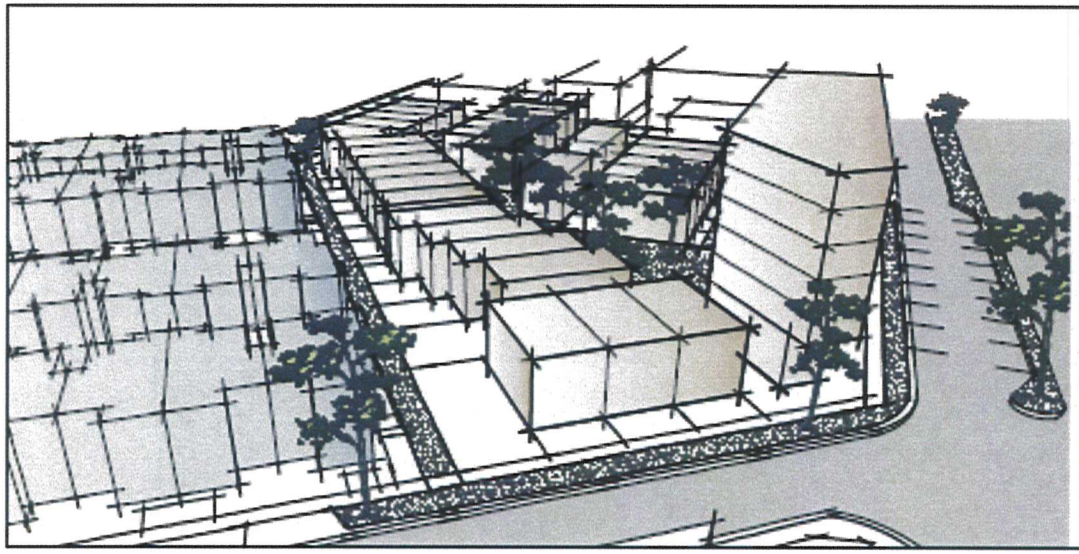
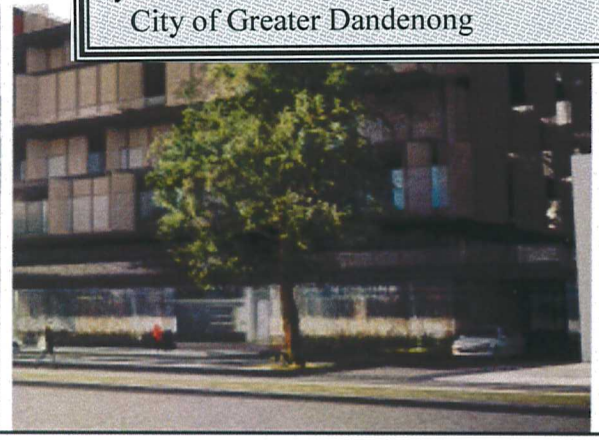
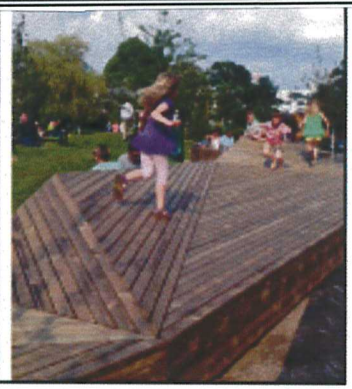
Pursuant to Clause 43.04 Schedule 9 of the Greater Dandenong Planning Scheme this is a copy of the Development Plan for the land defined as DPO9 on the planning scheme map and particularly with reference to 227 Princes Highway, Dandenong. This REVISED 227 Princes Highway Dandenong Development Plan has been prepared to the satisfaction of the Responsible Authority. Once the Development Plan has been approved by Council, Council retains the sole right to amend the Development Plan.

Signed Janet E Brodie 11 January 2018
by Coordinator, Strategic, Design & Sustainability Planning
City of Greater Dandenong







DEVELOPMENT PLAN

227 PRINCES HIGHWAY, DANDENONG
November 2017

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1 BACKGROUND

This Development Plan amends and replaces the Development Plan approved by the City of Greater Dandenong on 30 October 2013 (the Original Development Plan) which applied to land then known as 227 Princes Highway, Dandenong and included in the Development Plan Overlay Schedule 9.

The land included in the Development Plan is bounded by the Princes Highway, King George Parade, Queen Street, Maurice Street and Carmen Street and has an area of 1.549 hectares. It has been subdivided into two lots. The northern portion, which is now known as 227 Princes Highway (Lot A PS 721115M), has an area of 7,027 square metres is included in the Residential Growth Zone Schedule 1. The southern portion (Lot B PS 721115M), has an area of 8,466 square metres and is in the General Residential Zone Schedule 1.

Development of the southern portion of the land (Lot B, PS 721115M) with 46 townhouses, has been commenced in accordance with Permit No PLN 14/0001 dated 17 November 2014.

For the purpose of this Development Plan, "subject land" refers to Lots A and B. Schedule 9 to the Development Plan Overlay relates specifically to the subject land, and was introduced into the planning scheme to guide development of the land.

The schedule requires the preparation and approval by the Council of a Development Plan prior to the lodging of a permit application for the use and development of the land. The Development Plan may be prepared and implemented in stages and may be amended by the council. The purpose of the plan is to:

- Identify and address any opportunities and constraints that affect the development of the land.
- Provide direction about the proposed development.
- Provide certainty to land owners and third parties about the form of development.

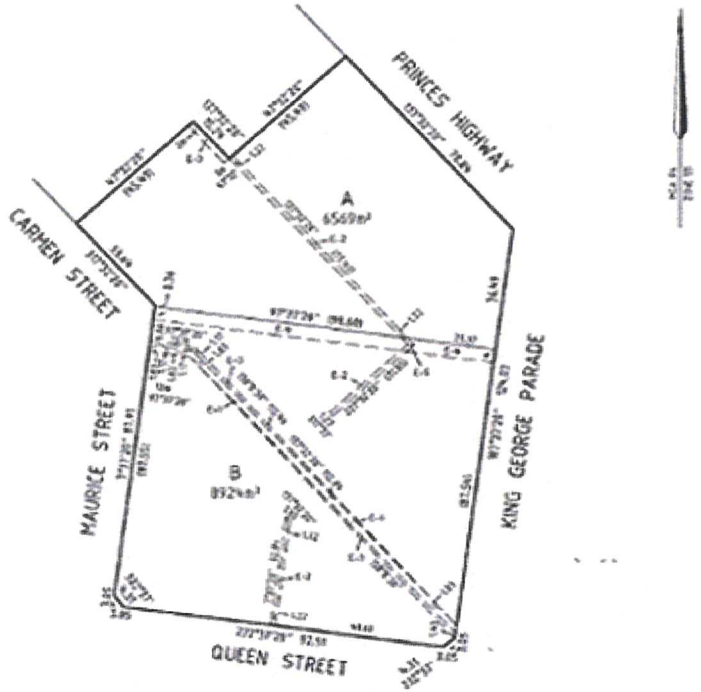


Figure 1 Plan of Subdivision PS 721115M

To ensure that the Development Plan responds appropriately to the physical and broader site context, a detailed site assessment has been carried out for the area in which the subject land is located.

In accordance with the requirements of the Development Plan Overlay the following reports support the Development Plan.

- Transport Impact Report and Integrated Traffic Management Plan prepared by the Traffix Group.
- Stormwater Management Plan prepared by SMEC Urban
- Landscape Concept Plan prepared by GBLA Landscape Architects.
- Construction Management Plan prepared by Sustainable Development Consultants.

An Outline Development Plan forms part of Schedule 9. This provides for:

- Land in the Residential Growth Zone is used primarily for high density residential development.
- Land in the General Residential zone is used primarily for medium density residential development.
- An area of communal open space and an east-west pedestrian link connecting King George Parade and Maurice Street.

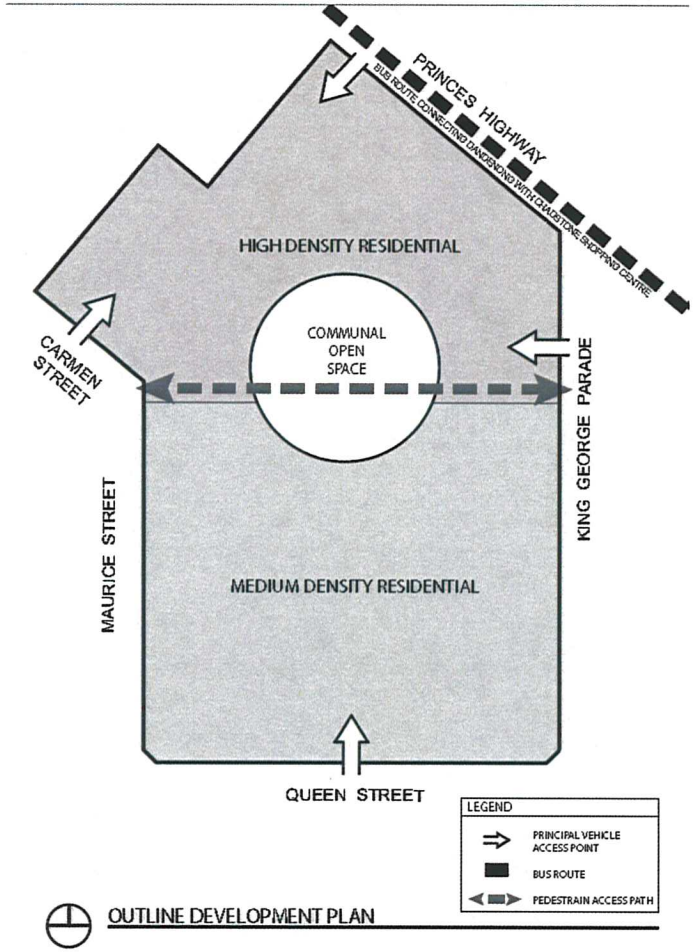


Figure 2 Outline Development Plan

2 URBAN CONTEXT

The subject land is located in a commercial and industrial area on the south side of the Princes Highway, immediately to the east of Eastlink and 1.9 kilometres to the west of the Dandenong Metropolitan Activity Centre (MAC).

