking on both sides of the street and requires cars to move aside to allow oncoming traffic to pass through. It is a narrow, busy and difficult street to navigate particularly when not in a lockdown period.

Objection 2: The size and location of Building A

1. Proximity - While the building appears to meet the minimum requirement for offset as outlined in the overlay, it is inevitable that this structure will impact our quality of life and the value of our property. We have chosen to invest in this area because of its community feel, and also in part because of the Highett Structure Plan of 2018. While we understand that this Plan is not an enforceable overlay, there is an implied promise to limit development on the block, and this promise has been broken by this proposal.

2. Amenity - A five-storey building at the southern end of the property is out of character with the surrounding suburb. While the developer has committed to creating a development that integrates with its surroundings, in the case of Building A, this is a failure. There doesn't seem to be a building of this size abutting residential homes elsewhere in our area. Please note that building apartments A & L (in the southern end) will appear to be similar in height to the Northern boundary buildings due the elevated land ground level at the Southern End when the intent of DPO 2 was for it to trend down based on the Northern to Central area guidance contained in DPO 2. **Therefore the Buildings A & B do not "redevelop the former CSIRO Highett site in an integrated manner with surrounding land uses." (DPO2-1.0)**

We ask that council **approve the Development Plan, subject to the following:**

- (a) A reduction of overall height, size and density of the development to not more than 800 dwellings in total on the site.
- (b) Reduction in the height of Apartment building A & B to a maximum of 3 storeys.
- (c) One-way entry only at the Middleton Street Access Road. Creating a one-way entrance only to the Middleton St access road will significantly reduce the overflow of traffic from an activity centre into quiet residential streets and therefore alleviate the significant stress on local streets.
- (d) Inclusion of a dedicated bike path connecting the Middleton Street portion of the site to the Southern end of the Graham Road aspect of the site adjacent to a footpath.
- (e) Inclusion of dedicated parking for car-share operators such as GoGet or Car Next Door for the use of residents, in addition to (not in substitution for) the existing parking allocations.

We trust the Bayside City Council to work for us as a community in ensuring that these developments are appropriate and sensible. However, we believe that the proposed plans with the minor amendments proposed by Sunkin may be approved even though they do not address the significant concerns from the community about height, density and traffic. The Development as proposed will adversely impact upon our family and the amenity of the quiet suburban streets in the Neighbourhood Residential Zone. We ask that careful consideration is taken in regard to the largest development in Bayside's history as we love Highett and our home.

Yours sincerely,

Caroline and David Robinson

13. Mrs Karen & Mr Pat Di Nicolantonio

The role of a councillor is to 'participate in the decision-making of the council' and 'represent the municipal community in that decision-making'.

The municipality has spoken with over 70% of the 705 objectors on Bayside's 'HAVE YOUR SAY' survey STRONGLY OPPOSING the Development Plan and a further 13% SOMEWHAT OPPOSING it = 83% of the community (see reference on page 2 (attached) taken from Council's Community Engagement Summary Report page 13).

705 objectors on the HAVE YOUR SAY page, along with a further 103 who only submitted via email or hard copy, is a significant proportion of the community and given the amount of documents that needed to be digested this is a testament to the degree the community does not want this development to proceed at this scale.

The arguments put forth from objectors in Council's Community Engagement Report are as follows:

- The scale of the project is too large for the Highett community to accept...it and it will negatively impact on the basic needs of the Highett community
- The development grossly contradicts the proposal put forth originally. It does not meet the current structure plan
- I am extremely concerned about this proposal as it stands because it is inappropriate on so many levels. I am all for growth if it is within an infrastructure that can support it but the number of dwellings for this site far outnumbers the original proposal.

In essence, that what is proposed is a massive overdevelopment of the site which will severely adversely impact the amenity and character of Highett if allowed to proceed as is.

The proposed Development Plan:

- Does NOT MEET OBJECTIVES OF DPO2 – Up to 4 storeys in the central area and up to 6 storeys in the northern end of the site. Even if discretionary, at 7 storeys is almost double the 'up to' 4 storey objective.
- Is TOO HIGH
- Has TOO MANY DWELLINGS
- Will cause TRAFFIC CAOS TO BAY, HIGHETT & WICKHAM ROADS, AS WELL AS OTHER LOCAL NEIGHBOURHOOD ROADS
- Is NOT IN KEEPING WITH NEIGHBOURHOOD CHARACTER
- Will have a SIGNIFICANTLY NEGATIVE IMPACT ON THE ADJACENT NEIGHBOURHOOD RESIDENTIAL ZONE (NRZ) DUE TO TRAFFIC (Middleton St should be bike and pedestrian access only)
- Shows PUBLIC PARK WILL BE IN SHADOW FOR MOST OF THE AFTERNOON
- Does NOT have SUFFICIENT VISITOR PARKING
- Should have a DEDICATED BIKE PATH adjacent to a FOOTPATH
- Should EXCEED MINIMUM SUSTAINABILITY REQUIRMENTS

We also agree with the recommended 'subject to conditions' proposed by Angela Burr of the HIGHETT & COMMUNITY REPOSE TO GRAHAM ROAD DEVELOPMENT should council approve the Development Plan.

