

Gordons Road Retirement Village Development Plan

The Gordons Road Retirement Village Development Plan was approved by the City of Whittlesea on 1 September 2009, in accordance with Clause 43-04 Schedule 19 of the Whittlesea Planning Scheme.

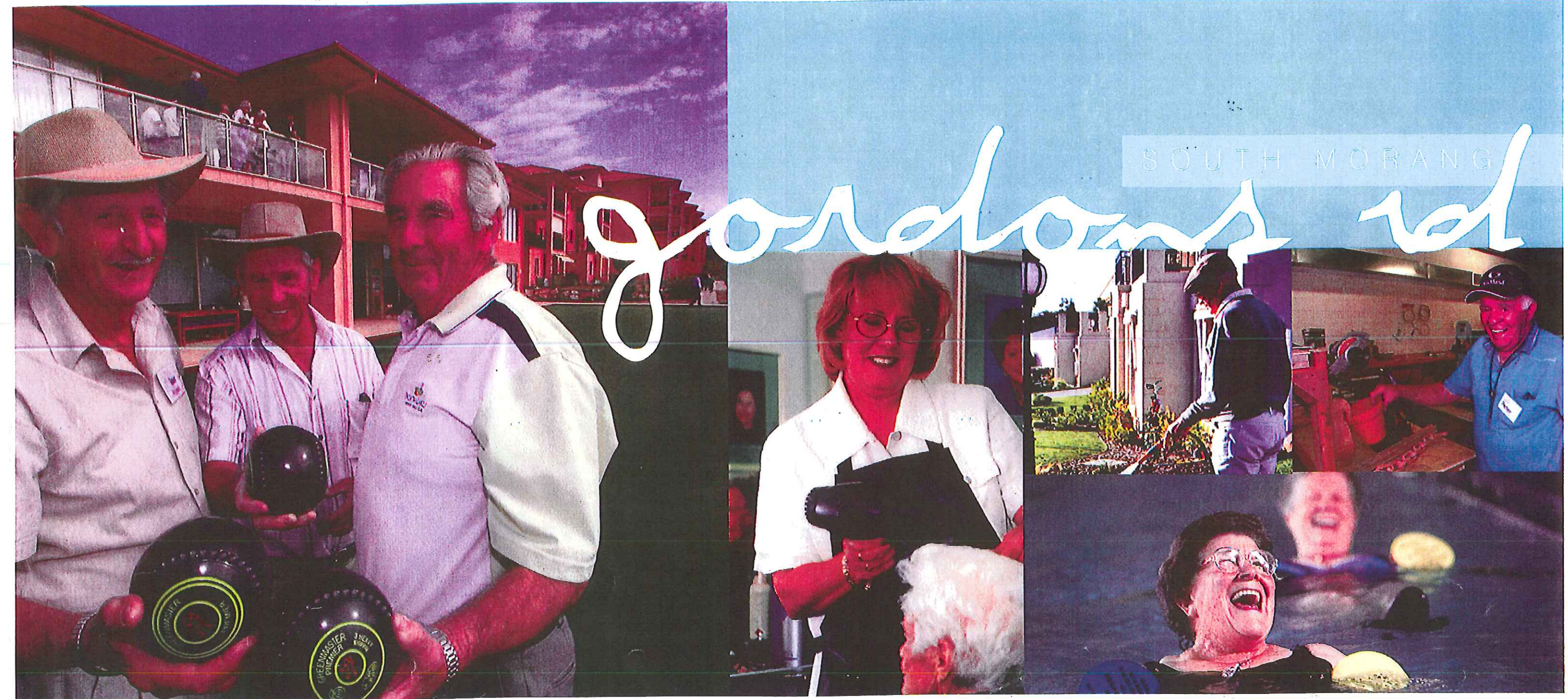
9 October 2009

[Signature]
Signature of the Responsible Authority

PROPOSED RETIREMENT VILLAGE
Development Plan

SOUTH MORANG

Gordons Rd



SEPTEMBER 2009


Stockland


urbis

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INTRODUCTION

This Development Plan for land at 60 & 60A Williamsons Road, South Morang has been prepared by Urbis for Stockland and is submitted to Council for approval, as required by Schedule 19 (Williamsons Road Educational and Residential Precinct Development Plan) to the Development Plan Overlay which affects the sites. The report draws from the various supporting reports and plans which are included within the Appendices of this Development Plan.

The purpose this document is to provide strategic direction for the future development of the Williamsons Road Educational and Residential Precinct. That said, this Development Plan will predominately focus on the residential precinct rather than the education precinct given this land is not under the control of Stockland and has already been issued with a planning permit by Council. Nonetheless, reference will be made to the education precinct through out the document.

It is proposed to develop an affordable retirement village to cater for people 55 years and older within the designated residential precinct. The retirement village is to be located between Gordons Road and Vincent Drive and will accommodate 155 single level independent living dwellings and up to 60 condominium apartments together with associated public and communal open space, infrastructure and Community Centre buildings. The subject site is approximately 8.2 hectares in size and the land is to be subdivided.

The proposal has been informed by detailed analysis of the site and its wider context and is considered appropriate for the following reasons:

- The proposal accords with the guiding principles of the State Planning Policy Framework (SPPF);
- Whilst not applicable, the proposal accords with the guiding principles of Clause 56 of the Whittlesea Planning Scheme;
- The Development Plan and appendices meet the information requirements of the Schedule to the Development Plan Overlay;
- The proposal provides accommodation for the increasing number of elderly persons enabling accommodation and price point diversity across the full demographic range to be provided in South Morang and the wider area as desired by Council policy; and
- The development implements the general principles of the design excellence benchmarks required of such a development in terms of lot size diversity and orientation, road connectivity and legibility, and the provision of quality communal open space.

Moreover, the proposal seeks to achieve the following objectives:

- Facilitate the development of a community.
- Provide value for money housing solutions for the target demographic.
- Ensures a level of functionality that relates to the intended occupants.
- Provides a point of difference to other developments or lifestyle options.
- Provide relevant and sustainable services to the village.

This report should be read in conjunction with the following plans and reports:

- Masterplan drawings prepared by ARUP;
- Landscaping plans prepared by Stockland;
- Cardno Grogan Richards' Traffic Engineering Assessment Report dated 11 May 2009;
- Breese Pitt Dixon Servicing Report dated 22 April 2009;
- Coffey Environments Phase 1 Environmental Site Assessment dated 15 August 2007;
- Strata Archaeology Report dated February 2000;
- Arbor Co Arboricultural Report dated 22 April 2009 and addendum dated 22 August 2009; and
- Biosis Research Net Gain Assessment dated 17 August 2009.

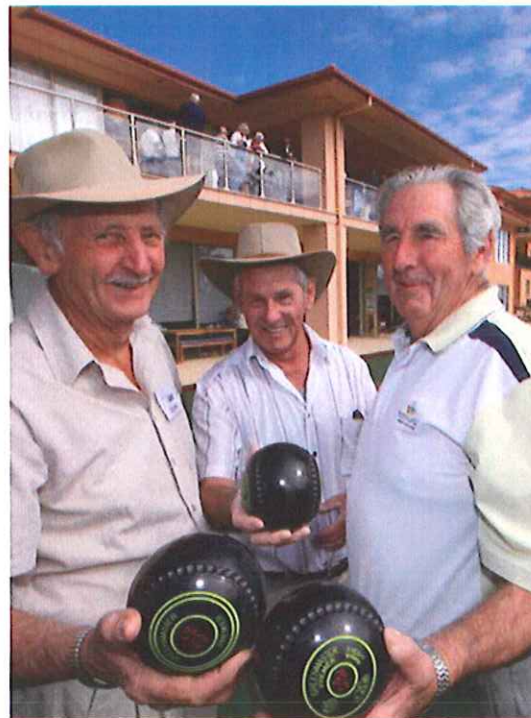


DEVELOPMENT PLAN

Based on the structure of Schedule 19 (Williamsons Road Educational and Residential Precinct Development Plan), this report has been set out under the following themes in order to demonstrate the proposal satisfies and generally accords with the requirements of the Overlay:

- Site and Surrounds
- The Residential and Education Precinct
- Traffic and Mobility
- Street Network
- Public Transport
- Vegetation Management
- Interfaces
- Landscape
- Water Sensitive Urban Design
- Telecommunications Infrastructure
- Soil Condition & Cultural Heritage
- Staging

For ease of reference, each of the specific requirements of the schedule are highlighted in blue text through out the document.



SITE & SURROUNDS

The Development Plan must be informed by detailed site analysis of the natural, cultural and strategic context of the site and the immediately adjoining land.

Subject Site

The residential precinct and subject site at 60A Williamsons Road is a greenfield site in South Morang. By road, the site is approximately 25-30 kilometres from the Central Business District of Melbourne.

The site is irregular in shape and consists of a single lot that has an area of 8.2 hectares. The site has a northern frontage to Gordons Road of 142 metres, an eastern boundary of 363 metres to an existing railway reserve and a western boundary of 440 metres to the Yan Yean Pipe Track. The southern boundary is curved and irregular, with frontage to the recently constructed Vincent Drive, an extension of Williamsons Road.

The land is vacant and does not contain any buildings, which is reflective of its previously agricultural land use. The land is generally flat and has a gentle gradient that falls from the north east to the south west of the site. The site contains minimal vegetation with the exception of 12 River Red Gum trees.

Surrounds

South Morang is located in the Plenty and Epping North growth area. Accordingly, the development pattern in the surrounding area is typically residential subdivisions, which have either been recently constructed are, under construction or programmed to commence in the not too distant future. It also finds itself in close proximity to parcels of rural land.

To the North

Across Gordons Road, which runs east to Hawkstowe Park and west to the newly established residential areas of South Morang, are three large (6000-8000sqm) residential lots. The southernmost lot is currently vacant and the remainder occupied by single dwellings. Further north (off Wingspan Avenue) exist more typical residential subdivisions.

To the West

The Yan Yean Pipe Track Reserve, which is listed by Heritage Victoria, runs along the western boundary of the site. The reserve is lined with a variety of trees. Across the pipe track is residential land owned by Investa and currently under construction as part of Stage 12 of Investa's Mill Park Lakes Estate Development.

To the South

Marymede Catholic College occupies the education precinct at 60 Williamsons Road. The residential and educational precincts are separated by Vincent Drive, which is an extension of Williamsons Road. The College buildings are located in the southern portion of the precinct while the northern portion adjacent to the subject site accommodates two sports ovals.

To the East

The eastern boundary of the site is formed by land zoned Public Use Zone 4 (Transport) to reflect the railway line which used to run from Epping to Yan Yean. The State Government has retained the railway reserve with a view to possibly re-instating a railway line and service in the future, although at the time of writing there was no programme for an extension beyond McDonalds Road, South Morang. Further beyond the railway reservation, the land is a mixture of both residential development land and rural allotments.



The location of the educational and residential precincts, the road to be constructed between the precincts and all other proposed internal local roads.

Residential Precinct

The proposal is for the development of a retirement village on the subject site, which is to consist of 155 single storey independent dwellings - up to 60 condominium apartments. The village is to be established in a rectilinear fashion that will take its shape from the layout of the internal road network proposed.

A Community Centre building is to be established in the centre of the site. The proposed Community Centre is to be the focus of formal and passive recreational activity within the village and is critical to the development and establishment of a sense of community. The Community Centre is central to the site and will also serve as the administration hub for the village. Furthermore, the central location, smooth gradient of the site and pedestrian friendly environ created will enable the Community Centre to be easily accessed by all future residents on foot.

The Community Centre is to consist of the following facilities:

- Meeting hall and meeting rooms;
- Dining room;
- Billiards room and bar;
- Hair salon;
- Indoor swimming pool;
- Medical consulting rooms;
- Offices (manager and nurse);
- Mail Room; and
- Caretakers' residences for the on-site nurse.