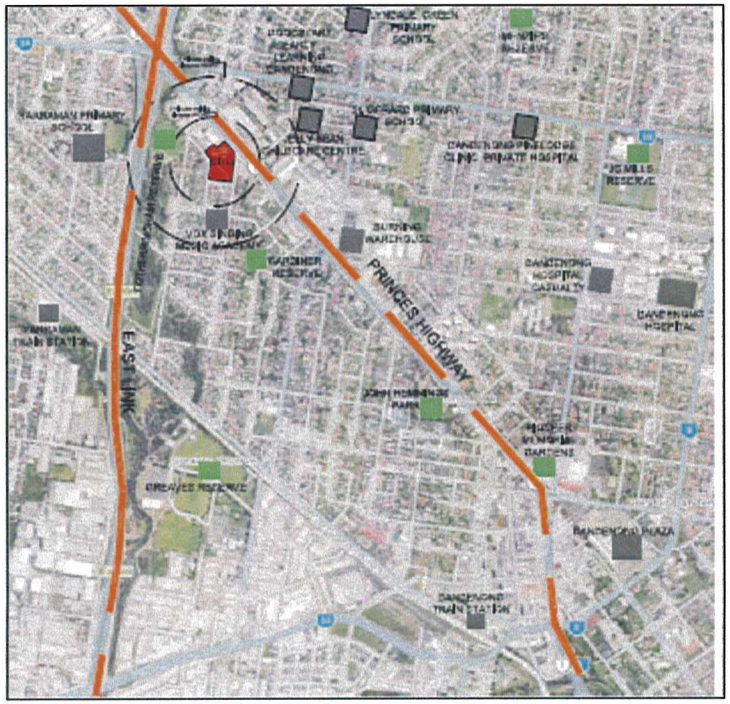


Figure 3 Locality Plan

Until recently, the subject land was used for industry and contained a large factory complex which has been demolished.

In this location the land along both sides of Princes Highway is used for commercial and industrial activities and the subject land is at the interface of two separate and distinct precincts, a commercial and industrial precinct along Princes Highway and a residential precinct to the south.

Photo 1 Nearmap Image of subject land and surrounding area

Aspect

The subject land has a northern aspect to a wide frontage along the Princes Highway and a north-south orientation which enables good solar access. Winds generally are from the west, particularly from the south west.

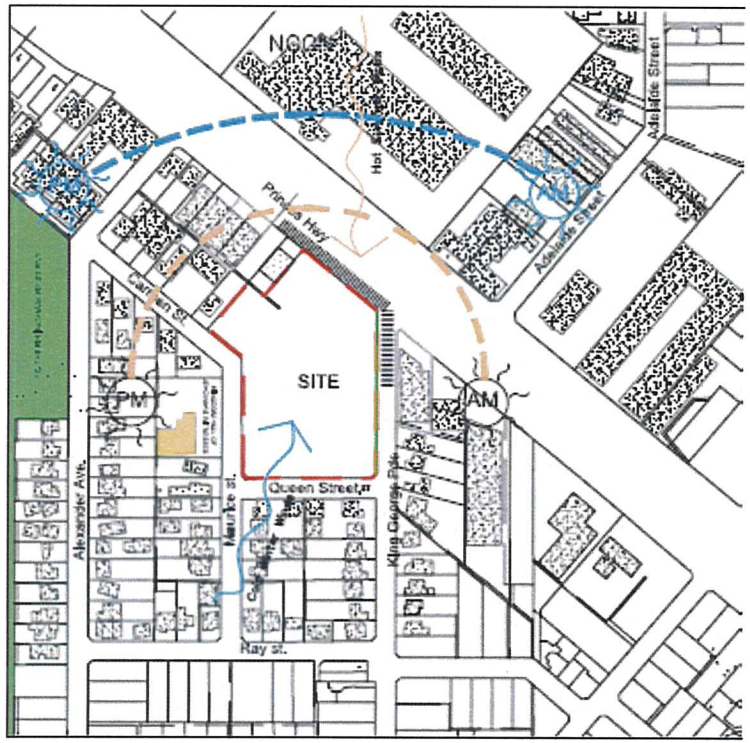


Figure 4 Site Analysis

Topography

The land slopes steeply away from Princes Highway and then more gently to a low point at the mid-point of the King George Parade frontage. The low point falls away to the intersection of Maurice Street and Carmen Street

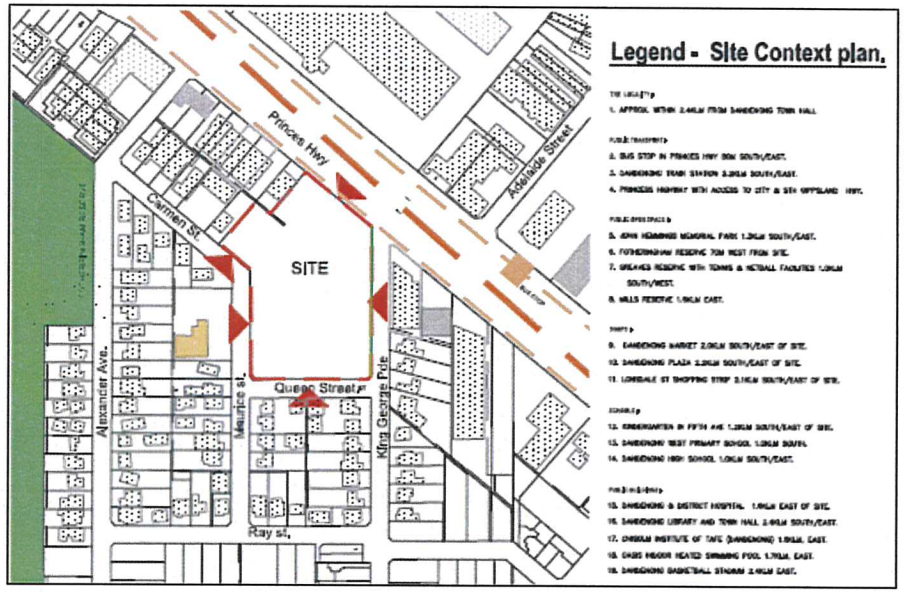


Figure 5 Site Context Plan

2.1 Surrounding Land Use and Development

Land Use

The land is located at the interface of the commercial and industrial area along the Princes Highway and the residential area to the south. It has a residential Interface along King George Parade, Queen Street, Maurice Street and the southern portion of Carmen Street. Housing in the area appears to date from the 1950's.

The southern portion of the land (Lot B) is being developed with 46 two storey town houses in accordance with the Development Plan and Permit No PLN 14/0001)

Figure 6 Land Uses

Building Height

The commercial and industrial buildings on the north side of the Princes Highway are generally two and three storeys in height. A number of the commercial and industrial buildings on the south side of the Princes Highway are also two storeys in height.

Figure 7 Building Heights

Land Use

The building opposite on the corner of the Princes Highway and King George Parade is a large two storey industrial building.

Most of the houses in the area are single storey.

Photo 2 Two storey industrial building 223 Princes Highway

The land to the rear of the building at 223 Princes Highway in King George Parade contains single storey detached dwellings.

Photo 3 Residential land opposite in King George Parade

Two town houses one single storey and one two storey, are located opposite in Queen Street.

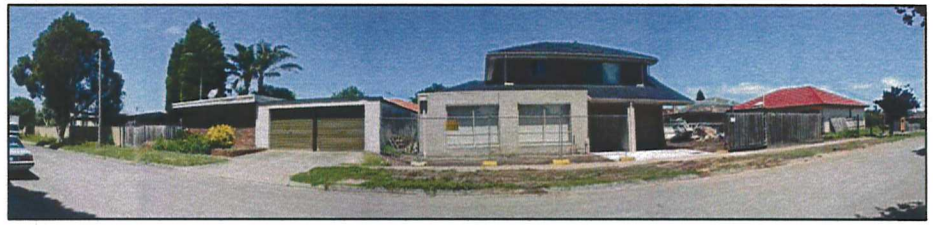


Photo 4 Land opposite in Queen Street

The land opposite in Maurice Street is occupied by the Jehovah's Witness Church and single storey detached houses.

Photo 5 Jehovah's Witness Church, Maurice Street

A high concrete retaining wall is located along the frontage to Carmen Street and for a short distance along the frontage to Maurice Street

The land adjoining to the west at 14 Carmen Street is used by a roofing contractor. A high concrete retaining wall is located along the common boundary. This wall is approximately 4 metres high at Carmen Street and approximately 2 metres high at the rear of the property.

Photo 6 Retaining wall along Carmen Street frontage

Photo 7 NearMap image of 14 Carmen Street, Axcess Roofing

Photo 8 Entrance to Axcess Roofing showing retaining wall along boundary of subject land

The adjoining land to the west at 237 Princes Highway is occupied by Aquatic Marine, which sells second-hand boats and trailers and services and repairs boats. A large industrial building is located along the common boundary and is set back 9 metres from the Princes Highway. The area at the front and the western side of the building is used for the display of boats for sale and the area at the rear of the building is used for boat storage. All access to the building appears to be from the front, rear and the west

The servicing and repair of boats, trailers and engines, is carried out within the building.