Signed

Karen & Pat Di Nicolantonio

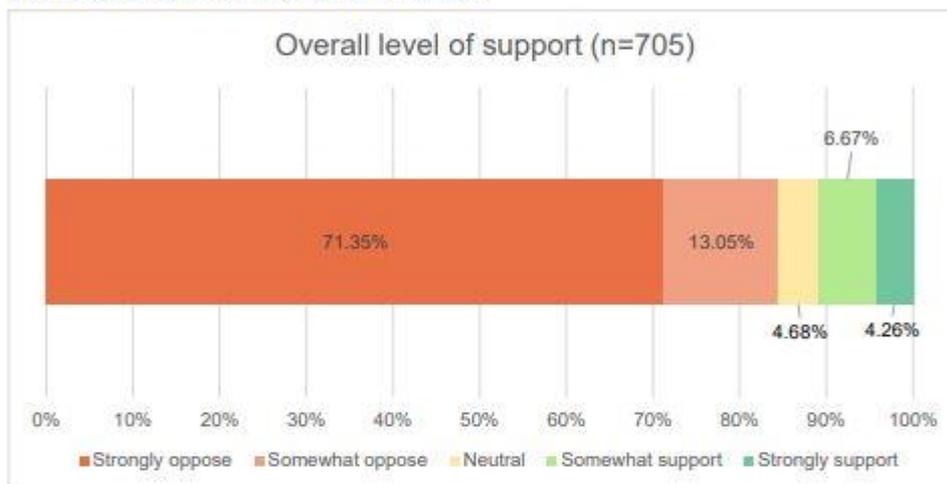
Reference: Council's Community Engagement Summary Report – page 13

5.1 Support for Development Plan

5.1.1 Overall support

Figure 3 shows the overall level of support for the Development Plan on a Likert scale. The most common answer was 'strongly oppose', with 71.4% of participants selecting this level of support. Just under 5% of participants said they strongly supported the Development Plan.

Figure 3 Overall level of support for the Development Plan



Source: 718 qualitative surveys Bayside City Council Have Your Say, of which 705 responded to this question. Does not include those people who only submitted via email or hard copy (103), as level of support on a Likert scale was only asked to those participants who submitted via Have Your Say.

The reasons some participants gave for their level of support for the Development Plan are indicated through these quotes:

- *'The scale of the project is too large for the Highett community to accept... it and will negatively impact on the basic needs of the Highett community.'*
- *'The development grossly contradicts the proposal put forward originally. It does not meet the current structure plan.'*
- *'I am extremely concerned about this proposal as it stands because it is inappropriate on so many levels. I am all for growth if it's within an infrastructure that can support it but the number of dwellings for this site far outnumbers the original proposal.'*

14. Mrs Margaret Walker

Dear Mayor & Councillors

I wish to object to the Development Plan by the Developers Sunkin at the Former CSIRO site as I feel it is a massive overdevelopment. The original plan was for up to 600 dwellings with a mixture of apartments & 3 bedroom townhouses making up the greater percentage as that would fit with the demand for more family housing in Highett which has a reputation as being a family friendly Suburb.

How did we end up with 1048 mainly 1 & 3 bedroom apartments and 57 townhouses ?? This should never have been acceptable to BCC.

I have to question why this Development Plan is even being considered when it did not match the original scope ??

Also as ratepayers we have not been privy to a 3D version as to how it will look despite the Council Planning Office having that capability as was explained in a Zoom meeting with the Mayor councillors & planners on Friday 22nd October but are not prepared to share it despite requests. We have seen a piece of paper with little boxes in different colours that looks down from above. In my wildest dreams I cannot imagine how that would look in reality but apparently so long as the planners understand it then that's ok!! Traffic management is way off the mark and as a frequent user of Graham Rd it currently is a nightmare at either end (a) because trying to turn right from Graham Rd into Highett Rd over the level crossing I've often had to wait for 4,5,6 traffic light changes and (b) I'm taking my life in my hands if I try To turn right onto Bay Rd.

(C) To turn right from the Safeway exit in Highett Rd can take up to 4 light changes for me to get out of the car park. As this is happening now during Covid I dread to think what's it will be like when we are completely reopened. I believe the traffic management report is flawed and needs to be rerun with normal traffic. The last traffic report by yourselves in 2018-19

indicated that Graham Rd was almost at capacity and that was prior to the new Ryman Retirement Village being built across the road from the CSIRO site.