The site contains 12 River Red Gum trees. Five River Red Gums are proposed to be removed (all assessed to be in poor or declining health) as an outcome of the development and are to be replaced by extensive landscaping in the proposed communal and public open space areas, road reserves and surrounds of the Community Centre. The landscaping will be in addition to the vegetation required to be planted to offset the loss of the five River Red Gums.

Condominium Building

A condominium building is to be constructed within the village. This apartment building has been located in the heart of the village in order to allow its residents ease of access to the Community Centre and its facilities.

Up to sixty independent apartments are to be constructed to accommodate future residents who may be seeking more manageable accommodation in particular if they are mobility impaired yet still desire some independence. The independent apartments are to be located north of the Community Centre with car parking spaces to be located around the building for these residents.

The amenity offered to the apartment building will be enviable given its central location and views over the Melbourne Water Pipe Track Reserve.

Open Space Provision

In total 8% of the residential precinct is to be dedicated as unencumbered public open space. The area to be set aside for public open space is to be located around and between to stand of 4 River Red Gums within the site and adjacent to the Melbourne Water Pipe Track Reservation.

In addition to the public open space to be offered, 17% of the retirement village is to be utilised as communal open space for the benefit of residents and their visitors. Predominately, these will take the form of pocket parks and road reserves, which will be spread throughout the village.

Education Precinct

The existing Marymede Catholic College occupies the education precinct. The southern portion of the site contains the education buildings with the northern portion to contain the sporting ovals and facilities when constructed.

Residential precinct densities of not less than 15-20 lots per hectare. Higher densities within or exceeding this range are to be provided within the walkable catchment of the proposed train station precinct.

The overall gross density of the proposal is approximately 27 dwellings per hectare.

Although the ultimate location of the future train station has not been defined, the condominium building to be located at the centre of the site will be within approximately 800 metres walking distance. Such a distance is generally in accordance with acceptable walking distance for a transit orientated development.

The resulting density will facilitate efficient use of the site and infrastructure as an outcome of establishing a critical mass of people on-site. In turn this will enable Sotckland to provide a financially viable retirement village which offers enviable community facilities, affordable dwellings and lifestyle opportunities to its future residents. It is also facilitates the effective function of the site as a retirement village, as dwellings are located within convenient walking distance of each other and the common facilities.

In addition, the proposed density provides comfortable and pleasant amenity for residents, with extensive landscaped areas and common facilities. This is achieved through an efficient road network and generous communal open space areas.

TRAFFIC & MOBILITY

Provision of a safe pedestrian-orientated road network providing a high degree of connectivity and external and internal permeability. A functional road layout plan must be submitted showing typical road cross sections and integration with the existing and proposed surrounding road network and proposed train station precinct. The plan must further provide for any public bus network which may be required within the Development Plan area and a bicycle and pedestrian network plan (which includes links to adjoining land and networks).

The Road Network

The village is provided with a clear and effective hierarchy of streets. Street widths are specified according to their use. All dwellings will have direct access to the internal road network.

The design intention has been to provide logical and functional circulation for vehicles, but not at the expense of pedestrian movement through the site. As a retirement village, pedestrian movement will be more extensive than in a typical residential subdivision. This is a function of the shared community facilities, communal open space and the great sense of community atmosphere generated in the village. With this in mind, the wide road reserves provide space for pedestrians to permeate through the site and access internal facilities and communal open space as well as the external road, pedestrian and bicycle network, future railway station and the Yan Yean Pipetrack.

The primary access point to the site will be from Gordons Road with a secondary and more discrete access provided from Vincent Drive. Both these access routes connect with the Community Centre building via a 7 metre wide road.

Circulator roads of 5.5 metres in width provide a circulation route through the village and to the Recreational Vehicle (RV) parking area. Narrower roads of 5 metres function as cul de sacs through out the village.

Vehicle Parking Provision

Resident car parking is to be provided off street. The majority are to be in a garaged or carport whilst the remainder will be located within the curtilage of the residential allotments. The following provision of car spaces is proposed for the village:

- ILUs - minimum of 1 per dwelling
- Condominium apartments - 0.7 per dwelling
- Visitor - 0.2 per dwelling

Visitor spaces are to be located throughout the village, with a concentration around the Community Centre, which is also to be the location of disabled spaces and staff spaces. This distribution reflects the typical movements of visitors – some will meet residents at the Community Centre to take advantage of the facilities there, whilst others will drive straight to the dwelling they are visiting. The outcome achieved is that visitor spaces are conveniently located through out the village.

RV parking is provided to cater to the trend for retirees to travel extensively. The RV parking is separated from the main vehicle circulation and parking areas, reflecting their larger size and less frequent use. Parking for approximately 10 RVs is provided in the north eastern corner of the village (corner of Gordons Road and Railway Road). This area is most appropriate as it enables the RV parking area to be easily screened from street view.

Emergency Vehicle Access

Emergency Vehicle Access will be provided to the site via the primary and secondary vehicle access points.

Proposed public transport facilities.

As is to be expected in a developing area, current public transport networks reflect the site's location at the urban fringe. At present, the closest public transport is bus routes 562, 563 and 571. Each of the buses run between:

- 562 – Greensborough Shopping Centre and Humevale;
- 563 – Greensborough Shopping Centre and Northland Shopping Centre; and
- 571 - Greensborough and Yan Yean.

The closest existing railway station is at Epping, which is approximately 6 kilometres south-west of the subject site. From Epping Station, commuters can access the Melbourne Central Business District.

In May 2009, the State Government committed funding in the 2009/2010 budget for the extension of the rail line from Epping to South Morang. The extension is expected to commence in 2010 and be completed in 2013. Once complete, the closest station will be approximately 3 kilometres away (by road). It is expected that, upon completion of the proposed Plenty Valley Shopping Centre (3kms to the south) and Mernda Town Centre (4.5kms to the north) and the surrounding residential subdivision, bus services will run at least to the two activity centres and link in with existing bus services. As development encircles the subject site and the broader South Morang and Mernda areas, it is also likely that bus services will be provided in close proximity to the village especially if a train station is established in the adjacent railway reserve.

Community Transport

An important transport link is to be provided by Stockland to residents of the village in the form of a community bus service. The bus will be a service that only residents can utilise for short to medium distance trips to local services and facilities, for example, for medical appointments or, as a group, for excursions.

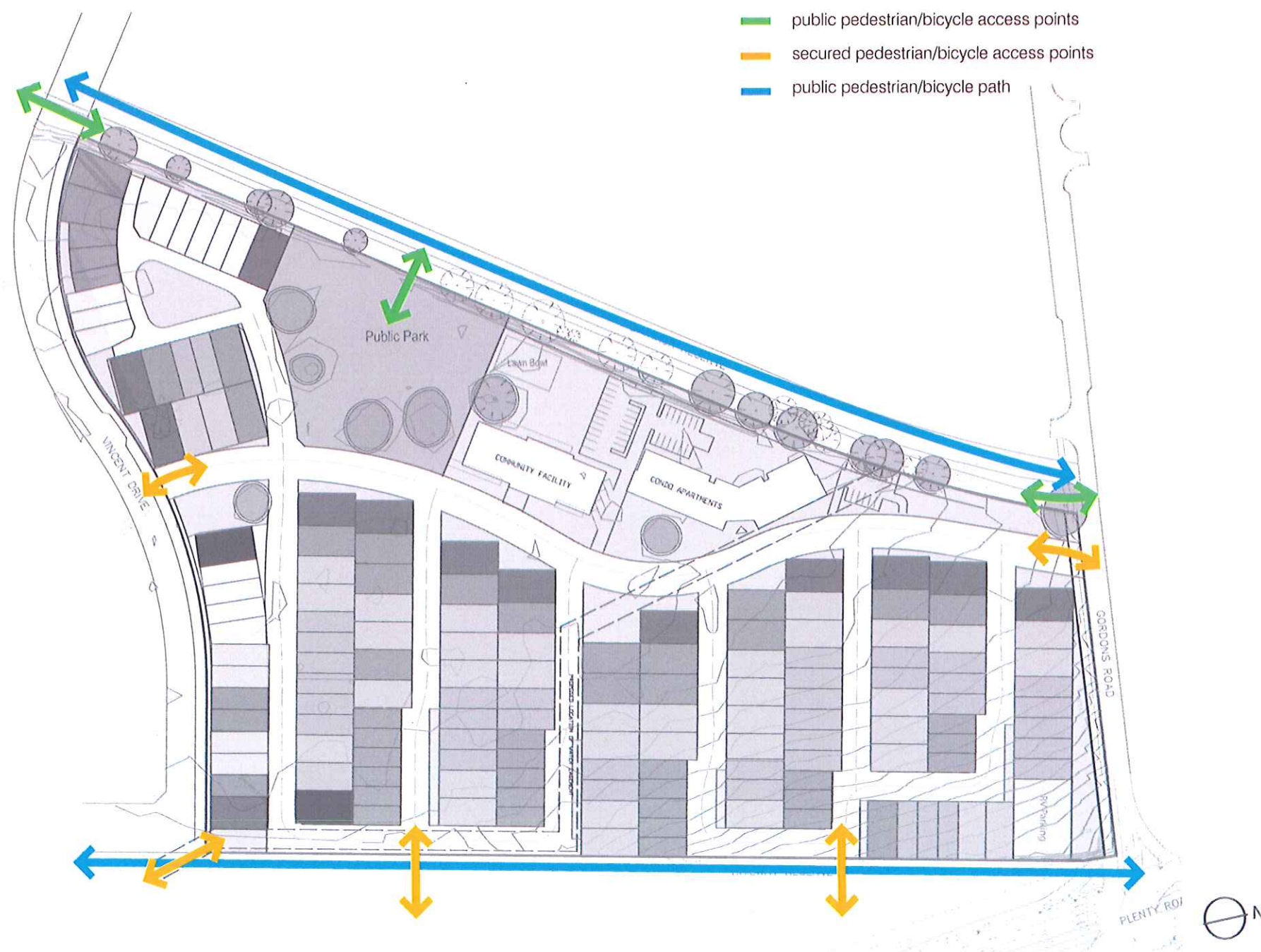


Gordons Road entry cross section



Typical road cross section

PEDESTRIAN & BICYCLE NETWORK PLAN



Provision for the construction of a bicycle and pedestrian path within the adjacent Melbourne Water pipe track reservation. The works must include appropriate road intersection crossings of Williamsons Road, Gordons Road and other internal roads. The plan must specify that the design and construction standard of the path must have regard to the requirements of Melbourne Water and the heritage values of the reservation and that costs associated with the construction of the path are to be apportioned between the educational and residential precincts.

In accordance with Council's recommendation for addressing this item, Stockland will agree to provide Council with a cash contribution for the construction of a bicycle and pedestrian path within the Melbourne Water pipe track reservation between Vincent Drive and Gordons Road.

As requested by Council, an indicative location for the path within the Melbourne Water pipe track reservation between Vincent Drive and Gordons Road has been demonstrated on the master plan.

A traffic management plan.

As mentioned above, the primary access point to the residential precinct will be from Gordons Road with a secondary and more discrete access provided from Vincent Drive. Each of the access points will be secured after dark in order assist with the management of village safety.

Refer to Cardno Grogan Richards Traffic Engineering Assessment dated 11 May 2009 for further details of the traffic management plan proposed for the residential precinct.

STREET NETWORK

Provision for the construction of Williamsons Road along the southern and eastern boundary of the educational precinct and the further construction of a northern extension of this road adjacent to the railway reserve and northern boundary of the educational precinct to connect with proposed development areas to the west of the Melbourne Water pipe track reservation. The plan must specify that costs associated with the construction of these roads and pipe track crossing must be borne by the developer of the residential precinct and are to be provided as part of the first stage of subdivision.