Photo 9 237 Princes Highway, Aquatic Marine

Photo 10 NearMap image of Aquatic Marine, 237 Princes Highway with Builders Renovators Warehouse building to north

2.2 Movement and Access

Access to the site for vehicles and pedestrians is available from each of the roads that surround it: the service road along the south side of the Princes Highway, King George Parade, Queen Street, Maurice Street and Carmen Street.

The Princes Highway is a primary arterial road which forms part of the Principal Public Transport Network. All of the other roads are local roads however King George Parade provides access to the residential areas to the south between the Princes Highway and the Dandenong railway line.

Bus route 800 operates along the Princes Highway and connects the subject land with the Dandenong railway station, Oakleigh railway station and Chadstone Shopping Centre. The night rider bus routes 978 and 979 also operate along the Princes Highway. The Yarraman railway station is located 800 metres to the south west.

2.3 Significant Vegetation

There is no vegetation on the site and the locality does not have a significant landscape character.

2.4 Provision of Services

The site is well serviced with all relevant reticulated services:

- An outfall sewer id located in Queen Street and Maurice Street
- An existing to 250 mm reticulated water main is located in the Princess Highway service road.
- 100 mm reticulated water mains are located in King George Parade and Carmen Street.
- The site is well serviced with high-voltage electricity and a 500 kVA substation located on the site was decommissioned as part of the demolition of the industrial buildings on the site. Replacement substations will be provided as part of the development of Lots A and B.
- A telephone communications conduit is located along the Princes Highway and has the capacity to service the proposed development. This may include a requirement for a conduit network to be extended along Queen Street and Maurice Street.
- A 50 mm gas service is located on the east side of King George Parade and a 100 mm main is located on the south side of Princes Highway service road. A 40 mm main is located on the east side of Maurice Street. All mains are available for connection to the site.
- A 750mm underground drain is located along the northern boundary of Lot B, extending from King George Parade to Carmen Street. This was constructed as part of the development of Lot B and connects with an underground drainage in Carmen Street.

2.5 Community Facilities

The site is located in an established area it is well serviced with all necessary community services and facilities. These include:

Education Facilities

Yarraman Park Primary School, 400 metres west in Liege Avenue; Dandenong High School, 1.1 kilometres east in the Princes Highway; Noble Park Secondary College, 1 kilometre west in Callaghan Street; and Chisholm Institute of TAFE; 1.6 kilometres east in Cleeland Street.

Recreation

Eastlink Trail, 150 metres west; Greaves Reserve; 1.1 kilometres south in Bennett Street; John Hemmings Reserve; 1 kilometre east in the Princes Highway; Noble Park Indoor Heated Swimming Pool; 2 kilometres east

Retail Facilities

Hemmings Street Shopping Centre; 1.1 kilometres south; Dandenong District Activity Centre; 1.9 kilometres south east; Noble Park Shopping Centre; 2 kilometres south west.

Community Facilities

Dandenong Hospital; 1.6 kilometres east in Cleeland Street; South Eastern Private Hospital, 750 metres west in the Princes Highway

3 URBAN DESIGN GUIDELINES

The Development Plan has been designed to capitalise on the strategic location of the site on the Princes Highway, which forms part of the Principal Public Transport Network; and its proximity to Eastlink and the Dandenong MAC. It is a large site, having an area of 1.5 hectares, and meets the planning scheme requirements for a "strategic redevelopment site". It therefore provides the opportunity to carry out a unique development which has a separate and different neighbourhood character to the surrounding area. Being substantially enclosed by roads, the site has a limited interface with adjoining properties.

The Development Concept Plan has been designed to respond to these different and distinct interfaces and the development will provide a gateway statement to the entrance to Dandenong. It seeks to herald a "new" Dandenong image as a vibrant living environment and incorporate design excellence as an underlying principle. The northern portion of the land interfaces with the Princes Highway and the business and commercial uses located in that area. The southern portion interfaces with the adjoining residential area and the land occupied by the Jehovah's Witness church.

State planning policies require that the development of "strategic redevelopment sites" is maximised so that they make a strong contribution to urban consolidation. Development is required to integrate into the local area so that it does not have an inappropriate effect on the amenity and character of the nearby land.

The interfaces of the site with both business and residential areas provide unique constraints and opportunities on its development. The highway frontage and commercial character of the northern portion of the site provides an opportunity for an intense form of development and makes it suitable for the development of apartment buildings. This requires careful management of the interface with the commercial and industrial uses to the west and the location of vehicular access.

3.1 Urban Context

The southern part of the subject land (Lot B) interfaces with suburban housing. This interface requires sympathetic consideration to respect the residential character and amenity of the existing dwellings. Two story town houses are being developed on this portion of the site to provide family homes and add to the diversity of housing having a scale that is appropriate at this interface.

The Development Plan contains a number of strong design features to create an attractive and integrated community which meets the requirements of planning policy, creates an attractive and liveable environment for future residents and integrates well into the local area. The apartment buildings facing onto Princes Highway will create a gateway to Dandenong. The lower scale of the town houses on the balance of Lot A will enable them to integrate well with the adjoining residential area.

A central area of communal open space will be accessible to all residents in the development and will become a village common. The east-west pedestrian/bicycle link along the interface of Lots A and B will provide a connection between King George Parade and Maurice Street and will provide a convenient access to the East Link Trail.

Passive surveillance of the communal area and the adjoining streets will provide high levels of public safety in and around the site.

Landscaping will be a strong element in the design and create an attractive living environment for residents as well as assisting in the creation of a unique identity for the development and ensuring its integration into the local streetscape.

3.2 Built Form

The built form of the proposal has been carefully crafted to integrate the apartment building facing onto Princes Highway with the townhouses to the south and the adjoining residential area. This area primarily has a single story built form although two story town houses are located in Queen Street.

The overall concept is to step the built form down from the Princes Highway to the pedestrian/ bicycle path along the interface of Lots A and B. The apartment building/s and the town houses will be constructed over a basement car park, accessible from King George Parade and Carmen Street. It is anticipated that the apartment building/s will create a "Gateway" statement which announces entry into the Dandenong MAC. Building setbacks from the adjoining streets and boundaries will be in response to the neighbourhood character of the area.

The design integrates the development with the central area of open space by wrapping the housing around this important area of community activity. This design approach seeks to ensure that there is a sense of ownership of the central open space area which will benefit future residents.

In this way the development moves from the industrial edge at the north-west of the site by using the town houses to create an edge along the common boundary. This edge treatment will be complimented by a strong landscaping statement along the interface to soften the transition from residential to industrial land use.

The townhouses will be designed to minimise overlooking of the adjoining industrial land. Although it is not anticipated that noise from this area will cause any detriment to the amenity of future residents, if this is found to occur windows in the vicinity of the industrial area could be double glazed.

The edge between the industrial area to the north east of the site is created by the separation provided by King George Parade and the landscaped area separating the apartment building located at that corner from the street. The design treatment then provides for the development to step down, from the gateway apartment building facing the Princes Highway to the two story townhouses which are designed to merge with the surrounding residential area.

Each of the townhouses will have its own individual identity created from a rich palate of materials and colours to provide a unique expression of residential building style while achieving a coherent design.

As the roof forms of the apartment building will not be visible from the public domain, flat roof forms will be utilised in these buildings. This will create a level of integration with the industrial buildings nearby.

3.3 Building Envelopes

- Building envelopes have been provided to identify the location, extent and height of the apartment building and the townhouses to be constructed on the site.
- The building envelopes for the apartment building will ensure appropriate integration with the adjoining properties, the streets, the communal open space and the townhouses.
- The building envelopes for the townhouses on 227 Princes Highway (Lot A) will provide for a "mews" style of development with townhouses either facing onto a "mews" or the area of communal open space.
- The building envelopes for the development on Lot B will ensure that all townhouses will face onto areas providing vehicular and pedestrian access and the communal open space.

- Building envelopes will ensure that solar access to habitable rooms and external areas of secluded private open space is optimised.
- Building envelopes will ensure that residential density is optimised in the areas identified for high and medium density residential development.
- Building envelopes provide for minimum ground floor building setbacks as shown on the Design Concept Plan.
- The front wall of the townhouses will have a minimum setback of 3 metres from King George Parade and Queen, Maurice and Carmen Streets.
- The side walls of the townhouses at the intersection of Queen Street with King George Parade and Carmen Street will have a minimum setback of 3.5 metres.
- All townhouses on Lot B will be two storeys in height. The townhouses facing Carmen Street will be up to three levels in height.
- Each townhouse lot will provide an area of secluded private open space having a minimum dimensions 5 metres by 5 metres.
- Each town house will provide main living areas at ground level oriented to the secluded private open space area

3.4 Street Pattern and Edge Quality

- Access to the townhouses on Lot B will be provided from the surrounding streets, or the internal driveway accessible from Queen Street.
- Pedestrian access to the townhouses at 227 Princes Highway (Lot A) will be from King George Parade, Carmen Street, the internal mews and the area of communal open space.
- Pedestrian access to the apartment building will be from the Princes Highway.
- There will be clear distinction between resident and visitor car parking
- The design of the townhouses will provide an attractive interface between the built form, the streets and communal areas.
- The building bulk and mass of the townhouses is to be managed by the articulation of the dwellings and the use of materials and finishes to ensure no inappropriate interface with the nearby residential land.
- Roof forms of the town houses will be complementary and respectful of the roof forms of the dwellings nearby.
- The design will create a new and interesting residential precinct.
- Garages are to be set back behind the frontage of each town house.
- Tandem car parking spaces may be provided between the garages of the townhouses on Lot B and the street frontage.
- Projecting building elements that are not enclosed on three sides, such as a porch, may encroach into the front setback.
- A dwelling constructed on a corner of two streets will contain windows addressing both frontages and have a minimum setback of 3.5 metres from the secondary frontage.
- Fencing constructed forward of the front wall of a dwelling is to have a maximum height of 1.2 metres and be at least 75% transparent.
- On a corner lot, solid fencing having a maximum height of 1.8 metres may be constructed along the secondary frontage from the front of the building to the rear boundary of the lot.