Highett as usual is the Suburb that seems to get the dregs unlike the wealthier Bayside Suburbs no lovely big playgrounds for us (Thomas St)

We get a mini city on our doorstep with the largest density of homes anywhere.

I know the site is 9.3 however 3ha is the grassy woodland and 1ha for public space leaving 1048 homes to be built on 5.3ha.

821 responses were made to BCC regarding the rejection of this application reflecting the feeling of this community.

I also wish to add my support to the submission by Angela Barr as I believe it covers the whole plan.

I urge all 7 councillors to use their votes wisely and to remember you are there to act on behalf of the ratepayers and to do that you have to listen to what they are asking for and that is to reject this development plan.

Do not let this be your legacy in the future of Highett as I'm sure you would like to think you have made a difference.

Regards

15. Mrs Courtney DeCesare

Dear Councillors,

As one of the 542 members of the 'Highett & Community Response to the Graham Road Development (CSIRO)' I can confidently say we are a group FOR the development of the former CSIRO site. The Highett community are particularly progressive and I know living here for 12 years what a wonderful vibrant Bayside suburb it is finally becoming.

The 83% sentiment in strong Community Objections during the development consultation process is not an anti-progress sentiment but rather a severe reaction to how extreme and unreasonable this Development Plan is in relation to the locations limited infrastructure, outlined in the DPO2. The connectivity to Highett Station was a huge consideration when providing 6-4 story housing on this 5.3ha (buildable land) site.

I believe Activity Centre's should have incredibly stringent planning processes, given it is the heart and future of its community. I then ask all Councillors to understand that Highett Village is Bayside + Kingston's smallest, most populated AND congested Activity Centres when reviewing how acceptable the vast increase to 1058++ dwellings will be.

The greatest surprise and concerned for the entire Highett Community is how far removed from the Development Plan Overlay (DPO2) and Highett Structure Plan 2018 this current Development Plan is. We urge all Councillors to please consider the 6 years of thorough assessment, planning and council spend involved in the careful recommendations made (within the DPO2 and Highett Structure Plan) since its decontamination and sale of this site.

The Bayside City Council and the Highett Grassy Wodlands Committee have considered every aspect of preservation and growth potential in the last decade, ALL of which has been entirely dismissed in the current applicants desire to expand the height and density of this new community, effectively doubling their profitability on the conditions they purchased the site for in 2019.

What is now being proposed is that of a population of a small Victorian town on congested single lane access roads PLUS a requirement to open the back of the site (via Middleton St.) to feed this traffic directly into the protected Neighbourhood Residential Zone. As constituents of this council we would argue this to be acceptable anywhere in the City of Bayside - Where the (over)development of a thoroughly assessed site would offer up the livelihoods of the existing community to one applicants bid for profit?

The back of the CSIRO site is NOT an Activity Zone (it is the protective boundary) however the Council Planning Officers are in support of the Applicants extreme increased density and therefore willingly offering up the quiet streets of the NRZ as a thoroughfare of irreversible damage. At the recommended maximum dwellings assessed by council and traffic guidance in 2017 (400-600 dwellings), one way vehicle/pedestrian and bike access would have been acceptable via Middleton St. The same assessments SHOULD not be given to the Applicant to determine when profitability is motive and Council are full aware of the Zoning that should be adhered to in regards to opening the Activity Centre in such a way.

I understand the Councillors will be in favour of boosting Affordable Housing as well as meeting future population needs- the same considerations heavily applied and made in the DPO2 on this site. However the detail is in the suitability and sustainability of what is being proposed here.. and how extreme it truly is!

I have focused on the misgivings within the Traffic Analysis supporting this development Plan and listed some major considerations that have been overlooked in the Reports and 'recommended conditions' presented for your Approval at 26th October Council Meeting.

- The Applicant (Sunkin) basis for the significant increase in height in density and disregard for the DPO2 guidelines is based on the 'excellent' traffic conditions supporting the site – in particular Graham Rd and Middleton St. In fact, with the projected 2,500+ new residential community proposed these roads have been assessed by the Applicant to be only at 60% and 40% capacity.. These are roads hindered by a level crossing AND no main arterial access!
- The Bayside City Council performed two through Traffic Assessments on the Highett Activity Centre in 2015 and 2017 both of which completely contradict the conditions the Applicant claims in their privately paid Traffic Impact Assessment from recordings they 'claim' to have made soon after in 2019.
- In 2017 the Bayside City Council had the traffic assessed on 2x density scenarios recommended in their DPO – 'Low' at 400 Dwellings and 'High' at 600 Dwellings – Reference: Cardino Report "*Highett and Southland Pennydale Structure Plans - Combined Background Report*". These findings concluded:

"All roads are working within their theoretic capacities with the exception of Graham Rd and Middleton St, which are approaching their capacity" (2017).