The extension of Williamsons Road as described above has already been constructed and completed by Investa, developer of the Mill Park Lakes Estate, which is located to the west of the residential precinct. The portion of Williamsons Road that now separates the education and residential and extends into the Mills Park Lakes Estate is known as Vincent Drive. The final alignment of Williamsons Road and Vincent Drive has been demonstrated on all master plans prepared.

Provision for the construction of Williamsons Road between the educational precinct and Old Plenty Road and intersection upgrades works at Old Plenty Road and Plenty Road. The works must be provided to a standard which can sufficiently accommodate traffic movements until such time as the rail corridor and/ or station precinct is developed. The plan must specify that costs associated with the development of these works are to be apportioned between the educational and residential precincts.

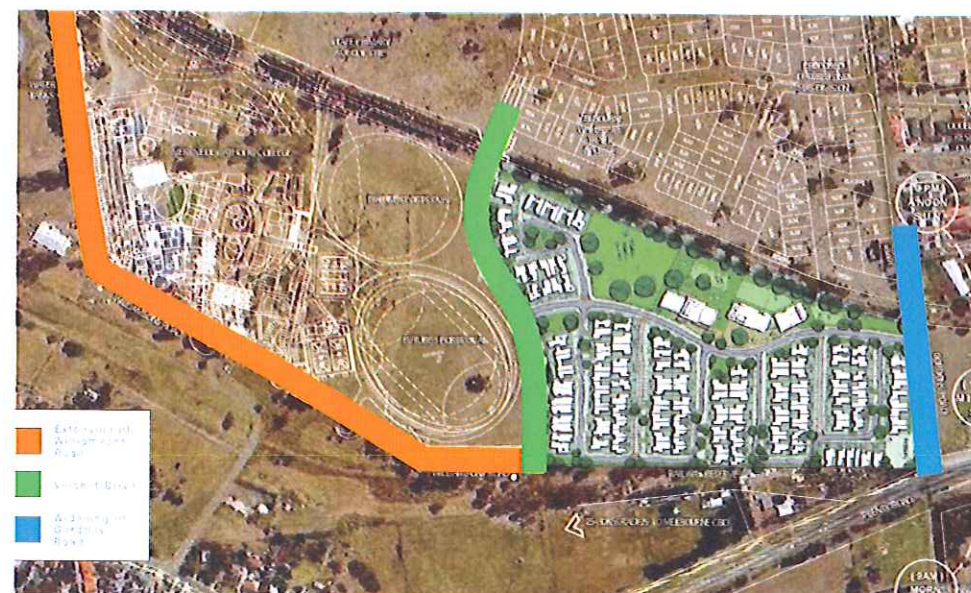
The extension of Williamsons Road between Plenty Road and Old Plenty Road was an obligation of the previous owner of 60A Williamsons Road. However, as an outcome of our discussions with Council, it is understood that the extension is no longer required. Thus, it has not been demonstrated on the master plans.

Provision for the widening of Gordons Road to the south of the existing road reservation.

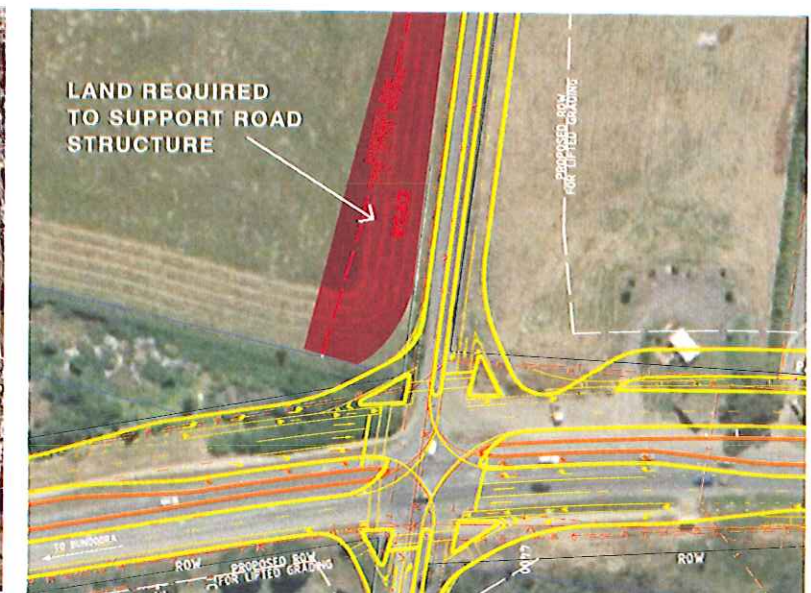
The widening of Gordons Road and the signalisation of the Gordons Road/ Plenty Road intersection has been accounted for in the master planning and design of the retirement village. Thus, it has been demonstrated on the master plans and landscape plans prepared in support of the Development Plan.

Due to VicRoads' requirement for the future intersection to be raised higher than its present level, it requires a portion of land across the Gordons Road frontage to accommodate a batter and retaining wall to support the road structure. Subsequently, the village master plan has allowed for VicRoads' future land needs.

At the relevant planning permit stage, the potential need for widening of Gordons Road at the entrance of the site to accommodate a dedicated slip lane, is to be resolved.



SURROUNDING STREET NETWORK



VICROADS PROPOSED INTERSECTION UPGRADE

PUBLIC TRANSPORT

The full extent of land reserved for railway purposes abutting the land and opposite Williamsons Road.

The location of the railway reserve along the eastern boundary of the site has been demonstrated on the master plans prepared in support of the Development Plan for the residential precinct.

The location of the proposed train station and any transport modal interchange if such location(s) have been determined either fully or conceptually by the State Government.

As per its letter of 23 February 2009 to Council, the Department of Transport (DoT) has concluded that it does not require Stockland's land to accommodate any future railway facilities. Although no formal concept plans have been publicly circulated and that given the width of the railway reserve is greatest opposite the education precinct, it is anticipated that this area may accommodate any future facility should the Victorian Government decide to extend the Epping railway line beyond McDonalds Road.

Further to DoT's letter, provision has been made within the design of the village for the following:

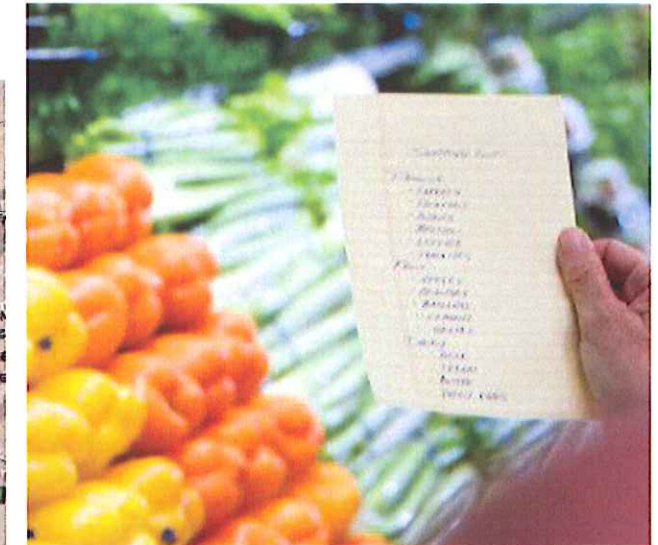
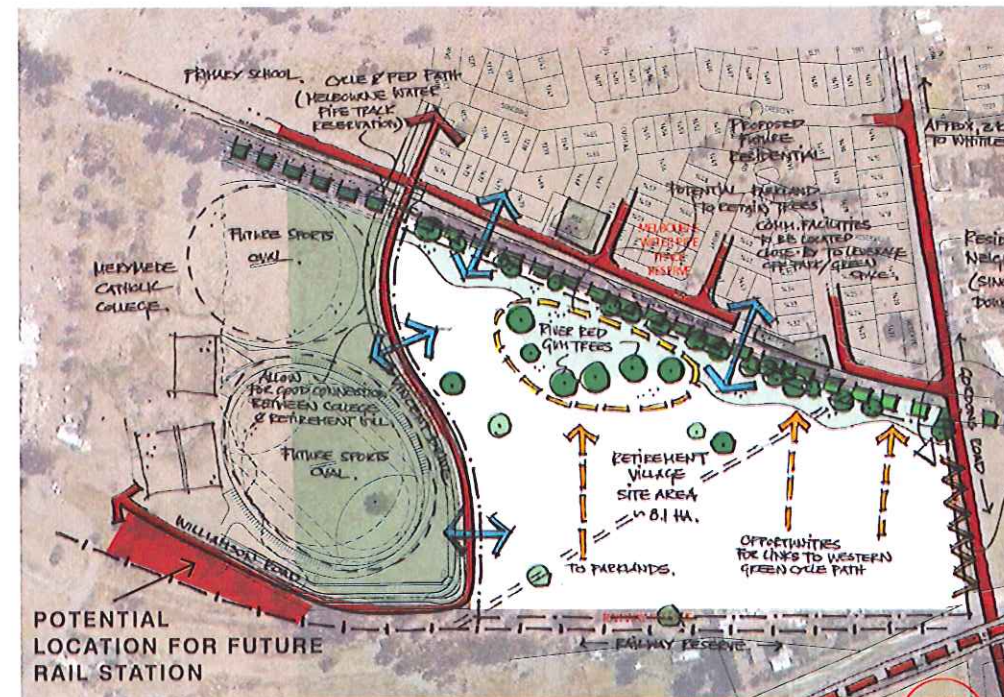
- VicRoads' requirements for the widening of Gordons Road.
- Potential locations for bus stops on Gordons Road.
- A pedestrian path along the eastern boundary of retirement village within the existing rail reserve. (Responsibility and timing for construction of the path is to be resolved with DoT at the relevant planning permit stage).

Refer to master plan and Cardno Grogan Richards report for further details.

Due to the absence of concept plans for the future location, alignment and landing of a future footbridge over the rail reserve, a specific area of land has not been set aside to accommodate a landing for within the bounds of the site. That said, there is sufficient space within the setback proposed to the rail reserve to accommodate a bridge landing should it be constructed.

Moreover, should a bus stop ever be established in close proximity to the education and residential precinct, it is anticipated that it will be constructed within the vicinity of the future station in order that it may link with any future transport modal interchange constructed.

POTENTIAL LOCATION FOR FUTURE RAIL STATION



VEGETATION MANAGEMENT

The surveyed canopy of all existing indigenous trees on the land.

The full extent of the Melbourne Water pipe track reservation between Gordons Road and Williamsons Road and a survey of trees within the reservation which have canopies which overhang or affect the subject land.

As part of the preliminary investigation undertaken by Stockland, a survey of the canopy of all trees contained within the residential precinct and the Melbourne Water pipe track reservation between Gordons Road and Vincent Drive was undertaken by Breese Pitt Dixon on 5 August 2009. The plan prepared also demonstrates the tree protection zones (a mix of canopy line plus 1 metre and the British Standard - radius is equal to half the height of the tree or half the crown width, whichever is greatest) for each of the surveyed trees.

Consequently, the surveyed canopy lines and tree protection zones of each tree have been accounted for in the master planning and design and thus, have been demonstrated on the master plans prepared for the residential precinct.

The full extent of Williamsons Road from the Melbourne Water Pipe track reservation to Old Plenty Road including the surveyed canopy of trees which are located in or extend over the road reservation.

Council has advised that Williamsons Road from the railway reservation to Old Plenty Road will not to be constructed. Given no existing trees are located in or extend over the portion of Williamsons Road constructed between the Melbourne Water pipe track reservation and the railway reservation, a survey of tree canopies has not been undertaken.

TREE SURVEY PLAN



The proposed location would therefore isolate condominium building residents from the Village Centre, severely reducing their ability to engage in village life. In addition, residents of the condominium building would be isolated from medical care and communal transport opportunities. For these reasons, it has been concluded that the relocation of the condominium building to the Gordons Road boundary is not practical for the residents or Village management.