3.5 Building Layout and Design

- Most of the townhouses will have an east-west orientation which will provide a high level of solar access to living and open space areas.
- All townhouses will contain either two or three bedrooms.
- All dwellings will be designed to be affordable to the local community and to have a high level of architectural integrity.
- The front entrances of each townhouse will be a dominant element in the built form so that they are readily identifiable and accessible and residents have a clear view of the area in front of the building as they leave it.
- All dwellings will be designed to provide opportunities for different lifestyles by different community groups including first home buyers, families, people renting and older persons downsizing from a larger family home.
- All dwellings will have internal layouts that provide for convenient living for residents and provide a high level of residential amenity.
- All townhouses will be designed to maximise solar access and access to an area of secluded area of private open space.
- The design will ensure privacy from overlooking of each of the areas of secluded private open space.
- The apartment building, including car parking arrangements will be designed to achieve active ground floor frontages, including some commercial facilities.
- All dwellings will be designed to limit noise intrusion from adjoining dwellings and/or traffic noise from the Princes Highway.
- Habitable room windows will be located in all dwellings to ensure passive surveillance of the streets and communal areas.
- The front setback area and the secluded area of private open space of townhouses on Lot B will be capable of accommodating a canopy tree.
- The development on Lot A will provide substantial landscaping along ground level front, side and rear boundaries.

3.6 Communal Open Space and Landscape Design

- A centrally located area of communal open space will be provided on the Development Plan.
- The open space area is linked to and will be accessible from pedestrian/bicycle pathway linking King George Parade and Maurice Street.
- A shared use path providing for bicycles and pedestrians and having a minimum width of 2.5 metres, to connect King George Parade and Maurice Street, will be constructed as part of the development of Lot B.
- All residents in the development will have access to the area of communal open space, which will form part of the development of Lot A.
- The apartment building will be designed so that it does not cast an unacceptable amount of shade across the communal open space area at the equinox.
- The communal open space area will be visible from the pathway traversing it and nearby dwellings.
- Adequate provision will be made for public seating in the open space area to ensure that it is used and opportunities are provided for passive surveillance.

- Public seating areas will be shaded in summer and obtain sunlight in winter to ensure year round use.
- The design of vegetation will not block views of parts and open spaces from surrounding streets and houses.
- All landscaping will be designed in accordance with the requirements of Safer Design Guidelines for Victoria (DSE 2002).
- Landscaping will be designed so that vegetation does not block the field of vision between 700 mm and 2.4 metres above ground level.
- Tall shrubs which can provide hiding places will not be planted close to paths or fences.
- Vegetation will be located so that it does not obscure lighting.
- Appropriate lighting will be provided in the communal open space area to ensure night-time security and opportunities for passive surveillance.

3.7 Environmentally Sustainable Design

- The use of the Green Star (multi-unit residential) environmental benchmarking tool will be used to achieve a high standard of environmentally sustainable design.
- All dwellings will incorporate initiatives that address the following key sustainability elements.
  - Energy efficiency through design and operation
  - Indoor environmental quality.
  - Water efficiency
  - Stormwater management
  - Building materials
  - Waste management
  - Transport
  - Ongoing management

More specifically

- All dwellings will be designed to achieve at least 10% improvement above the minimum six star energy rating requirement to increase the thermal energy efficiency of the development.
- All dwellings will be designed to maximise solar access into living areas and areas of secluded private open space.
- All townhouses will be provided with a stormwater storage tank connected for use in both garden irrigation and toilets.
- The apartment building/s will incorporate measures to capture rainwater runoff for re-use in the building and for irrigating landscape areas.
- Provision will be made for a minimum of one bicycle storage space for each apartment and townhouse with additional spaces for visitors.
- The location of the site close to bus stops in the Princes Highway and the Yarraman railway station and close to other community facilities will encourage multi- modal transport use.
- Where appropriate, indigenous native vegetation will be planted in public, communal and private spaces to provide visual amenity, areas for water infiltration, shade and heat reduction/reflection of hard surfaces.

3.8 Site Contamination

The site was previously occupied by a large industrial complex and contamination testing was carried out prior to and after the demolition of the original buildings. An environmental auditor was engaged and all testing was carried out under the supervision of environmental consultants, Environmental Earth Sciences Pty. Ltd.

As a result of this testing areas of contamination were identified and under the direction of the auditor contaminated soil has been removed from the site and disposed in a licensed waste facility in accordance with the requirements of the EPA.

Additional testing was carried out following the removal of all material which had been identified as being contaminated, to confirm that that the site does not contain unacceptable levels of contamination. In addition, further testing was undertaken of groundwater. Areas that were subject to specific testing are those which contained the former stub station, oil tanks, the cutting oil pit and the former AST area.

On 15 May 2014 a Statement of Environmental Audit was issued pursuant to the provisions of the Environment Protection Act. This states that the land is suitable for high density residential use, commercial use and industrial use, subject to:

A Any basement constructed on the site cannot have a depth greater than 2.5 metres.

B Any landscaped area or garden bed must have at least 0.5m thickness of topsoil below the finished surface, which is demonstrated to be suitable for the site and consistent with EPA publication IW RG 621, Soil Hazard Categorisation and Management (June 2009) as "fill material".

C Groundwater at the site is polluted (i.e. primarily by trichloroethene (TCE)) and must not be used four Primary Contract Recreation; Potable Mineral Water Supply or Maintenance of Ecosystems. Groundwater at the site is polluted and is not suitable for Stock Watering.

Any material excavated from the site and disposed offsite must be classified and managed in accordance with relevant statutory regulations and EPA guidelines.

Any fill or soil imported to the site must be chemically tested soil or fill that classifies as "fill material" in accordance with the relevant EPA guidelines.

Any fragments found on the site containing asbestos sheeting are to be handled and disposed in accordance with the relevant regulations.

The owner of the land must enter into an agreement under Section 173 of the Planning and Environment Act 1987 with the responsible authority to ensure a copy of the Statement is to be provided to any person who becomes or proposes to become an occupier of the site in accordance with Section 53ZE of the Environment Protection Act 1970.

4 DEVELOPMENT CONCEPT PLAN

The Development Plan is generally in accordance with the design principles contained in the Outline Development Plan in Schedule 9 to the Development Plan Overlay, (Clause 43.04) of the Greater Dandenong Planning Scheme.

The Development Plan provides for:

- A positive response to the constraints and opportunities affecting the site
- The development of the northern portion of the site (Lot A) for high density living comprising an apartment building/s of up to six storeys facing the Princes Highway, town houses above a basement car park and commercial tenancies having a maximum gross floor area of 400 square metres.
- The development of the southern portion of the site (Lot B) for medium density development, comprising two storey townhouses including the provision of a north-south driveway into the southern portion of the site from Queen Street, to provide access to the townhouses on Lot B.
- Provision of an east west bicycle and pedestrian path along the interface of Lots A and B linking King George Parade and Maurice Street.
- The provision of a central area of communal open space providing direct access to the pedestrian and bicycle path linking King George Parade and Maurice Street and the central driveway on Lot B.
- Provision of visitor car parking at the entrance to the central driveway, adjacent to Queen Street.
- Identification of the number of townhouses to be developed and provision of a site boundary and building envelope for each dwelling.
- Dwellings located and designed to enable passive surveillance of public and communal areas from within each dwelling.
- Identification of minimum ground floor set backs of all townhouses from the adjoining roads and provision of areas of secluded private open space for each dwelling.
- Location of access points to the site from the adjoining roads.
- Dwellings designed to face all key interfaces.
- Identification of minimum ground floor set backs of all apartment buildings from the adjoining roads, accessways and properties.