Graham Rd. upgrades recommended to accommodate low 400 dwellings or High 600 dwellings –

"Straight alignment (of Graham Rd)", "increase to 2 lane Traffic", "widening roadways across whole length" (for appropriate bicycle and Parking). "Install signalised Graham Rd/Bay Rd intersection necessary BEFORE construction commences".

(Certainly not a street with 'excellent' capabilities as claimed by the Applicant paid assessment.)

With the Traffic counts recorded on both roads (in Council Reports) in 2017 PLUS the 4,500-6,500 new daily traffic movement projected (1058+ future dwellings including low 0.5 parking ratios) PLUS the small and large developments built on Graham and Middleton St. between 2017 until 2021 these roads would be deemed 'Critically over capacity' – hence the Highett Communities strong sentiment this would make Highett not just undesirable but unliveable!

Not only would new and existing residents be unable to pass through Highett Village they/we would be unable to access basic amenities like Woolworths Shopping Centre, childcare and health facilities, as well as having our quiet residential streets lined with parked and moving cars with inappropriate provisions provided by the CSIRO site.

At max. 600 dwellings (High Density Council consideration in 2017) there were recommendations against increased traffic into Middleton St. due to the roads limited width, impact on residential community and 'significant crash black spot', things known by Council yet disregarded in their recommendation for the Applicant to create a new purpose built main access road via Middleton St.

Middleton St has been suggested to take only 30% of the 4,000-6,500 daily traffic movements however Graham Rd entrance points feed to the same north and south bound routes. Middleton St. if allowed will take a staggering 50% or MORE of this huge developments traffic directly into the Neighbourhood Residential Zone as a faster and preferred route in peak hours.

It is important that the Councillors reject the current Development Plan including Council Officers insufficient conditions and focus on enhancing the CSIRO site within the locations sensible parameters - providing both a great new community space without completely stripping the character, privacy, accessibility and safety of the broader community.

Lastly I would like to summarise unacceptable documentation supporting the Development Plan in which the Community have sort transparency from the Council Planning Officers throughout the advertised campaign – without prevail.

- Sunkin's Traffic Impact Assessment performed by GTA/STANTEC is completely void of dates and times of the intersection and tubular counts! This is the most significant information within a traffic report and has been instrumental in the Applicants bid to increase profitability on this site.
- Community representatives including myself have requested this mandatory inclusion in order to deem this document acceptable, however Council Planning Officials have denied the applicant supply this crucial data. To this date the Council have NOT requested or sited this information to provide proper due diligence in regards to the serious assessment of the Highett Village Infrastructure EVEN THOUGH the applicants findings completely contradict all other (Council) traffic assessment and lived conditions in the area.
- The Council performed a 'peer review' by engaging an independent traffic company One Mile Grid to assess the compliance and sufficiency of the Applicants Traffic Assessment in September 2021. This DID NOT include reviewing actual traffic recorded data, but rather the 'wording' of the report was reviewed at this time. The community find this a completely insufficient and unacceptable outcome. Noting that One Mile Group were found in 2019 at a VCAT hearing to have provided the Bayside City Council with fraudulent traffic recordings in order to secure approval on their clients then Development – *17 Chandos St & 20 Hamlet St Shopping Centre Reference : Planning Application 775/2018*. This company was known to be untrustworthy, yet engaged to assess the exact same area of Highett/Cheltenham they assessed at 'excellent' conditions when the Graham Rd/Bay Rd/Chandos St. intersection was re counted by Council in 2018 and evaluated the conditions as 'very poor'.
- The Urbis have been independently involved in the sale of the CSIRO site, petitioned Zoning over the site, been involved in the preparation of sale of the site and now work on behalf of the

Applicant in petitioning removal of all planning parameters on this site. Conflict of interests should be considered by Councillors in the various stages of change petitioned by the Urbis. Lastly, The Urbis on behalf of the Applicant have strongly pushed the Height and Density of the current Highett Structure Plan and the DPO at their own 'discretion' and profitability. I'd like to illustrate in excerpts from both current documents how clearly identified these parameters are provided below. The Applicant has completely disregarded the heights and zoning of higher density buildings by applying 14x towers across the entire length of the buildable land including 11x 7 story towers across the Neighbourhood Residential Zone completely altering the character of Highett forever. The Council Officer conditions to the Applicant to reduce only 3x 7 story towers to 6 stories is still a gross over use of an area with max. 4 story constraints.