Railway Reserve Frontage

Given the railway reserve is not functional nor used for any interim purpose and thereby presents as vacant land, a range of permeable and solid fencing is proposed to be constructed across the length of the shared boundary. The provision of a permeable or solid fence will be responsive to the relative location of ILUs (Independent Living Unit) to the boundary. Ensuring this boundary remains secured will be paramount to the safety and operation of the village.

Low to medium height plantings of shrubs, ground coverings and tussocks are to be placed along the inside of the boundary fence to soften the appearance of the boundary when viewed from within.

The South Morang site has been masterplanned to ensure a sense of connectivity and safety is created through passive surveillance. The urban design and built form response to this objective includes siting dual frontage houses whereby the front door of the houses addresses a main street or siting a corner lot house whereby windows address both the external principle and secondary streets including a corner façade treatment.

Examples of where this occurs includes Vincent Drive, the pipe track and houses set back from but in proximity to the railway reserve. The project has been designed with a particular focus on visual and physical integration of the built form through appropriate fencing (set back from the house façade) and window placement to facilitate passive surveillance and enhance social interaction.

Vincent Drive Frontage

A staggered 1.8 metre high permeable fence is to be constructed along the Vincent Drive frontage, which will enable two way passive observation to occur between dwellings, road users and the adjacent educational precinct. The fence is to be punctuated with a discrete vehicle access point and two pedestrian entry points.

As with the Gordons Road interface, ample opportunities for landscaping will be established to help provide an appropriate transition between the streetscape and the built form of the village. In tune with the landscaping theme of the village, trees, low shrubs, ground covers and tussocks will be selected for planting in these areas.

All structures are to be setback a minimum of 3 metres from Vincent Drive title boundary. Moreover, dwellings constructed along the Vincent Drive frontage will predominantly have dual frontages so they may present to the adjacent streetscape and internal road network.

A variety of housing product is to be built along the boundary to provide for a well articulated frontage.



Proposed interface treatment of Melbourne Water Pipe Track reservation frontage

Melbourne Water Pipe Track Reservation Frontage

In order to continue to build upon the valued heritage character and rural theme of the adjacent water pipe track reserve, Stockland is proposing to undertake the following:

- Establish a large public park between the stand of River Red Gum trees (1-4) and the boundary of the Melbourne Water Pipe Track Reservation. The park will provide a formal area for village residents and the broader community to recreate within and will connect with the local pedestrian and bicycle network;
- Setback all structures a minimum 5 metres from the western boundary of the site in order to protect the health and structural integrity of the existing trees set within the pipe track reserve;
- Within the curtilage of the site plant eucalypt species, ground covers, tussocks and shrubs to compliment the existing 'rugged' rural landscape theme within the pipe track reserve;
- A low scale rural themed fence to provide clear definition between the village and public open space and to enable two way passive observation between residents and users of the park and pipe track reserve; and
- The existing bluestone wall is to be retained along the shared boundary and incorporated into the aforementioned rural themed fence.

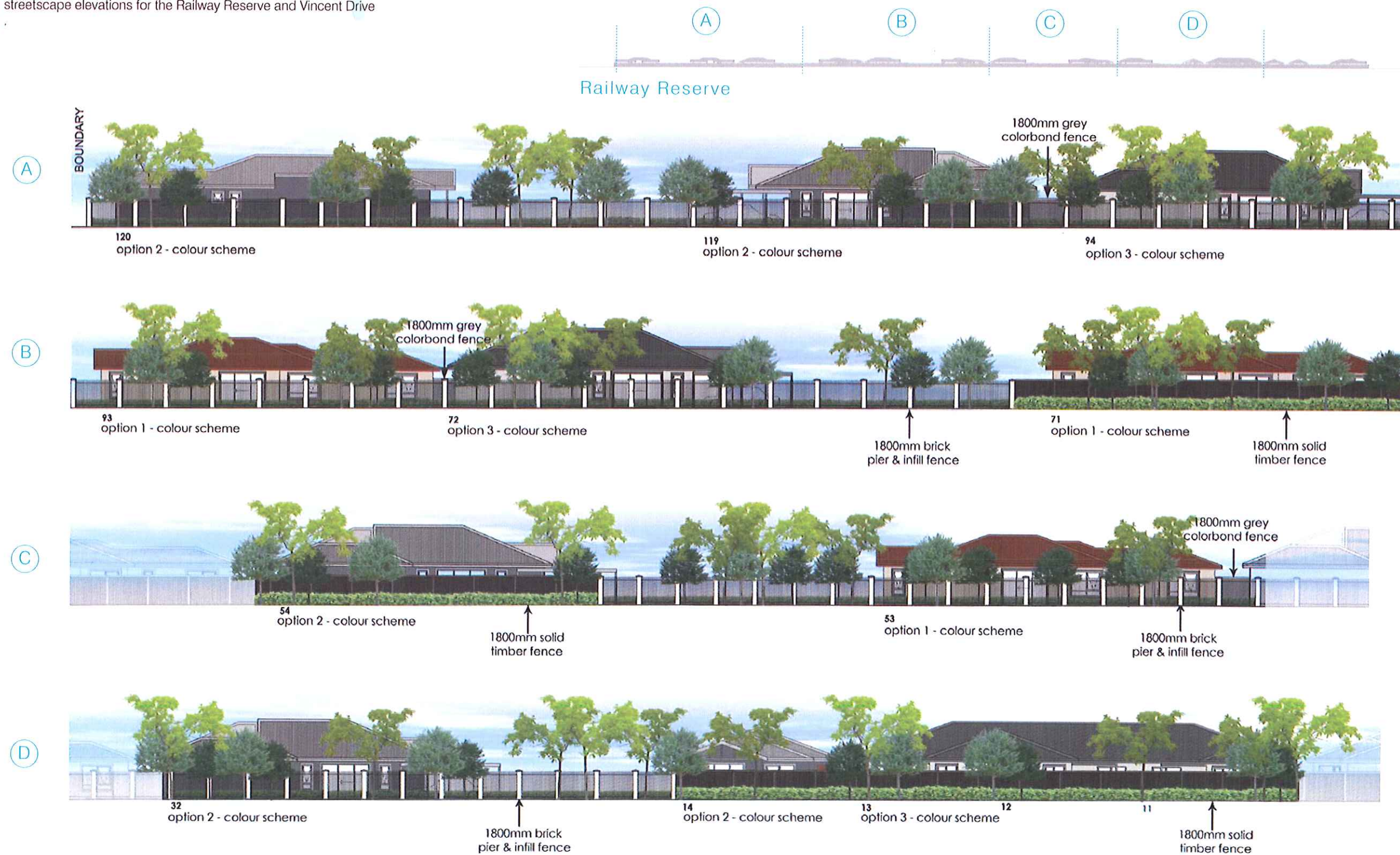


Looking north along the Melbourne Water Pipe Track reservation

INTERFACES

Elevations

Indicative streetscape elevations for the Railway Reserve and Vincent Drive frontages.



INTERFACES

Provision of appropriate transition and interface design treatments between designated land uses and the proposed railway reserve and precinct, Gordons Road and the Melbourne Water pipe track reservation and associated heritage values.

Throughout the design process undertaken for the residential precinct, careful consideration has been given to the context of the site and the varied adjacent land use environments with which it interfaces. In response, the following interface treatments are proposed to be created:

Gordons Road Frontage

As per the requirement of the Schedule 19 of the Development Plan Overlay, the Gordons Road frontage has been set back in order to accommodate its future widening. As part of the future works required at the Plenty Road intersection, a batter and retaining wall is to be constructed along the site boundary to support the new road and raised intersection. The retaining wall will follow the general alignment of the land VicRoads require to construct the future intersection.

Within the landscaping areas to be created on site, plantings of ground covers, tussocks and shrubs with open canopy trees overhead are proposed in order to create a landscaped buffer and appropriate transition between Gordons Road and the dwellings.

A 1.8 metre high permeable fence is to be constructed above and is to follow the alignment of the retaining wall. Only in the few locations where a proposed dwelling is close to the property boundary will the boundary fence be solid. In order to provide variety in the built form of the fence, masonry blade pillars are to be located at transition points along the fence line.

A village entry statement is to be established at the vehicle entry point. The entry statement will consist of feature walls, village signage, low colourful planting and lighting.

The gradient that would be established across the northern portion of the site as a consequence of the batter would be an undesirable feature for a retirement village.

Given that the future residents of the village are to be elderly and their mobility levels are generally in decline and will continue to taper off, the addition of a gradient to a relatively flat site would create an environment, which would impede comfortable pedestrian access to village amenities and community life and will increase health and safety risks.

The volume of earth and engineering works required to achieve a suitable batter and additional structural requirements will result in a substantial increase in costs that may render the project as a whole, unviable.

In view of these social and economic impediments the provision of a batter only is not considered a sustainable solution.

Consideration has been given to Council's suggestion to locate a condominium building adjacent to the Gordons Road boundary. However, given this would require Stockland to take the unprecedented step of separating its condominium building from the central Community Centre building and thereby depart from its successful management model, it is not considered an economically or socially viable option.

With regard to the social desirability (or otherwise) of relocating the condominium building, it is important to consider the likely resident profile. Occupants of the apartments, in general, will have reduced levels of mobility relative to residents of the independent living units. Nevertheless, residents of the condominium building are still capable of living an active and socially rich lifestyle, assuming opportunities for involvement in community activities are highly accessible. The proposed relocation would place the condominium building more than 250m away from the Community Centre, beyond the comfortable walking distance of, for example, a person dependent on a walking frame. On this basis, Stockland proposes to position the condominium building adjacent to the Community Centre, towards the centre of the site.



Vincent Drive Interface



Gordons Road Interface

INTERFACES

6 - The Independent Living Units as shown on the Master Plan are set back from the boundary to allow for adequate vegetation planting

7 - Trees within the landscape provide vertical structure to the landscape and street interface.

8 - Selected shrubs and tussock species provide a transition between the streetscape and the built forms.

9 - 1800 high permeable fencing, staggered to provide varying depths of planting.

10 - Low shrubs, groundcovers and tussock species provide clear visual surveillance around pedestrian access areas.

11 - 1400 wide path connects the residents to Vincent Drive through secured gated access gates.

12 - Staggered transitions within the boundary fencing consist of rendered masonry blade walls and other selected materials to add interest and structure to the built form within the landscape.

13 - Trees within the landscape provide vertical structure to the landscape and street interface.

14 - Solid screen fencing where retaining wall is closest to the property boundary and nearby units as shown on the master plan.

15 - Selected shrubs and tussock species provide a transition between the streetscape and the built forms.

16 - 1800 high permeable fencing, staggered to provide varying depths of planting.

17 - Low shrubs, groundcovers and tussock species provide clear visual surveillance around pedestrian access areas.

18 - Independent Living Units are lower than the street level due to proposed widening of Gordons Road as shown on the Master Plan.

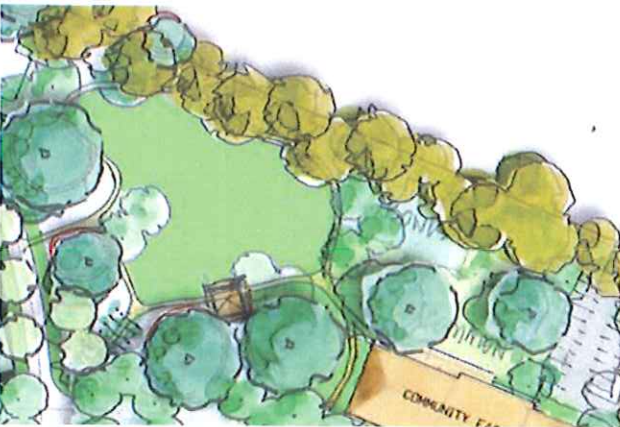
19 - Staggered transitions within the boundary fencing consist of rendered masonry blade walls to add interest and structure to the built form within the landscape.

Retention and integration of individual and stands of mature trees, particularly indigenous River Redgums, within areas of public open space (in the residential precinct) and within appropriate open space settings (in the educational precinct). A tree protection strategy must be submitted to ensure that all trees to be retained (including canopy and root system) are not damaged during the subdivision or construction stage.