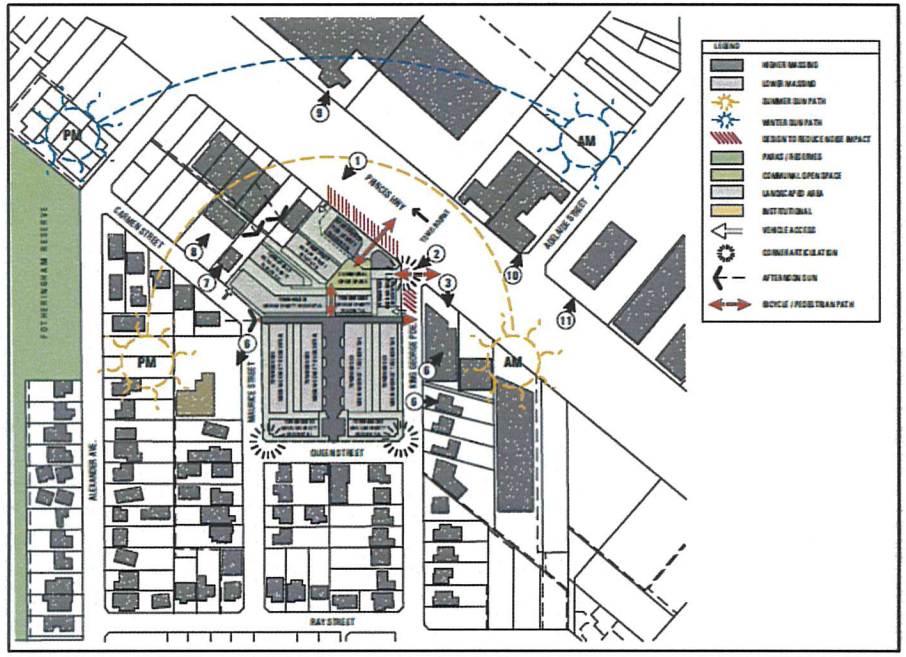


Figure 8 Design Response Plan

4.1 Building Envelopes

- The subdivision layout and building envelopes are to ensure that housing faces onto land which provides vehicular and pedestrian access.
- Building envelopes are to ensure that solar access to habitable rooms and external areas of secluded private open space is optimised.
- Building envelopes are to ensure that residential density is optimised in the areas identified for high density residential development and medium density residential development.
- Minimum ground floor building setbacks as shown on the Development Plan.
- The front wall of all townhouses must have a minimum width of 3 metres.
- Townhouses in Lot A will be up to three storeys and on Lot B up to two storeys in height.
- Each townhouse lot is to provide an area of secluded private open space having a minimum dimensions 5 metres by 5 metres.

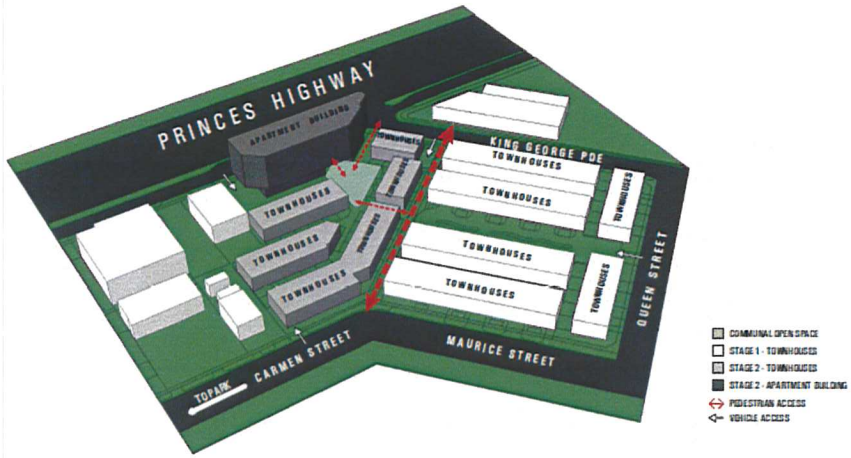


Figure 9 Building Envelopes

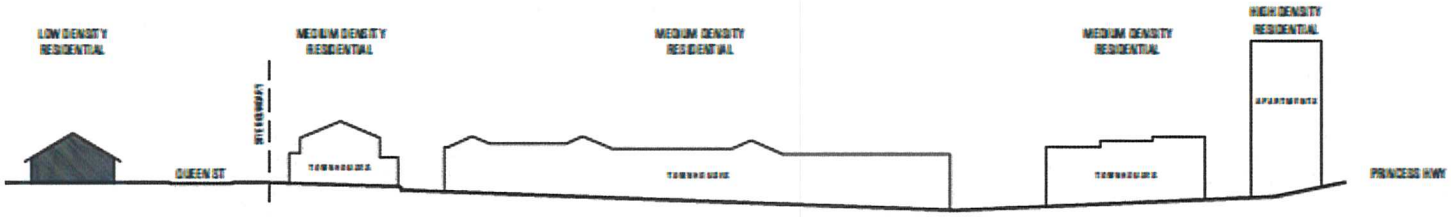


Figure 10 Building Form: Transition

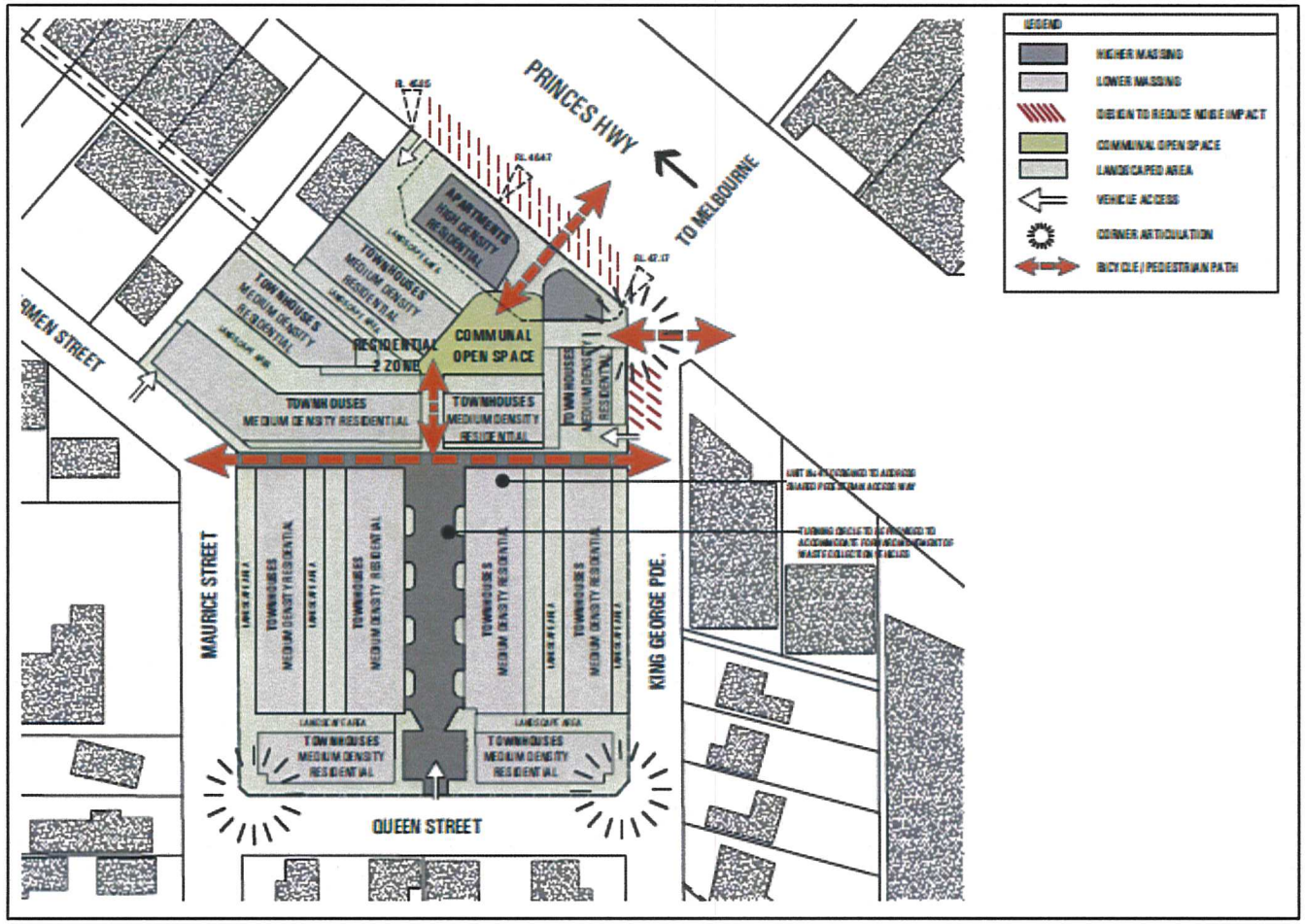


Figure 11 Design Concept Plan

4.2 Staging

It is anticipated that the development will be constructed in two stages.

Stage 1 comprising the town houses at the southern end of the site. (Lot B)

Stage 2: comprising the apartment building/s and town houses at the northern portion of the site (Lot A).

Subject to economic conditions at the time of development, each of the stages may be developed in phases.

The townhouses on Lot B may be developed in small groups and it is anticipated that the land on the periphery of the site, having frontages to King George Parade, Queen Street and Maurice Street will be developed first with the land along the central driveway off Queen Street being developed later.