The applicant has gone 70% higher on all the DPO2 height provisions resulting in 34 stories OVER the planning provisions outlined in the DPO2! Given 820x apartments within the 1058 are very small dwellings this is doubling the population intended and carefully considered for this site.

Highett Structure Plan 2018 (current) clear indications where the 2, 4 and 5 story buildings must reside.



I thank you for your time and careful consideration,

Mrs Courtney DeCesare - Donald St. Highett ph: 0411 489 178

--I Courtney DeCesare do not give permission to have this Word Doc. altered in any way 26.10.21. Noted as preferred PDF format is not accepted by Council --

16. Mr Fraser Martin

26 October 2021

**Planning Management
Bayside City Council
76 Royal Avenue
Sandringham**

Dear Sir / Madam,

Please find enclosed my written response to Agenda Item 10.1 "the development proposal and delegates response to the former CSIRO site at 37 Graham Rd and 32 Middleton St, Highett".

It has taken significant amount of time to read through the delegates report and form a concise response to the key issues that are continually overlooked.

Yours sincerely

Fraser Martin

Agenda Item 10.1

Overall I support the development of the former CSIRO site. The development will however have some major impacts on the local community and I do not feel that this has been adequately considered by any party at this point in time. Decisions appear to be made without looking at the over all impacts in relation to the following:

- > Impact of the physical construction and development of the site on residents
- > Traffic

Impact of the physical construction and development of the site on residents

The developer has indicated that they see the site taking 10 years to develop. Has anyone really considered the impact of noise, traffic, dust and the right to quiet enjoyment of our homes?

Can you imagine trucks and site noise for 10 years starting at 6:30am every morning Monday to Friday and then on Saturdays? Trades and trucks will arrive early then park and get ready for the 7am start.

The physical noise of construction from 7am will be heard for a large distance around the site.

The dust from the site and dust from construction trucks coming and going will have significant on the local residents and surrounding streets that they use to get to the site. This will go for 10 years...

Traffic

The report

"2_ Transport_Impact_Assessment.pdf"

compiled by the developers consultant is seriously flawed on many levels and misleading. The response by Vic roads is as per my recent dealings totally inadequate. Your delegates have taken no consideration of other approved developments in Chandos St or existing issues with the intersection at Jack Road and existing traffic and safety issues along Bay Road.

At present Vic roads has Bay Rd at 40,000 movements per day with a capacity of 60,000 movements.

The developers report does not take into account the added traffic movements forecast by Vic roads and does not even take into account the increased traffic from the completed and in progress large-scale developments down before Bluff Rd.

The developers report diagram Figure 7.2 is very misleading in that it misses the two intersections at Chandos St / Bay Rd and Jack Rd / Bay Rd. The report and the Vic roads response also ignore these key intersections.

Should traffic lights be installed at the intersection of Bay Rd and Graham Rd there are five key concerns:

- > How will traffic be stopped from going down the narrow side streets of Jackson Road, Princess Avenue and Royalty Avenue?
- > What impact will the lights and works required have on the local business the Flour House?
- > How will Bay Rd be widened to 3.5m per lane for 4 lanes as per Australian Standards?
- > Bay Rd
- > What happens to the traffic from the extra lanes when it goes down to one lane each direction (East of Graham Rd)?

Narrow side streets of Jackson Road, Princess Avenue and Royalty Avenue.

When presented with a roadblock in the form of traffic lights drivers will naturally look for alternate routes to avoid the roadblock. The

narrow side streets shown below provide escape routes for drivers. These roads are very narrow residential side streets with cars parked both sides making travel very difficult.



Diagram of roads



Width of Jackson Road



Width of Princess Avenue



Width of Royalty Avenue



Resident's cars parked either side of Royalty Avenue

The Flour House

This business has invested significant time and money establishing their business prior to COVID and now have a loyal community following with queues of people lining down Graham Rd to purchase their food. Parking is either in front of the premises or down the narrow side streets that become very congested.



Parking out the front and a queue stretching down Graham Rd.

Bay Rd

Bay Road stretches from Beach Road in Sandringham to Nepean Highway in Cheltenham.

Vic roads has current pre COVID vehicle rates at 40,000 movements a day with a capacity of 60,000 movements a day.

Bay road has many issues including varying widths, sections of severe traffic congestion and sections where it drops down to one lane each way.

When you look at the pictures below you will see at its narrowest it is only 9.9m and according to the Australian Standards for roads Vic roads should be remarking the whole of Bay Road as three lanes as at no point on the road does it meet the required Australian Standards for four lanes.