As previously mentioned, there are a total of twelve River Red Gum trees contained within the curtilage of the residential precinct. Due to poor or declining health, five trees are proposed to be removed. As the site is affected by a Vegetation Protection Overlay, a planning permit will be required for the removal of the five trees – numbers 6, 7, 9, 11 and 12.

The removal or retention of tree number 6 and 12 will be the subject of assessment as part of the relevant planning permit stage.

The seven River Red Gums to be retained on site are all to be incorporated within open space settings as demonstrated on the master plans. The open space settings to be established around trees 5, 8 and 10 are to remain communal whereas the open space to be established between the stand of trees (1 to 4) and the Melbourne Water pipe track reserve will be public.



Public park to be established between existing stand of River Red Gums and the Melbourne Water Pipe Track Reserve

Proposed Tree Protection Strategy

The following tree protection strategy has been prepared by Arbor Co for the subject site and is contained within Section 5 of their report:

Quality of arboricultural works.

- All arboricultural works in relation to the subject trees are to be undertaken by a well a qualified and experienced Arborist(s) in accordance with the Australian Standard (A.S. 4373-1996 Pruning of Amenity Trees).

Tree protection fencing.

- Prior to the commencement of all proposed works on this site appropriate tree protection fencing is to be erected around all retained trees to protect their above and below ground structures. Tree protection fencing is to be erected at the canopy line of each tree.
- The entire area inside the tree protection fencing is to the covered by a 100mm thick layer of composted, organic mulch.
- After the erection of the tree protection zones a consulting Arborist is to be called to the site to assess and approve of the location and materials of tree protection fencing. Specifications for tree protection zones can be found in Appendix B (Arbor Co report).

Tree pruning

Moreover, in February 2008 and in accordance with the planning permit issued by Council, pruning and mulching of trees was successfully undertaken in order to improve the on-going health of the trees.

For the most part this action has improved the health of the trees.

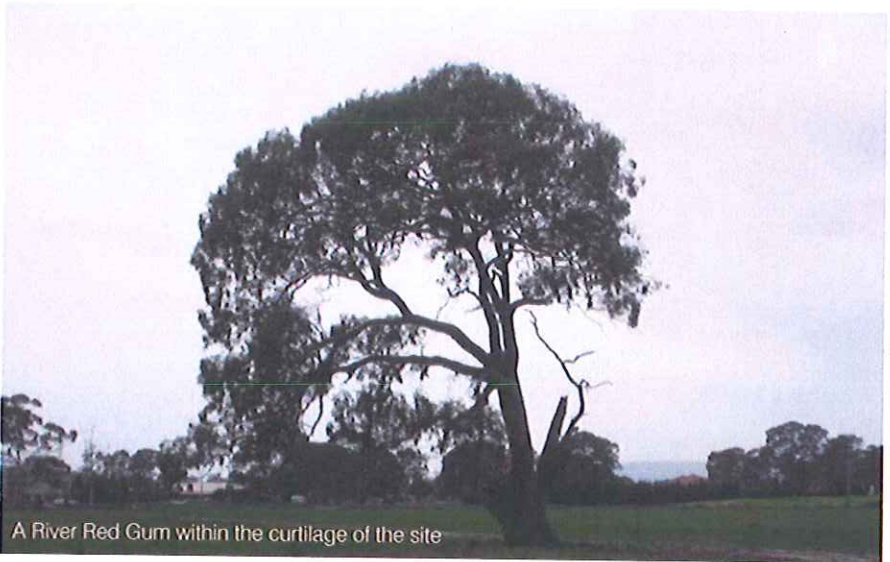
A 'Net Gain' assessment of any native vegetation to be removed having regard to Victoria's Native Vegetation Management: A Framework for Action, including the location of any necessary offsets.

In total five River Red Gums are proposed to be removed from the site (tree nos. 6, 7, 9,11,& 12). Biosis Research have prepared a Net Gain Assessment based on the loss of one large old tree (no. 7) and four very large old trees (nos. 6, 9,11 & 12) the following offsets are required

TREE SIZE	TREES PROPOSED FOR LOSS AS PER CONCEPT PLAN	TOTAL # TO BE OFFSET	PROTECT AND RECRUIT OPTION		RECRUIT ONLY OPTION
			PROTECT	RECRUIT	
Very large old tree	6,9,11,12	4	20	120	720
Large old tree	7	1	4	20	120
TOTAL		5	24	140	840

The detail of whether the offset requirements are to be protected and/or recruited on or off-site will be determined within the relevant planning permit applications.

Refer to Biosis Research Net Gain Assessment dated 7 August 2009 for further details of the assessment for the residential precinct.



A River Red Gum within the curtilage of the site



LANDSCAPE

Landscape architecture and urban design concept plans for all proposed public open space areas.

As an outcome of the master planning process, ample opportunities for landscaping have been created within the spaces designated for communal and public open space and road reserve.

A detailed landscape master plan has been prepared by Stockland, including sections specifically designed to suit the various functions of the areas to be landscaped. The plan aims to provide the retirement village with an appropriate selection of plantings and also complement the existing landscape character of the area.

A substantial amount of planting is to occur in all communal open space areas and road reserves within the site. These areas have been designed in order to provide the village with a strong garden character. The concentrated landscaping proposed to be planted along the primary and secondary access routes, the remaining road reserve and the surrounds of the Community Centre will establish a green spine through the village. Moreover, a Village Square with formal gardens is to be created to the south of the Community Centre and will be a place for formal events to take place.

Planting will also occur along the site boundaries which will provide a visual buffer to the adjoining properties and the adjoining roads.

In the selection of proposed plant species, the emphasis is on native and water sensitive species. The species proposed within the Development Plan are indicative only and may be subject to change if required.

A street tree concept plan.

Refer to the detailed landscape master plan for the street tree concept plan prepared for the residential precinct.

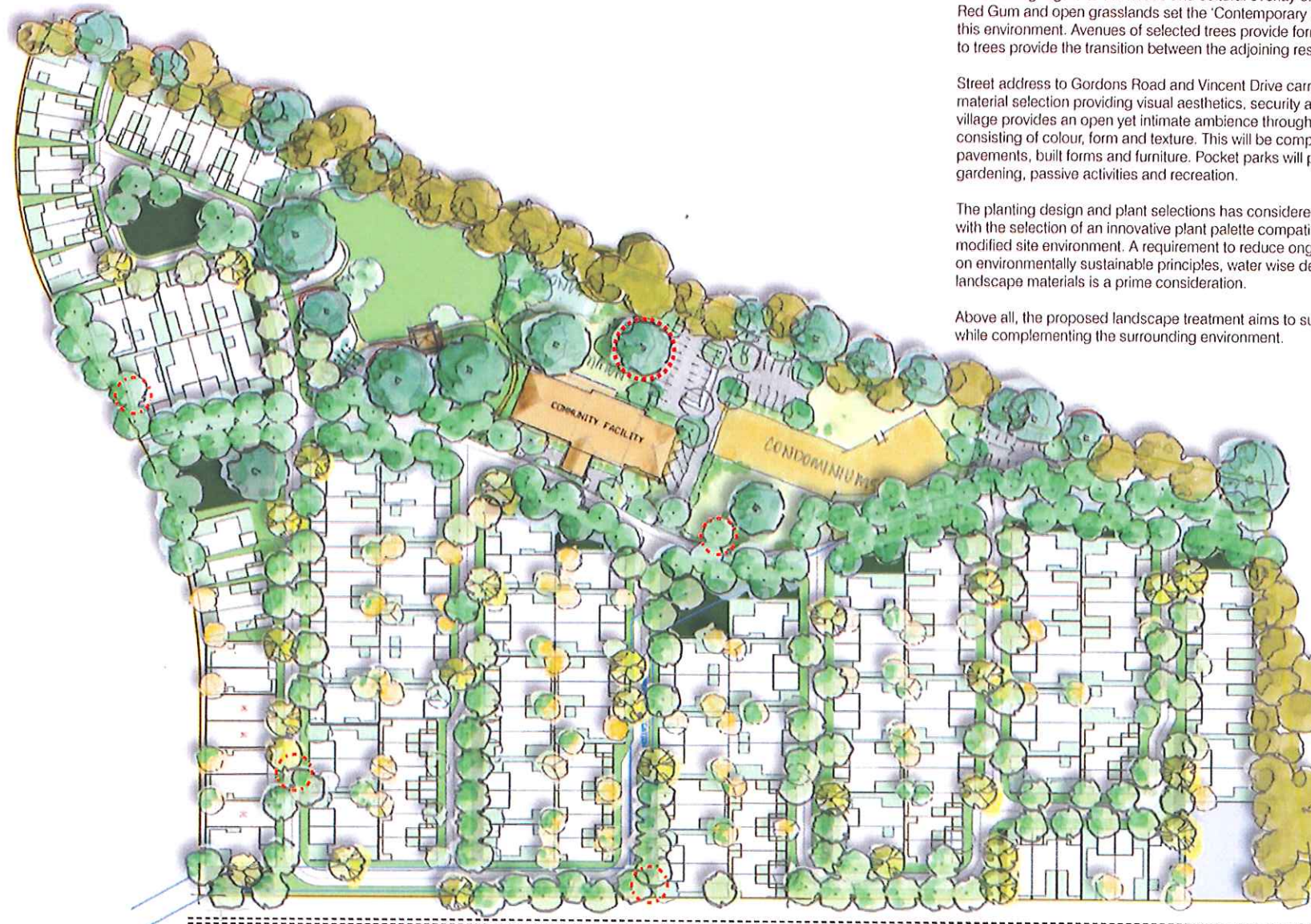
Landscape Intent

The landscape design responds to the established local landscape character of South Morang while having regard to the needs and cultural overlay of a retirement community. Scattered River Red Gum and open grasslands set the 'Contemporary Rural' theme for the landscape that envelops this environment. Avenues of selected trees provide formality, while endemic species from tussocks to trees provide the transition between the adjoining reserve and the heart of the village.

Street address to Gordons Road and Vincent Drive carry on this theme through planting and material selection providing visual aesthetics, security and privacy. Streetscapes throughout the village provides an open yet intimate ambience through clear trunked trees and low planting consisting of colour, form and texture. This will be complimented with the colour selection of pavements, built forms and furniture. Pocket parks will provide areas for informal socialising, gardening, passive activities and recreation.

The planting design and plant selections has considered what happens in a landscape over time with the selection of an innovative plant palette compatible with the micro climates formed by a modified site environment. A requirement to reduce ongoing maintenance cost through a focus on environmentally sustainable principles, water wise design and utilisation of energy efficient landscape materials is a prime consideration.

Above all, the proposed landscape treatment aims to surpass the expectations of the end user, while complementing the surrounding environment.



WATER SENSITIVE URBAN DESIGN

Application of the principles of water sensitive urban design. A stormwater management plan must be prepared and submitted which provides for the protection of natural systems, integration of stormwater treatment into the landscape, protection of water quality and reduction of runoff and peak flows.

The site is contained within the Melbourne Water 'Upper Hendersons Creek Drainage Scheme'. As a consequence Melbourne Water requires as part of any future development proposal for the proponent to construct an underground drain across the site (from point C to D as demonstrated on the adjacent plan). The specification of the underground drain required to be constructed has been negotiated with Melbourne Water.

All roads and buildings will be drained using an underground piped drainage system and will connect with the Melbourne Water underground drain. Furthermore, Melbourne Water has advised that no on site water detention is required.

Where possible, principles of water sensitive urban design will be implemented across the site. That said, Melbourne Water has advised that they are prepared to allow Stockland to offset water quality requirements for the site given an underground drain is to be constructed and the minimal falls which exist across the site.

At the relevant planning permit stage, Melbourne Water requires a stormwater and drainage strategy to be submitted for the proposed development.