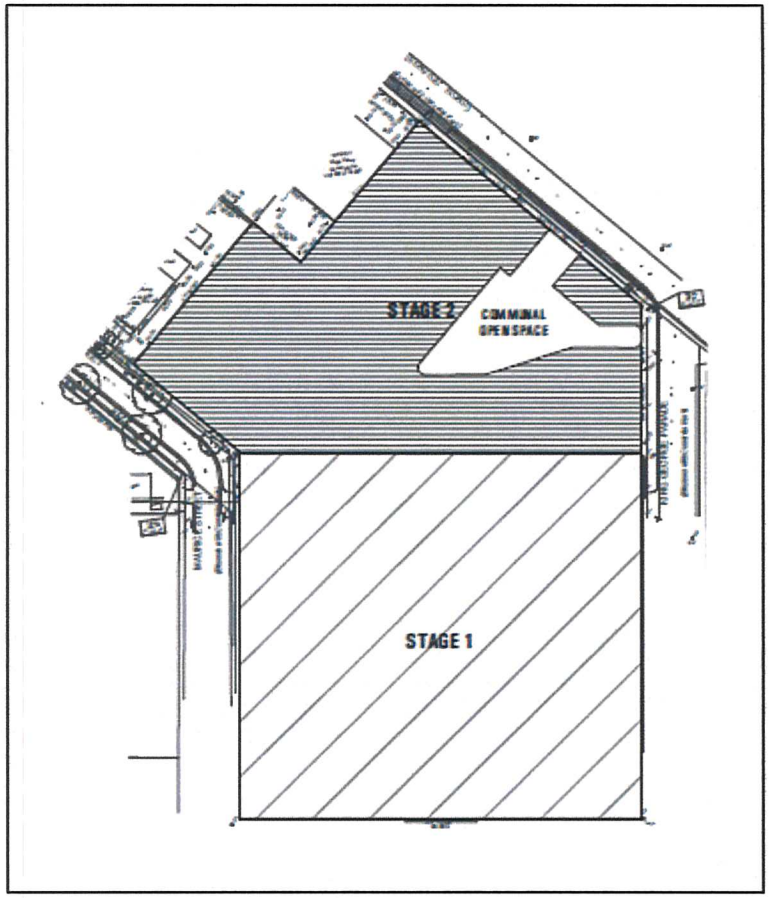


Figure 12 Staging Plan

5 LANDSCAPE CONCEPT PLAN

A strong landscape character is proposed for the development, to unify its different elements and provide a strong design character that identifies it as a unique precinct within the local community. Landscaping is also intended to provide a high level of amenity to local residents in the private, communal and public areas.

The key features of the landscape concept plan are:

- The use of a mixture of exotics, particularly deciduous trees and Australian natives to create an interesting landscape environment which provides both summer shade and access to winter sunlight in critical areas.
- The provision of canopy trees in the front setback areas of each of the townhouses facing on to King George Parade, Queen Street, Maurice Street and Carmen Street.
- Provision of supplementary street planting in King George Parade, Maurice Street and Carmen Street to replace any trees that will be removed to provide access into any of the new dwellings, or to provide additional street planting.
- Provision of a dominant plantation of deciduous canopy trees along the access driveway off Queen Street, to provide a significant design element along the driveway.
- Provision of a deciduous canopy tree in each of the areas of secluded private open space attached to each townhouse located on Lot B.
- Provision of a canopy tree in the front setback area of each townhouse on Lot B.
- Planting of landmark trees at junctions and critical locations within the park land and the development, to enhance the landscaping and design quality of the development.
- The development on Lot A will provide substantial landscaping along ground level front, side and rear boundaries, including the use of large canopy trees.
- All planting to be carried out in accordance with the requirements of *Safer Design Guidelines for Victoria* (Crime Prevention Victoria and Department of Sustainability and Environment, 2005) to create a safe urban area and encourage passive surveillance.
- Where appropriate, drought tolerant species will be encouraged.
- The seeding of drought tolerant grass on all exposed services in the communal open space area.
- The selection of species for planting in the development has been determined in consultation with Council's vegetation requirements.

6 TRANSPORT MANAGEMENT PLAN

In response to the proposed development of Lot A, traffic engineers, Traffix Group has prepared a Transport Impact Report and Integrated Traffic Management Plan as an addendum to their earlier report which is part of the approved Development Plan . The report advises that:

- Carmen Street, Maurice Street and Queen Street are all local streets and carry light traffic loads. King George Parade carries heavier traffic loads as it provides access to the Princes Highway and fulfils the function of a Collector Road.
- There is adequate capacity in the local street system and the Princes Highway to cope with the increase traffic volumes that will be generated by the development.
- There is adequate capacity at the intersection of King George Parade and the Princes Highway during peak periods to cope with the increased traffic volumes that will be generated by the development.
- Access to the local streets system from the townhouses on Lot B will be directly onto Carmen Street, Maurice Street, Queen Street and King George Parade and also from the new internal road on Lot B.
- Access to the apartment building/s and townhouses on Lot A will be from King George Parade and Carmen Street.
- Access points will be designed to maximise the retention of on-street car parking.
- Car parking for the proposed apartment building and townhouses on Lot A will be provided in a basement car park located below the buildings. It will provide direct and convenient access to the entrances to the buildings.
- Car parking for the customers using the café and retail/commercial premises will be located at ground level adjoining the western boundary. Access to this car park will be from the Princes Highway service road.
- The internal driveway on Lot B will be designed to accommodate forward movement of waste collection vehicles.
- The Development Concept Plan makes provision for pedestrian movement in and around the development. This will occur along the existing footpaths around the street frontages to the site, along the centrally located driveway on Lot B and the east-west pedestrian link. Pedestrian access will also be provided between the communal open space and the Princes Highway.
- All townhouses will be directly accessible by bicycle from the perimeter roads, the centrally located driveway and accessways. Adequate provision will be made for bicycle parking for residents and visitors.
- Bus service 800 operates along the Princes Highway, which forms part of the Principal Public Transport Network. The Yarraman railway station is located 800 metres to the south.
- The development responds positively to the requirements of the Transport Policy (Clause 18) of the State Planning Policy Framework as it is a substantial redevelopment on a large site located adjacent to the Principal Public Transport Network.
- All of the traffic management requirements of the development will be provided by the developer as part of the development process

7 STORMWATER MANAGEMENT PLAN

A Stormwater Management Plan has been prepared on the basis that stormwater runoff from the subject land following development will not exceed run-off levels prior to redevelopment.

Recent flood mapping undertaken by Melbourne Water indicates that there is potential for sheet flooding in the catchment in which the subject land is located during the one in 100 years storm. This would result in sheet flooding passing across the Princes Highway, across the site and along King George Parade before entering the drainage system and ultimately discharging into Yarraman Creek.

SMEC have refined the earlier investigations and as a result have nominated minimum floor levels for the development on Lot A and minimum levels for the entrances to the car parking area, to ensure that there is no flooding of any dwelling, commercial premises or the car park during these events. They also advised that any stormwater flow along King George Parade would be collected in the existing drainage pits and discharged into the Yarraman Creek along the existing underground drainage system.

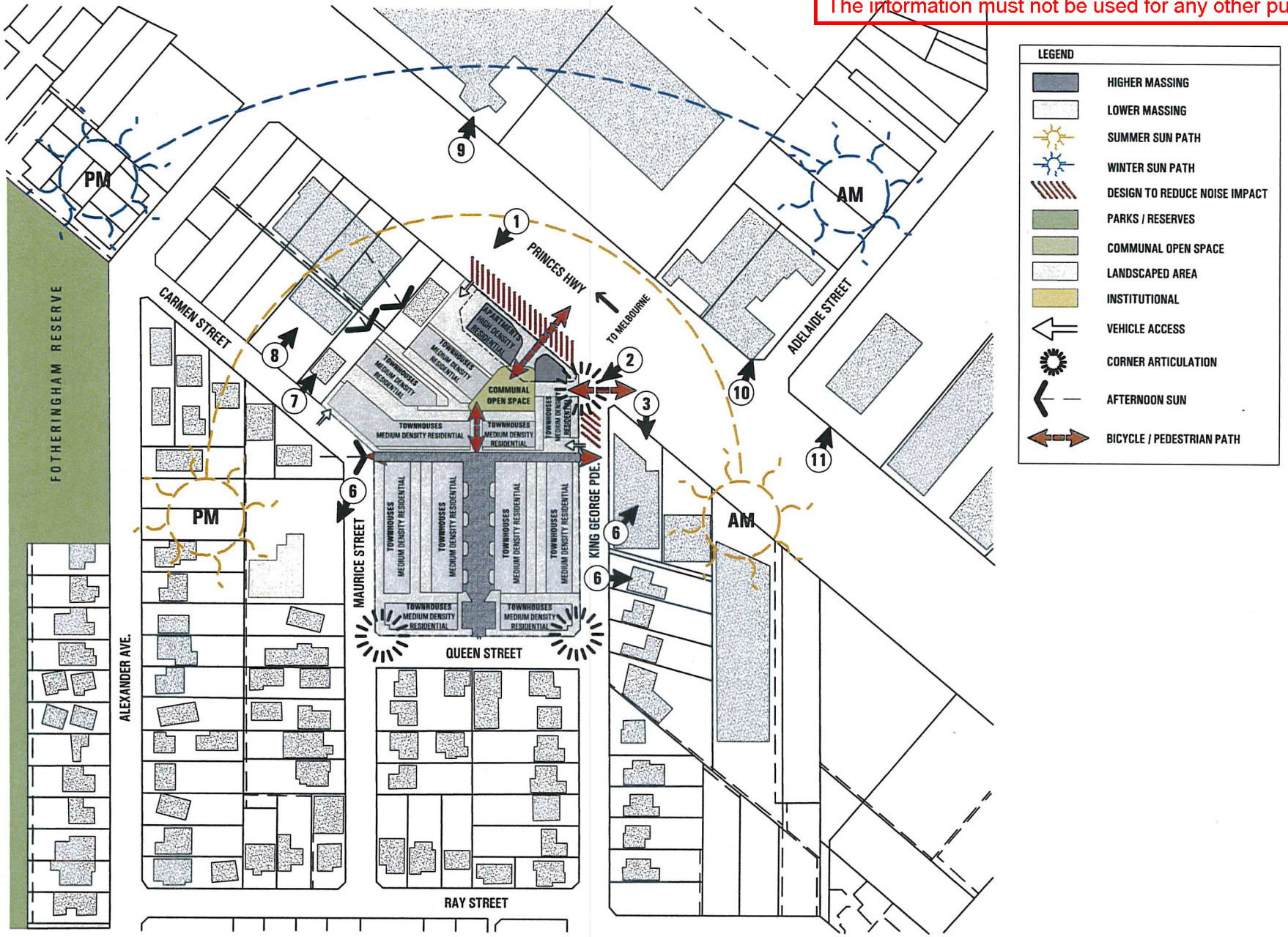
Their investigations also showed that there will be no adverse effect to any other nearby property from sheet flow as a result of the development of Lot A.