Table 4.3: Urban arterial road widths

Element	Lane width (m)	Comments
General traffic lane	3.5	General traffic lane widths to be used for all roads
	3.0-3.4	For use on low speed roads with low truck volumes
Service road lane	3.4-5.5	Range of lane widths on service roads (refer to Section 4.11)
Wide kerbside lane	4.2	Locations where there are high truck volumes (additional width provided for trucks)
	4.3-4.5	Locations where motorbikes and cyclists use the same lane (refer Section 4.8.11 and Commentary 1)
HGV lane	3.5-4.5	Bus lane (refer Section 4.9.2)
	3.3	Transit right-of-way vehicle lane (refer Section 4.9.3)
Minimum width between kerb and channel (to provide for passing of broken down vehicles)	5.0 ¹ -6.0 ²	Width of a single lane suitable for use in a left turn slip lane, or two lanes, one way (broken road with a speed marker)
	2 x 4.0 (3.0)	Width of two lanes that provide for two lanes of traffic to (slowly) pass a broken down vehicle.



Proposed three lane solution for Bay Rd

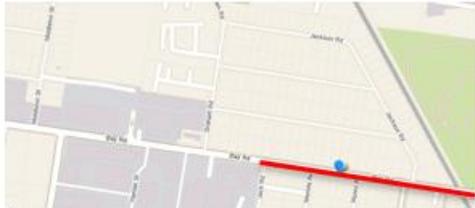
This is a road used by buses, trucks and cars and it has no area on it where four buses could drive side by side.



Bay Road from Sandringham to Cheltenham.



Traffic congestion at school and peak times runs from Bluff Road back down to Codrington Street as cars are allowed to park and block the left hand lanes for East and West based traffic. (clearway is required during peak and school times to help move the traffic flow)



Traffic at the intersection of Graham and Bay Rd reduces to single lanes in each direction due to the narrow width of the road until Jackson Rd. Vehicles try to run at 2 lanes in each direction, which results in numerous accidents, daily road rage and damage to electrical poles.



During peak time congestion runs back past Jackson Road as a result of the lane marking at the intersection of Bay Rd and Nepean Highway. This section requires redesigning to allow for the left lane of Bay Road to be used solely for left hand turns northbound onto Nepean Highway, one lane straight eastbound and the third existing lane for southbound traffic. This will still have some traffic congestion for the southbound traffic, but will greatly ease northbound congestion.



Road Width East of Sandringham shops narrowed to (2 lanes)



Bay Road just after Highland Ave narrows to 10.7m but is still marked as four lanes. It is a very dangerous section and is grossly under the Australian Standards for Road widths.



Road width west of Graham Road is 12.4m



The road width East of Graham Rd is only 9.9m this is not capable of taking the proposed traffic from the developers consultants. Requests have been made to Vic roads on three occasions to have this remarked as three lanes with the middle lane for turning traffic to go into the shops and also for residents to use to get into and out of driveways.



Road width west of Jackson and Bay Rd (2 lanes), but road not narrowed so cars try and run as 4 lanes, causing accidents and daily near misses.



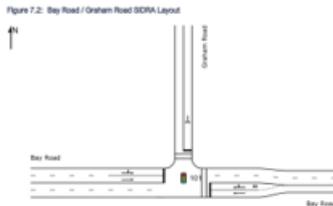
Road width East of Jackson and Bay Rd (4 lanes) needs redesign to allow for a right hand turn into Jackson Rd, single lane east and west

and left hand turn only into Davie Ave. This is a site of frequent accidents as cars narrow from two lanes west to one lane, while cars try to also turn left and right into the side streets.



Road width East of railway bridge just before Southland (5 lanes)

The developers report does not make any allowance for Vic roads traffic movement numbers on Bay Rd and does not take into account the increased traffic from the recently constructed and currently in construction apartment building just before Bluff Road.



Misleading diagram as it makes no reference to Chandos St, Jack Rd and Bay Rd after Graham Rd to the right of the intersection is one lane each direction not the two lanes as shown. No reference to the Laminex entry is shown for B Double entry and exit.

The proposed intersection does not take into account the intersection requirements for Chandos St under the development the council has already approved against its own internal traffic engineers advice or the failings of the intersection at Bay Rd and Jack Road, which causes massive congestion as only one car at a time can exit east bound. The developer's consultant's drawings are very misleading as they do not show the intersections of Chandos or Jack Road and indicate more distance and length to manage traffic load. There is also insufficient space to allow for B Double trucks entering and exiting the Laminex site on Bay Road just prior to Graham Road to the East.

As a resident on Bay Rd we have contacted Vic roads three times to try and address key safety issues on Bay Rd and have even tried to get Bayside Council officers to support and assist us in getting very minor works undertaken to improve key safety issues with

no positive support or responses from Vic roads.