Refer to the Servicing Report that has been prepared by Breese Pitt Dixon that details the Stormwater Management Plan for the site.

STORMWATER MANAGEMENT PLAN



TELECOMMUNICATIONS INFRASTRUCTURE

A conduit network concept plan to facilitate the future installation of advanced telecommunications services through fibre optical cabling.

In order that the residents of the village may enjoy and take advantage of a future high-speed telecommunications network when rolled out by the relevant service provider, the village will be provided with a conduit network.

The conduit network plan prepared for the residential precinct, demonstrates the indicative layout of the network proposed for the village.



CONDUIT NETWORK PLAN

— proposed conduit network



SOIL CONDITION & CULTURAL HERITAGE

A requirement for implementation of recommendations relating to the preliminary site investigation (contamination assessment) relating to the land.

A preliminary site investigation (contamination assessment) has been undertaken by Coffey Environments. Given the historical land uses of the site, limited earthworks previously undertaken and earlier recorded soil samples taken from the site, the assessment concluded that it is unlikely that soil contamination exists. Furthermore, in instances where it may occur, it will be below environmental investigation limits and below human health investigation limits for residential land use.

Refer to Coffey Environments Phase I Environmental Site Assessment dated 15 August 2007 for further details.

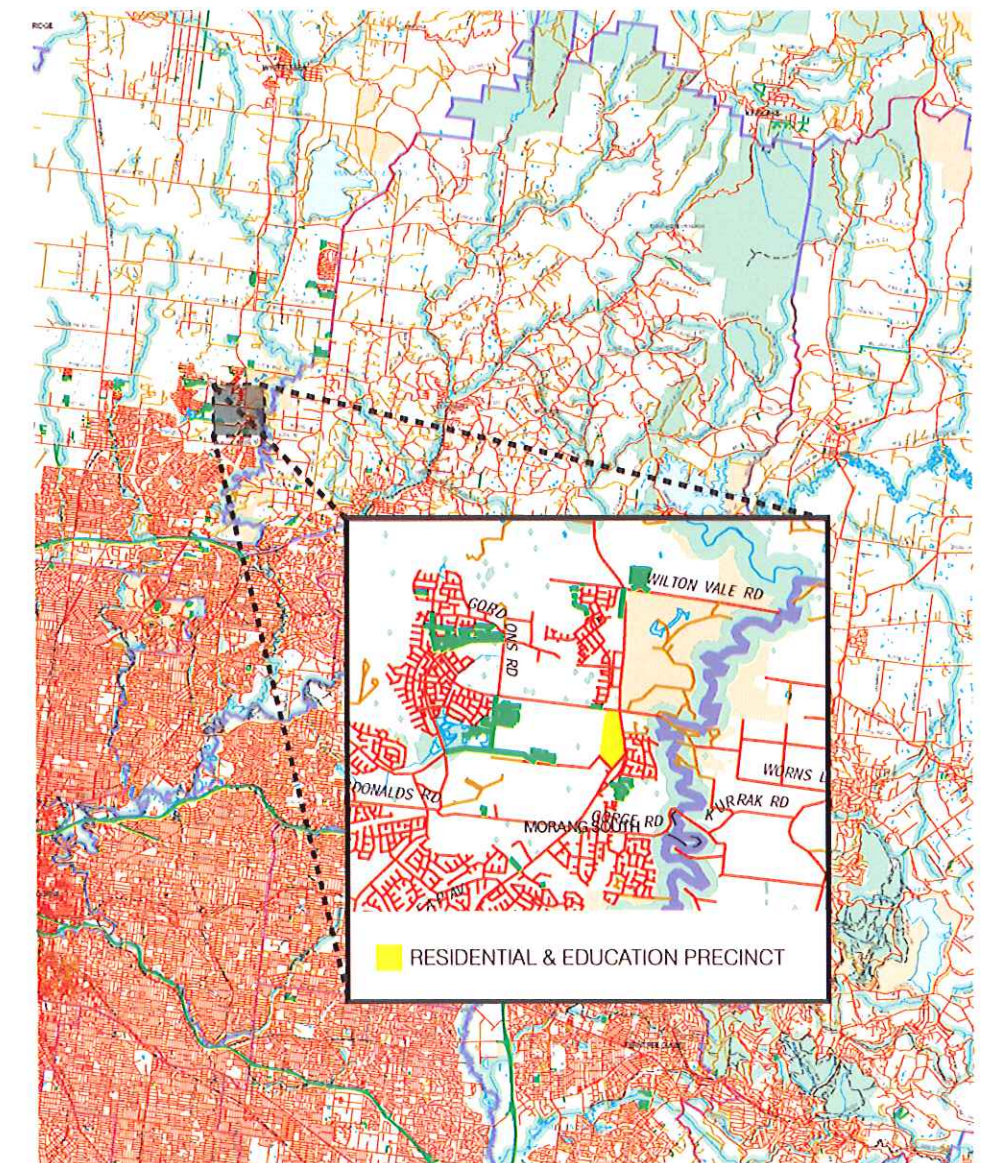
Conservation and protection of identified cultural heritage places. A detailed archaeological survey and heritage assessment must be submitted which includes recommendations for the protection, restoration and interpretation of significant individual sites and in particular the dwelling associated with the former railway station.

As part of the the analysis undertaken in preparation for the rezoning of the site, the previous owner Silverwood, undertook a detailed survey. The findings of this survey are contained within Strata Archaeology's report dated February 2000.

With regard to the subject site, the key findings were that it did not contain any artefacts or remnants of heritage or cultural value. Moreover, the dwellings associated with the former railway station are not contained within the land at 60A Williamsons Road. Thus, given a report has already been completed and has drawn definitive conclusions regarding cultural heritage value of the site a further survey and assessment has not been undertaken.

With regards to indigenous heritage, Stockland's cultural heritage consultant Tardis have advised that the subject site is not within an area considered of cultural heritage sensitivity. Therefore, under the Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2007, a Cultural Heritage Management Plan (CHMP) is not required to be prepared and submitted for approval to Aboriginal Affairs Victoria (AAV) prior to the issue of a planning permit for any subsequent buildings and works within the residential precinct.

AAV CULTURAL SENSITIVITY PLAN



STAGING

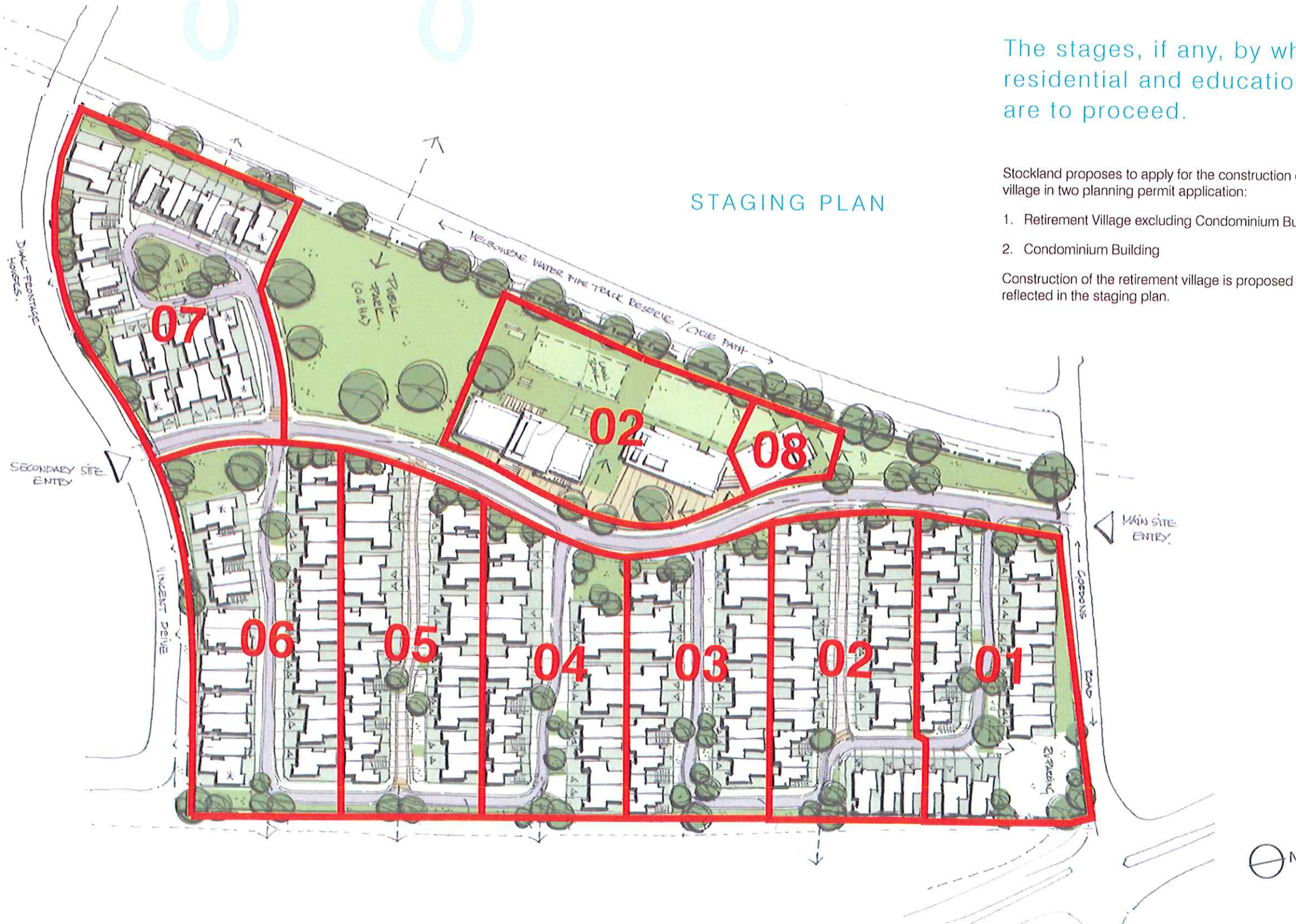
STAGING PLAN

The stages, if any, by which the residential and educational precincts are to proceed.

Stockland proposes to apply for the construction of the entire retirement village in two planning permit application:

1. Retirement Village excluding Condominium Building; and
2. Condominium Building

Construction of the retirement village is proposed to occur in eight stages as reflected in the staging plan.