To meet the requirements of council that storm water run-off from the site following development will not exceed run-off levels prior to re-development, the following recommendations have been made:

- Adopting a combination of on site detention and absorption into the soil of stormwater in the development of Lot B, to minimise run-off levels.
- Provision of a water tank to each of the town houses in Lot B for use in garden watering.
- Limiting hard paving areas in and around each of the dwellings on Lot B.
- Providing a dished profile and swale drain in the driveway off Queen Street, to enable stormwater detention.
- Providing temporary storage of stormwater runoff in an underground pipe network below the basement car park on Lot A, for gradual release following the passing of the peak storm activity.
- Rooftop runoff from the development on Lot A will be directed into rainwater tanks and the water used for toilet flushing and laundries.
- To manage the quality of stormwater prior to its release from Lot A, a commercial rainwater filter system is to be installed to remove pollutants by sedimentation, filtration, absorption and precipitation methods.
- Soil erosion control measures to be employed throughout the construction stage of the development.

8 CONSTRUCTION MANAGEMENT PLAN

A Construction Management Plan has been prepared to amend the Construction Management Plan which forms part of the approved Development Plan by providing construction management procedures that are applicable to the development on Lot A.



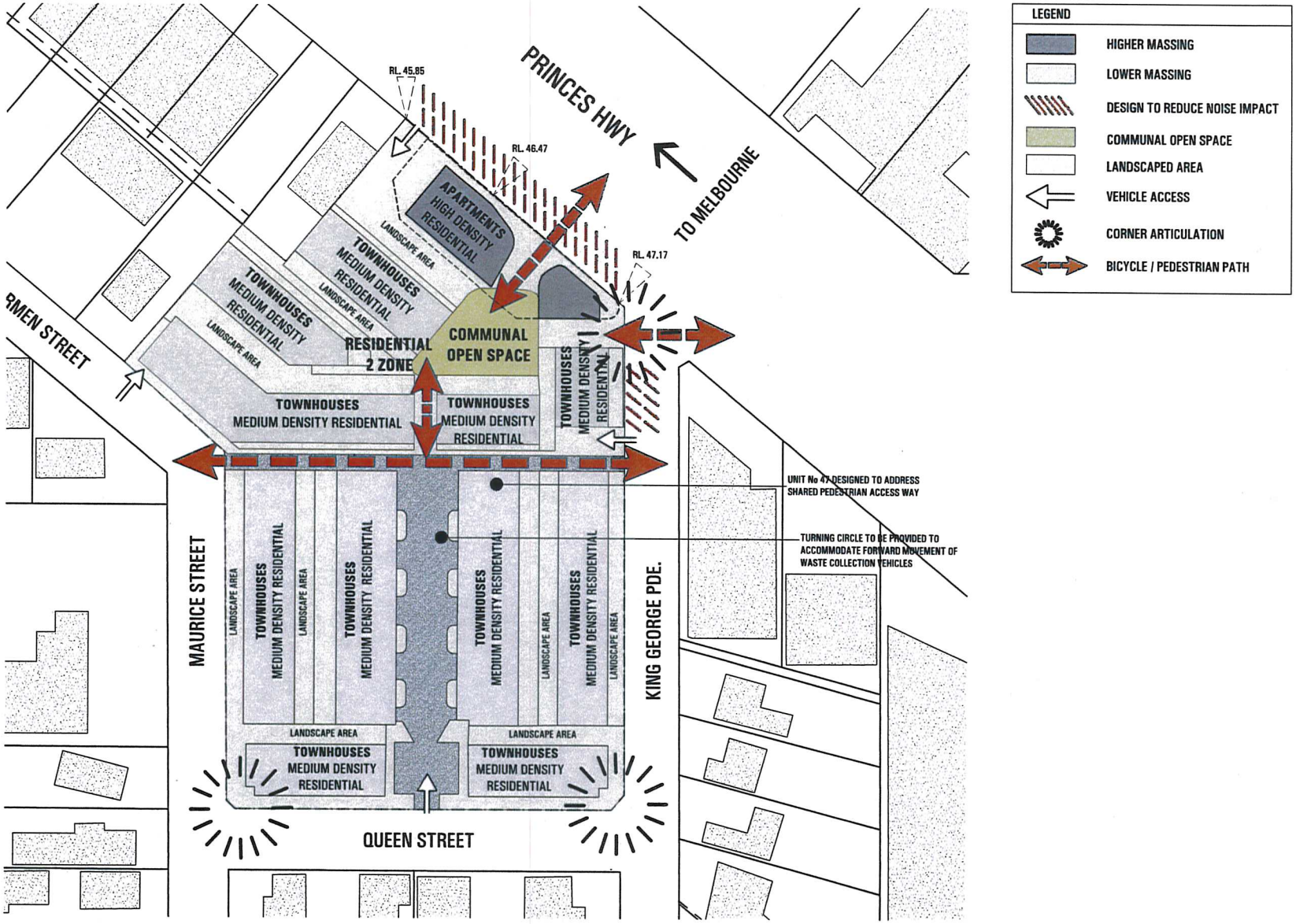
IDLE ARCHITECTURE STUDIO

T / 613 9428 5202 // www.idlearch.com.au // 36 Kelso Street Richmond 3121 Victoria

PROJECT: MIXED USE DEVELOPMENT
ADDRESS: 227 PRINCES HIGHWAY, DANDENONG
CLIENT: PRINCES HIGHWAY FUTURE DEVELOPMENTS PTY LTD
2014-08

DRAWING: F7-Design Response Plan
SCALE: 1:500@A3, 1:250@A1
PRINT DATE: 31/10/17
DRAWN BY: SH
CHECKED BY: IAS

DRAWING NUMBER: TP 2.02
REVISION:
File Name



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PROJECT: MIXED USE DEVELOPMENT
ADDRESS: 227 PRINCES HIGHWAY, DANDENONG
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2014-08

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DRAWN BY: SH
CHECKED BY: IAS

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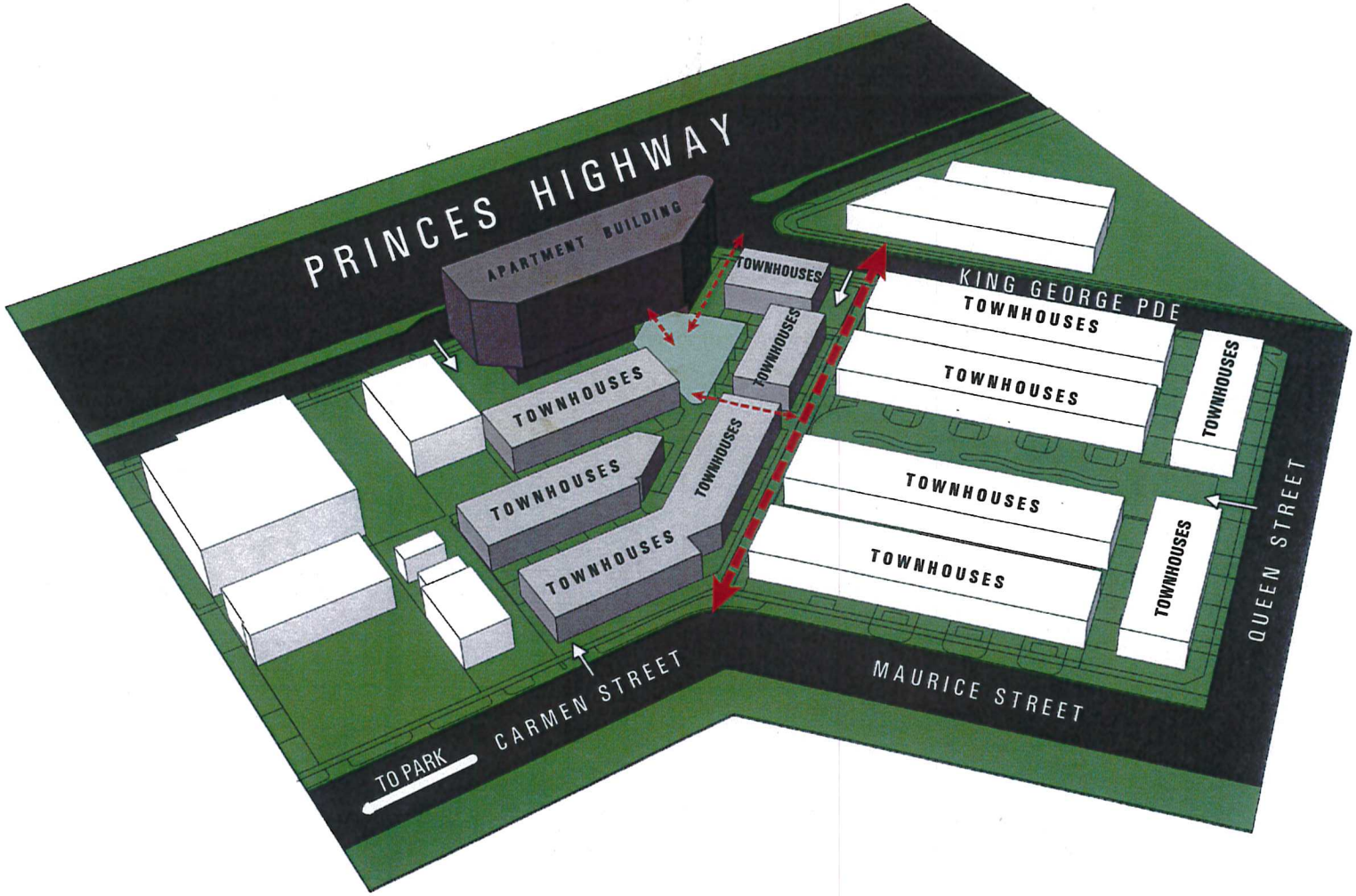