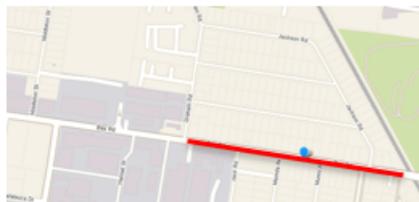
There are many sections of your delegate's report I could quote where this shows how clearly Council officers are failing to implement the key policies and drivers for the council, but I do not want to make you read too much more.

Please pause this application and take time to properly consult the community and bring together a workshop with Vic roads and all affected parties to look at ways to remedy the issues facing the local community and look at Bay Rd in its entirety to get a sound solution that will last for years. Not part solutions that are short sighted and create a mess of the roads like the alterations outside the new apartments near Bluff Road. Here we have multiple towers and the road has been altered to allow a protected turning lane into two towers (3 and 5) but not tower 4 between.



Power pole frequently hit by trucks trying to go past cars and buses east of Graham Rd intersection and replaced by power company numerous times.

Also from a planning perspective Amendment C160bays needs to be removed from the Planning Minister and amended to stop small inappropriate developments (duplex) on Bay Rd from Graham to Jackson that cause driveways and traffic on Bay Rd. There should be a long-term plan to remove all driveways from Bay Rd. Happy to discuss at a later date.



17. Ms Chloe & Mr Ben McDougall

To Bayside City Council

Written Submission to Bayside City Council (Bayside CC)

RE: Agenda 10.1 for meeting on 26 October 2021, DEVELOPMENT PLAN APPLICATION FOR FORMER CSIRO SITE IN HIGHETT

I am writing to **strongly oppose** the recommendation of Bayside CC planning department to approve the proposed development plan – even with its amendments - for the former CSIRO site in Highett.

Reasons include:

1. The height and scale is inappropriate for the site. The Proposed Development and Amended Proposed Development is too big.
2. The developer is proposing that all roads in the development are privately owned. Bayside CC are unable to confirm if this development will be a private, gated community. We feel strongly that, in line with the rest of the suburb, the development should be open and accessible to all residents, particularly the park, Highett Grassy Woodlands and community facilities.
3. Bayside CC have been deceptive and misleading throughout this entire process designed to minimise public scrutiny. Some examples include:

What's been reported	Reality
<p>Page 23 of the "Officer assessment of Development Plan application" states <i>Buildings L, M and K are proposed to be seven storeys in height. This generally reflects the existing higher scale built form fronting Highett Road.</i></p>	<p>The "higher scale built form" on Highett Road being referred to is four storeys, not seven as the report implies.</p>
<p>"Car parking spaces for all apartments" advertised on the Bayside CC Have Your Say website.</p> <div style="border: 1px solid #ccc; padding: 5px; margin-top: 10px;"> <ul style="list-style-type: none"> + One-way entry from or exit to Middleton Str + Car parking spaces for all apartments + Enhanced biodiversity and links to Highett C </div>	<p>Page 17 – 18 of "Officer assessment of Development Plan application" <i>Car Parking Assessment</i></p> <ul style="list-style-type: none"> • Car parking rates for the one-bedroom product equates to 0.86 spaces per dwelling. It is considered high, especially when the development is looking to promote sustainable transport options and a higher take up of public transport. Effectively only 32 of 1,033 dwellings would not be provided a car space (3%). • It is understood that each component of the development will have 18 separate planning permit applications and a range for parking is provided with the development plan which will allow certain components to have a reduced parking provision. Whilst this is accepted in principle, the role of the development plan is to guide future <p>My interpretation of this in plain English – there is not one car space provided per apartment. Also, the developer can apply for less car parking</p>

	allocations at later stages of the development planning process.
Page 28 of "Officer assessment of Development Plan application" states <i>The proposed Development Plan confirms the development will contribute to the Homes for Homes Initiative for all dwellings on site.</i>	The developer has committed 0.1% of sales to the Homes for Home scheme. This equates to one apartment if we assume they will sell for ~\$500,000. This is a very small contribution given the scale and impact this proposed development will have.
Survey created by Bayside CC to ask "How do you feel about the proposed changes?"	This survey did not allow residents to express their opinions. The survey only allowed you to oppose or support the proposed changes. If you oppose the proposed changes, then are you supporting the original development plan? How can you oppose the proposed changes <u>and</u> the original development plan? i.e. the heights and density are still too high. There was no free text option. This has led to some Councillors, as Sonia Castelli demonstrated in the zoom call with residents last week, being confused as to whether residents support the Amended Proposed Development Plan.
There is no diagram showing the heights, setbacks and landscaping for Apartment L to show how it interfaces with its neighbours is available.	A diagram showing the heights, setbacks and landscaping proposed for Apartment L was requested by residents during the consultation period and via the Ask a Question page on the Bayside CC website. This has not been provided.
3D modelling is not available.	We know Bayside CC has 3D modelling to show the scale, size, interface and shadowing of this proposed development. During a zoom call last week, this modelling was requested by residents but not provided with the Bayside CC claiming the modelling is "out of date".
This proposed development plan is providing new community facilities for Highett.	This development plan is proposing a library and maternal child health centre on site. Highett already has these facilities within 500m of the site. We presume the existing MCH centre will close. Although the library is Kingston Council run, it is already used by and benefitting the Bayside Highett residents. These community facilities are being advertised as a benefit to the community when they already exist so are not a benefit.
Our Councillor, Sonia Castelli, campaigned on fighting inappropriate development. This was on her bio on the Bayside CC website until recently.	Sonia's bio on the Bayside CC website has become inaccessible in the last week. Sonia has not confirmed to residents whether she believes this development is inappropriate or not.