CONCLUSION

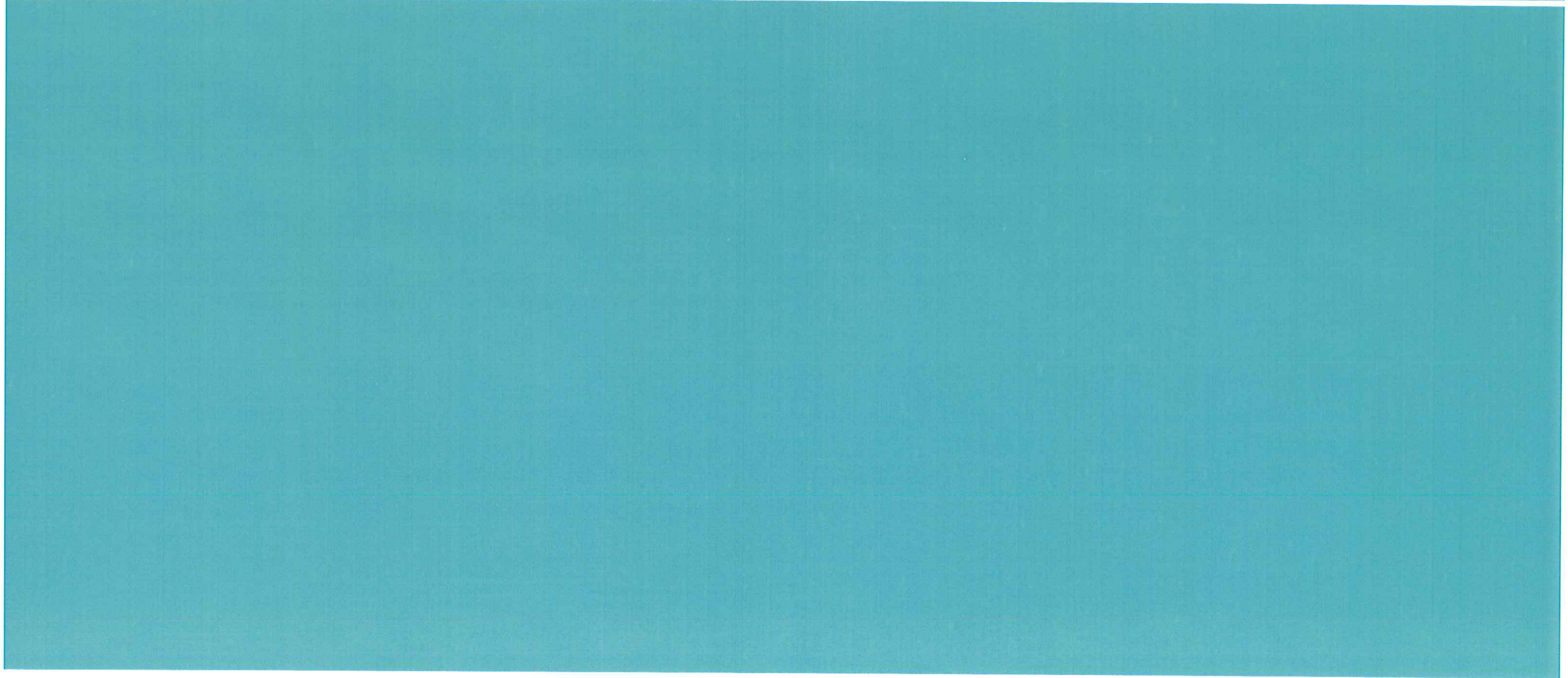
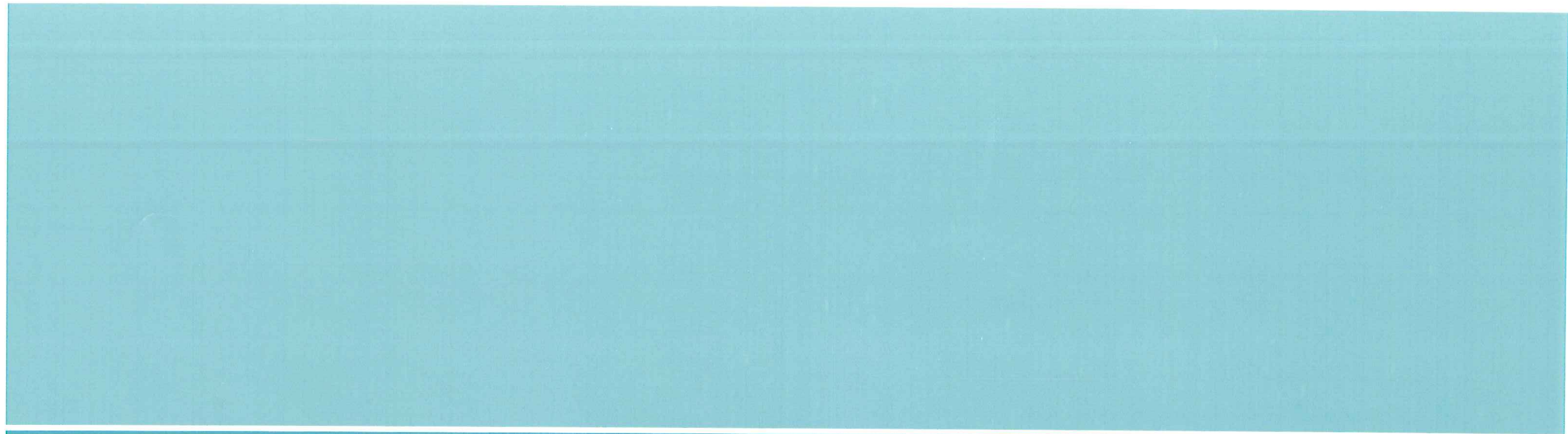
The information and plans contained within this Development Plan demonstrates that the development is a well-considered and appropriate proposal that will sit comfortably within the educational and greater residential precinct environment of South Morang, provide affordable and well designed housing for the ageing population and facilitate achievement of housing diversity in the City of Whittlesea.

In summary, the salient points of the preceding Development Plan are as follows:

- Stockland propose to develop the subject site as a village providing affordable accommodation for people aged 55 and over.
- The village will provide 155 single level independent living dwellings, up to 60 condominium apartments together with associated public and communal open space, infrastructure and a Community Centre buildings.
- The development will be appropriately serviced.
- The development incorporates a safe and secure road network and contains suitable traffic management measures.
- The preceding text and appended reports demonstrates compliance with Schedule 19 of the Development Plan Overlay of the Whittlesea Planning Scheme.

The proposed retirement village and wetlands area meets the requirements of the Whittlesea Planning Scheme. We therefore recommend the Development Plan to Council for favourable consideration.





APPENDICES

A. Referral Authority Comments



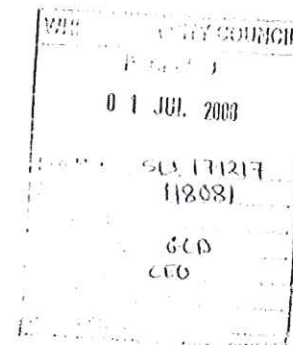
Department of Transport

PO Box 2797
Melbourne, Victoria 3001
Telephone: (03) 9655 6666
Facsimile: (03) 9095 4096
www.transport.vic.gov.au
DX 210410

Our Ref:

Ref: DOP12008/0117
File: FOI/08/25317

Mr David Turnbull
Chief Executive Officer
City of Whittlesea
Locked Bag 1
BUNDOORA MDC 3083



Dear Mr Turnbull

WHITTLESEA PLANNING SCHEME GORDONS ROAD SOUTH MORANG PROPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN

I refer to the letter of 21st May 2008 from Mr G Saisanas to the Director of Public Transport regarding the above development plan.

As you will be aware, the *Whittlesea Strategic Transport Infrastructure Study* of April 2002 which was prepared by the City of Whittlesea, VicRoads and the (then) Department of Infrastructure (now Department of Transport) envisages the long-term possibility of a heavy rail line extension from South Morang to Mernda. The link is now shown as a "potential network option (subject to further investigation)" in the Whittlesea Growth Area Framework Plan of August 2006. This has been incorporated into the Whittlesea Planning Scheme at Clause 12.09 and is identified as "proposed PPTN link" by the draft North East Integrated Transport Study (NEITS), which was exhibited in July 2006.

The site for the proposed development is one of two locations that have been identified for a possible station in the South Morang East vicinity, if services were to be extended beyond South Morang in the future. The other site is the former station site at Williamsons Rd.

The Department of Transport has recently received \$10.4 million through the 2008/09 State budget to undertake planning and design of the extension of the Epping corridor to South Morang/Mernda.

While the scope and work program for the project is to still be confirmed, the project will assess infrastructure requirements along the corridor, including the potential for a station in the South Morang East area. If the Gordons Rd location were to be identified as a preferred station site, land (including a significant part of this site) could be affected by the need to provide for station buildings and facilities, eg. including car parking. This work is not likely to be conducted by the Department until 2009 at the earliest.



Council will also be aware that a VCAT decision is pending for an application on the south east corner of Gordons and Plenty Roads, which may also impact on this site. The proceedings established plans for the upgrade and duplication of Plenty Road allowing for the elevation of the road by 1-2 metres and subsequent future grade separation of the rail corridor.

It is noted that Schedule 19 to the Development Plan Overlay (Williamsons Road Educational and Residential Precinct Development Plan) outlines the following:

1.0 Requirement before a permit is granted

The Responsible Authority may grant a permit for subdivision, use or development prior to the approval of a development plan only where it is satisfied that the proposed subdivision, use or development will not prejudice the orderly use and development of the subject land for residential and education purposes and adjoining railway land capable of accommodating a train station precinct.

2.0 Requirements for development plan

A development plan must be informed by detailed site analysis of the natural, cultural and strategic context of the site and immediately adjoining land and show, or include, the following matters to the satisfaction of the Responsible Authority.

...
"The location of the proposed train station and any transport modal interchange if such location(s) have been determined either fully or conceptually by the State Government"

In light of the above matters, it is considered that the Development Plan should not be approved in its current form, as it :

- could prejudice the orderly use and development of adjoining railway land; and
- would not be in accord with the provisions quoted above; without sufficient allowance for future rail infrastructure.

The Department would be pleased to discuss options and opportunities aimed at achieving agreement on the orderly planning of the area. Such discussions could involve adoption of an appropriate setback, staging of development, a land swap, etc.

I hope that the above is of assistance.

Should you require any further clarification, I can be contacted on telephone 9655-8655.

Yours sincerely

Richard McAliece
Manager, Land Use Development and Planning Referrals
Delegate of the Director of Public Transport

21 / 6 / 2008

REFERRAL AUTHORITY COMMENTS

Mr David Turnbull
Chief Executive Officer
City of Whittlesea
Locked Bag 1
BUNDOORA MDC VIC 3083

Attention: Sandy Ribic

Dear Mr Turnbull

**WHITTLESEA PLANNING SCHEME
PROPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN
GORDONS ROAD, SOUTH MORANG**

I refer to your letter dated 21 May 2008 (with attached documentation) requesting VicRoads comments on a Development Plan for a proposed retirement village at Gordons Road, South Morang.

It is noted that the Development Plan for the retirement village consists of 139 dwellings, 52 apartments, a village centre and public open space. The main access is proposed via Gordons Road approx 150m away from the intersection of Gordons Road and Plenty Road, and a secondary access at Vincent Drive.

VicRoads has assessed the proposal (with attached documentation) and would like to make the following comments:

- VicRoads has recently been in discussions with the Department of Transport (DoT) and Whittlesea City Council regarding long-term options to extend the railway line from South Morang to Mernda along the existing Whittlesea rail reserve, and establish a railway station on land at the south west corner of Gordons Road and Plenty Road.
- The re-establishment of the rail line along the Whittlesea rail reserve will require grade separation of the intersection of Plenty Road and Gordons Road, and discussions between the agencies have included an in-principle agreement on an acceptable form of grade separation of the intersection to accommodate an extension of the rail line if and when it is required.
- It is noted also that one option being considered by the DoT as part of the rail line project includes the provision of a railway carpark on the land subject to this proposed development plan. Further detail should be obtained from the DoT on this matter.

vic roads

ABN 61 760 900 480
Metropolitan North West Region
499 Ballarat Road
Sunshine Victoria 3020
Postal Address Private Bag 4000
Sunshine Victoria 3020
Tel: (03) 9313 1333
Fax: (03) 9313 1176
www.vicroads.vic.gov.au

2 July 2008

Contact: Simon Lanza
Telephone: 9313 1312
Our Ref: 0431891
Your Ref: 171217
File No: SY 000 WHI G212



PSL 37

- 2 -

- With regard to the proposed grade separation of Plenty Road and Gordons Road as described above, VicRoads has developed preliminary concept plans for the duplication of Plenty Road from Gordons Road to Hawkestone Parade which includes an interim left-in left-out treatment at the intersection of Plenty Road and Gordons Road, provision for future traffic signals and turning lanes and allows for the grade separation options.
- The provision for future traffic signals at the intersection allows for the possibility of a future railway station at its south west corner, and will consist of identifying and reserving an adequate area of land at the intersection to accommodate future traffic signals, when the need arises. This will allow land development works to proceed with a high level of confidence that future transport needs of the area are not compromised.
- The preliminary concept plans of the intersection treatments referred to above, are attached for information and will be subject to more detailed consideration once VicRoads commences its detailed investigation and design, and the DoT have progressed with their planning for the future railway needs.
- The implications of these intersection proposals are that some land may be required in the future at the northern boundary of the subject site (requiring a setback from the boundary line of structures and physical features), and the position of the access point to the subject site from Gordons Road will need to integrate with the future grade line of Gordons Road.
- It is noted that Section 4 of the Traffic Engineering Assessment prepared by Cardno Grogan Richards states that the proposed signalisation design has been incorporated into the Masterplan for the village. VicRoads notes however that the Masterplan does not consider the grade separation issues.
- It is also noted that Section 6.3 suggests that the anticipated traffic volumes will not have a significant effect on the traffic conditions in the area. However, there are existing safety issues at the intersection of Plenty Road and Gordons Road, and should the proposed development proceed in the near future, there will be an increase in vehicle turning movements at this intersection which will increase the safety risk. It will be necessary for mitigating works to be identified and carried out to adequately manage this risk.
- It is currently considered that the signalisation of this intersection will be the most appropriate way to reduce the safety risk, until such time as VicRoads undertakes the next section of duplication works.