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PROJECT: MIXED USE DEVELOPMENT
ADDRESS: 227 PRINCES HIGHWAY, DANDENONG
CLIENT: PRINCES HIGHWAY FUTURE DEVELOPMENTS PTY LTD
2014-08

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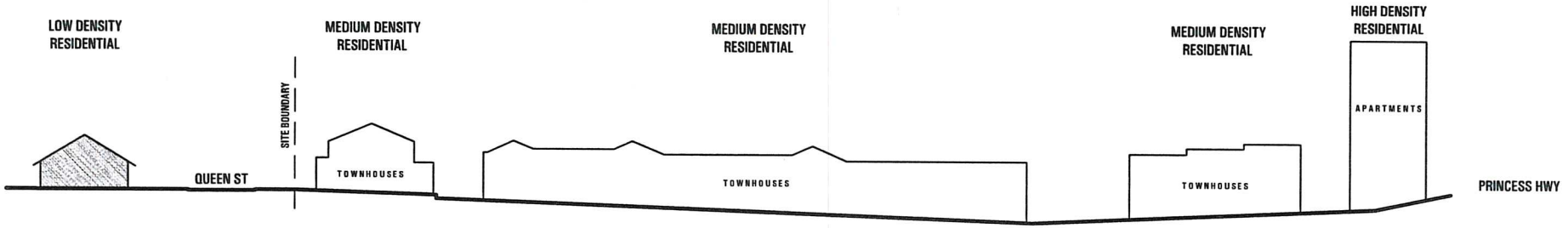

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PROJECT:
MIXED USE DEVELOPMENT
ADDRESS:
227 PRINCES HIGHWAY, DANDENONG
CLIENT:
PRINCES HIGHWAY FUTURE DEVELOPMENTS PTY LTD
2014-06

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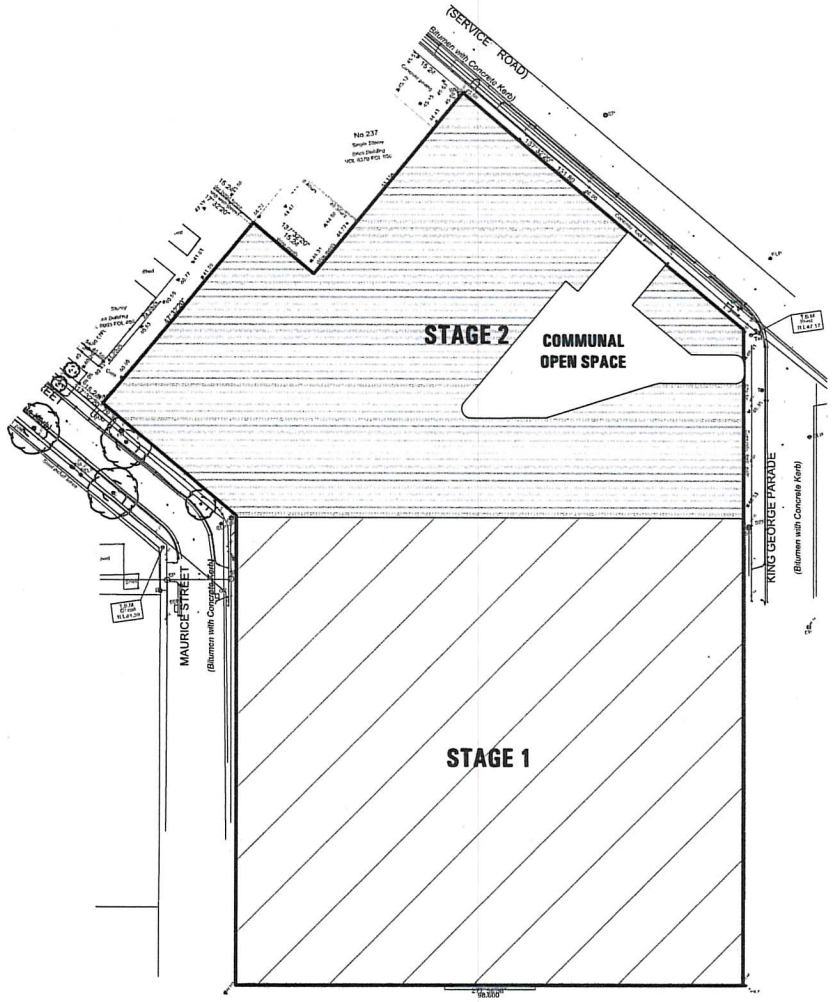

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227 PRINCES HIGHWAY, DANDENONG
CLIENT:
PRINCES HIGHWAY FUTURE DEVELOPMENTS PTY LTD
2014-08

DRAWING:
F11-Staging Plan
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22/6/17
DRAWN BY: SH
CHECKED BY: IAS

DRAWING NUMBER:
TP 2.08
REVISION:
File Name

GbLA

GBLA LANDSCAPE ARCHITECTS

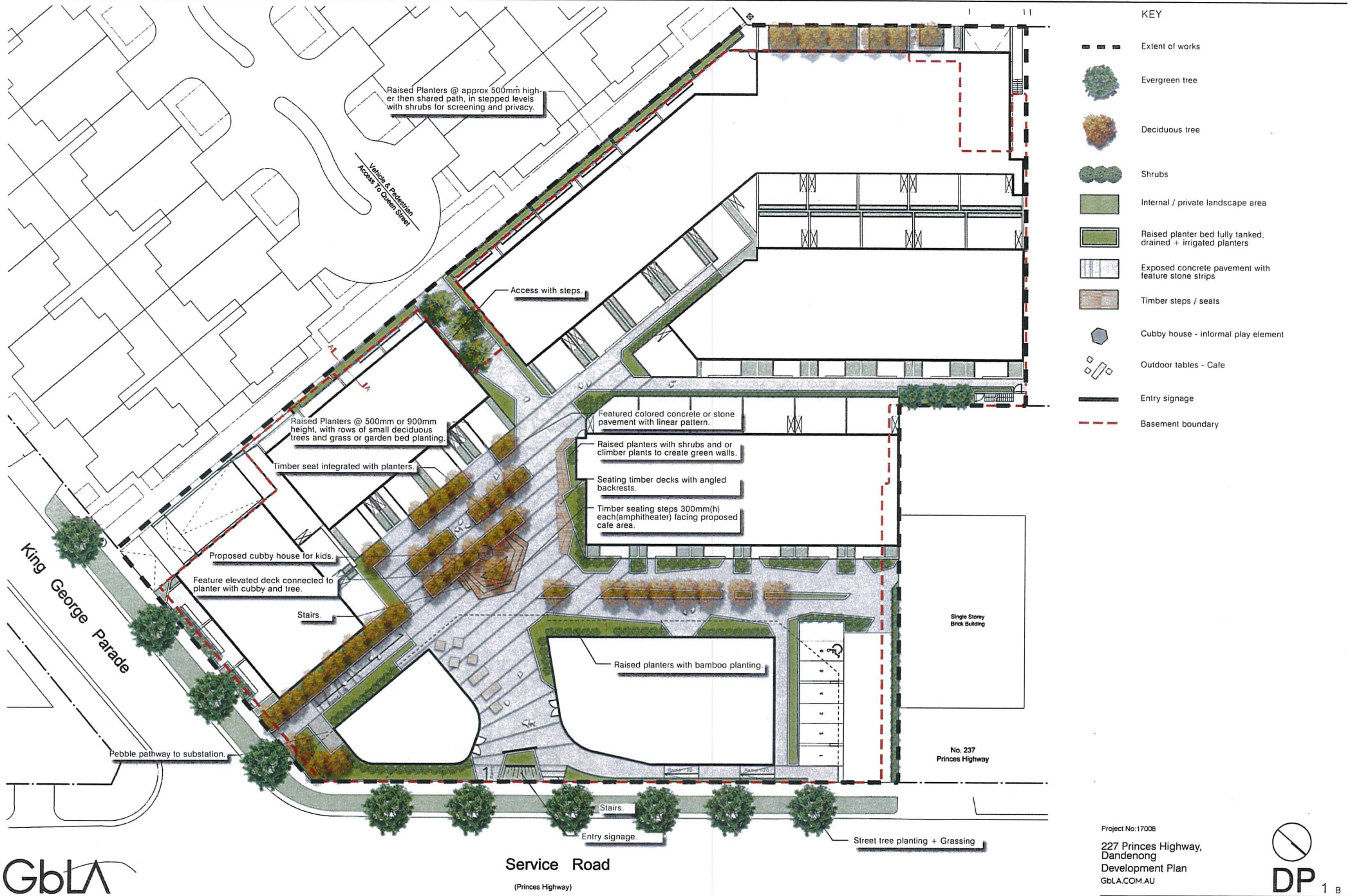
Level 3, 248 Burwood Rd
Hawthorn VIC 3122

PO Box 2376
Hawthorn VIC 3122

227 Princes Highway, Dandenong

Development Plan

02.11.2017



GbLA

Project No:17008

227 Princes Highway, Dandenong
Development Plan
GbLA.COM.AU

DP 1 B

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02.11.2017