4. Bayside CC seem unwilling or unable to negotiate an outcome that is good for the community and the developers.

Regards

Chloe and Ben McDougall

Item 10.2
Reimagining Billilla

1. Mr Eli Lebovits (on behalf of Yesodei HaTorah College)

Yesodei HaTorah College
39 Dickens Street
Elwood Victoria 3184
Australia
Tel: +61 3 9531 3203



25 October 2021

Dear Councillors

Billilla Homestead

I am the Honorary Secretary of Yesodei HaTorah College Inc (YHTC), the current tenant of the Billilla Homestead.

In accordance with Page 33 of the Agenda for the Council Meeting to be held on Tuesday, 26 October 2021, I confirm that our current lease with Bayside City Council is scheduled to terminate on 31 December 2021.

Notwithstanding the exacerbated difficulties of securing alternate school premises during the extended lockdowns of 2021, I confirm that YHTC has recently been able to make a very credible offer for a former school site in another municipal area and, given the recent lifting of lockdown restrictions, is confident of being able to successfully close the deal within the next two to three weeks. It is important to note that these premises will require some form of fit-out prior to relocation. In discussions with professionals who will be engaged to conduct the works, YHTC has however been unable to obtain any guarantee that such works will be finalized by 31 December 2021, but advised that realistically, the works are only likely to be completed early on in the new school year.

In this regard, on behalf of the school, its students, teachers and other constituents, I respectfully request that Council approve YHTC's request for the lease to be extended so that it terminates on 31 March 2022.

It is important to note that the school's intention is to vacate Billilla Homestead as early as possible into the new year and in fact prior to 31 March 2022. At the same time, in order to provide for any unforeseen overruns during the fit-out of the new premises that are beyond the control of the school, the requested extension to 31 March 2022 would provide comfort to both tenant and landlord alike that the school will definitely be able to relocate by this date.

Importantly, I also note that the Board of YHTC has instructed its Business Manager and contracted Project Manager to make an immediate start on working with Council officers to plan the school's exit from Billilla Homestead, including an assessment of the current condition of the premises and a detailed plan for any repairs required under the make good provisions in the lease. It is the intention of the school to work collaboratively with Council in this regard and, of course, to honour the terms of the lease.

Should you have any queries in relation to the above, please feel free to contact me on (03) 9527 5041.

Yours Sincerely,

Eli Lebovits
Honorary Secretary

Item 10.11

Update on Undergrounding Powerlines

1. Ms Caroline Lawton (on behalf of Beaumaris Conservation Society)

Beaumaris Conservation Society Inc supports any initiative that has the potential to reduce outages and improve emergency preparedness for electric utilities.

Underground powerlines will reduce outages because buried lines are not susceptible to damage from high winds or falling trees

They look much better aesthetically and contribute to reducing the heat bank effect as trees can grow with unrestricted movement.

This has a positive impact on local bird and wildlife.

Undergrounding powerlines will increase property prices in Bayside.

Reduces the substantial cost of tree management around existing above ground powerlines.

The maintenance cost for the underground lines is really less compared with traditional overhead power lines.

Generates a positive economic impact by reducing outage-caused downtime for local businesses

Since it is properly covered by so many insulations layers with mechanical protections there is really less chance for fault occurrence under electrical fault conditions.

The underground power cables are designed to reduce the power losses so there is very less voltage drop appear in underground power cables compare to overhead power transmission and distribution lines.

Can be coordinated with road repair activity to reduce excavation costs

Undergrounding powerlines is inline with the CCE and UFS both integral policies of BCC to future proof our municipality.

The only other point we would make is the cost the resident has to contribute, we understand the cost needs to be covered, however we feel the amount required to contribute may stall conception of the project during these difficult financial times.

We do however commend and support the study that has been implemented successfully in many other municipalities and created safe, green, aesthetically beautiful suburbs.