In summary, VicRoads recommends the following actions to be taken in relation to the development plan proposal;

1. The Masterplan needs to be amended to incorporate setbacks that provide for the future intersection and grade separation works at Plenty Road and Gordons Road in accordance with the preliminary concept plans for the duplication of Plenty Road.
2. The Masterplan should identify the need for any landscaping within the area of land set aside for future intersection and grade separation works at Plenty Road and to be to the satisfaction of VicRoads and the Responsible Authority.

REFERRAL AUTHORITY COMMENTS

1 Wood Street
Thomastown VIC 3074
PO BOX 111
Thomastown VIC 3074

Telephone 61 3 9453 8222
Fax 61 3 9453 8219
www.pipelinetrust.com.au

APA Group

Australian Pipeline Ltd
ACN 091 344 704

Australian Pipeline Trust
ARSN 091 678 778

APT Investment Trust
ARSN 115 685 441

APT O&M Services Pty Ltd
ARSN 11 112 358 555

Our reference: CON/2008 017
Your reference: 171217
Enquiries: Mr. G. Colthup
Extension: 404

Date: 20 June 2008

City of Whittlesea
Chief Executive Officer
Locked Bag 1
Bundoora MDC, VIC. 3083

Attention Mr. David Turnbull

Dear Sir,

PROPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN WHITTLESEA

Reference is made to your letter, dated 21st May 2008, with the accompanying plans.

APA Group has no existing gas reticulation in this area at present and consequently has no objection to this proposal.

Please note, an "Application for natural gas supply" form will need to be forwarded to APA Group, attention: Ms. Julianne Free, to facilitate any future gas reticulation of this subdivision.

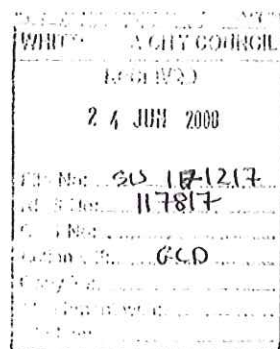
Enclosed for your information is a copy of APA Group District Plans, as listed below, showing the recorded location of existing gas mains.

Yours faithfully,



ANDREW HENSMAN
MANAGER CONTRACTS & PROPERTY SERVICES

Enclosed: District Plans: Yarra 2500: 12-26 and 12-27



Department of Sustainability and Environment

Port Phillip Region
Your Ref: 171217 (Sandy Ribic)
Our Ref: PP-LA\03\0118 & SP29971

30 Prospect St
Locked Bag 3000 PO
Box Hill Victoria 3128 Australia
Telephone: (03) 9296 4400
Facsimile: (03) 9890 0075
www.dse.vic.gov.au
DX 211205

1 July 2008

Attention: Sandy Ribic

Mr George Saisanas
Planning Department
City of Whittlesea
Locked Bag 1
Bundoora MDC 3083
DX 97406



Dear Mr Saisanas

GORDONS ROAD PREPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN Address: Gordons Road, South Morang

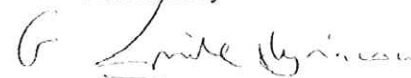
Thank you for your letter of 21 May 2008, referring details of the above Development Plan application to the Department of Sustainability and Environment (DSE) for comment.

DSE has visited the site and reviewed the documentation attached with the application. The Department supports the layout of the proposed Stocklands Retirement Village, which protects the majority of the remnant River Red Gums within an area of open space/public park.

DSE does not object to the removal of three of the four trees proposed for removal (Trees 7, 9 and 11), but considers that Tree 12, located on the eastern property boundary not be removed without a further assessment by Whittlesea Council arborist in consultation with Mr Bruce Shroder, Manager of Parks & Gardens.

Should you have any queries regarding this matter please contact Mr Emile Kyriacou, Statutory Planner, Port Phillip Region on (03) 9 296 4513.

Yours sincerely



Rodney Warren
Regional Director
Port Phillip



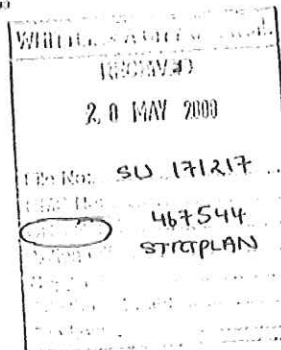
REFERRAL AUTHORITY COMMENTS

Patron: Professor David de Kretser, AC, Governor of Victoria

Our Ref: 14000-045283-053327
Telephone: 03 8746 1400
Fax: 03 8746 1480
Council Ref: 171217

27th May 2008

George Saisanas
City Of Whittlesea
locked bag 1
BUNDOORA VIC 3083



Dear George,

CONDITIONAL CONSENT TO THE GRANT OF A PERMIT

Application No.: 171217
Applicant: Stockland Retirement Living
Site Name: Retirement Village
Address: Gordons Road (Near Plenty Road)
South Morang 3752
Purpose: Retire Village

CFA, pursuant to Section 55 of the Planning and Environment Act, does not object to the grant of a permit to Stockland Retirement Living for a multi unit development at Gordons Road (Near Plenty Road) South Morang 3752 subject to the following conditions being attached to any permit which may be issued and a copy forwarded to CFA.

1. Amended plans required

1.1. Before the development commences, amended plans to the satisfaction of CFA must be submitted for approval by CFA and the responsible authority. When approved, the plans will be endorsed and then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:

- 1.1.1 Operable hydrants, above or below ground. Hydrants must be shown with a maximum distance between a hydrant and the rear of a building envelope (or in the absence of the building envelope, the rear of the lot) of 120m and hydrants must be no more than 200m apart.
- 1.1.2 Constructed roads with a minimum trafficable width of 7.3m if parking unrestricted, or 5.4m if parking prohibited on one side of road or 3.5m if parking prohibited on both sides of road.
- 1.1.3 Constructed roads more than 60m in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll-over kerbs if they are provided) T or Y heads of dimensions specified by the CFA may be used as alternatives.

Region 14 Headquarters: 251 High Street, Melton, Victoria
Postal Address: PO Box 50, Melton, Victoria 3337
Telephone: (03) 8746 1400 Fax: (03) 8746 1480

creating safer communities

Page 2

Water Supply

2.1 Retculated Water Supply

- 2.1.1 Operable hydrants, above or below ground must be provided to satisfaction of CFA.
- 2.1.2 The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of the building envelope, the rear of all lots) must be 120m and hydrants must be no more than 200m apart.
- 2.1.3 Hydrants must be identified as specified in 'Identification of Street Hydrants for Firefighting purposes' available under publications on the Country Fire Authority web site (www.cfa.vic.gov.au)

Roads

- 3.1 Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width
- 3.2 The average grade must be no more than 1 in 7 (14.4%) (8.1 degrees) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 meters. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.
- 3.3 Curves in driveway must have a minimum radius of 10 metres.
- 3.4 Must provide a minimum trafficable width of 3.5 metres, be clear of encroachments 4 metres vertically and have no obstructions within one metre of the formed width of the road, to the satisfaction of the Responsible Authority.

If you wish to discuss this matter in more detail, please do not hesitate to contact David Allen on 8746 1411.

Yours sincerely

David Allen
Manager Community Infrastructure
CFA Outer Metro Norwest Area Headquarters



Our Reference : 74202641
Your Reference : 171217

28 May 2008

CHIEF EXECUTIVE OFFICER
CITY OF WHITTLESEA
LOCKED BAG 1
BUNDOORA MDC 3083

Attn: Mr. David Turnbull

Dear Sir,

**RE: GORDONS ROAD RETIREMENT VILLAGE, SOUTH MORANG –
DEVELOPMENT PLAN**

Thank you for your letter and plans of 21 May 2008. The SP AusNet Distribution Network should have sufficient capacity to supply the proposed development without the need for any major head works and with normal extensions of the network in the area. The new development will be supplied via the BPG33 22kV distribution feeder.

A new Kiosk Substation will need to be established on site, there is provision on the network for a High Voltage supply to come via Vincent Drive.

CONDITIONS REQUIRED BY SPI ELECTRICITY PTY LTD

The Plan of Subdivision submitted for certification must be referred to SPI Electricity Pty Ltd in accordance with Section 8 of the Subdivision Act 1988.

The applicant must –

- Enter in an agreement with SPI Electricity Pty Ltd for supply of electricity to each lot/apartment on the endorsed plan.
- Enter into an agreement with SPI Electricity Pty Ltd for the rearrangement of the existing electricity supply system.
- Enter into an agreement with SPI Electricity Pty Ltd for rearrangement of the points of supply to any existing installations affected by any private electric power line which would cross a boundary created by the subdivision, or by such means as may be agreed by SPI Electricity Pty Ltd.
- Provide easements satisfactory to SPI Electricity Pty Ltd for the purpose of "Power Line" in the favour of "Electricity Corporation" pursuant to Section 88 of the Electricity Industry Act 2000, where easements have not been otherwise provided, for all existing SPI Electricity Pty Ltd electric power lines and for any new power lines required to service the lots on the endorsed plan and/or abutting land.

SPI Electricity Pty Ltd ABN 91 061 651 118
A subsidiary of SP Australia Networks (Distribution) Ltd
Beaconsfield Avenue, Beaconsfield Victoria 3807 Australia
Tel 1300 360 795 Fax (03) 9238 6447 www.sp-ausnet.com.au



- Obtain for the use of SPI Electricity Pty Ltd any other easement required to service the lots.
- Adjust the position of any existing SPI Electricity Pty Ltd easement to accord with the position of the electricity line(s) as determined by survey.
- Set aside on the plan of subdivision Reserves for the use of SPI Electricity Pty Ltd for electric substations.
- Provide survey plans for any electric substations required by SPI Electricity Pty Ltd and for associated power lines and cables and executes leases for a period of 30 years, at a nominal rental with a right to extend the lease for a further 30 years. SPI Electricity Pty Ltd requires that such leases are to be noted on the title by way of a caveat or a notification under Section 88 (2) of the Transfer of Land Act prior to the registration of the plan of subdivision.
- Provide to SPI Electricity Pty Ltd a copy of the plan of subdivision submitted for certification that shows any amendments that have been required.
- Agree to provide alternative electricity supply to lot owners and/or each lot until such time as permanent supply is available to the development by SPI Electricity Pty Ltd. Individual generators must be provided at each supply point. The generator for temporary supply must be installed in such a manner as to comply with the Electricity Safety Act 1998.
- Ensure that all necessary auditing is completed to the satisfaction of SPI Electricity Pty Ltd to allow the new network assets to be safely connected to the distribution network.

END OF CONDITIONS

It is recommended that, at an early date the applicant commences negotiations with SPI Electricity Pty Ltd for a supply of electricity in order that supply arrangements can be worked out in detail, so prescribed information can be issued without delay (the release to the municipality enabling a Statement of Compliance with the conditions to be issued).

Arrangements for the supply will be subject to obtaining the agreement of other Authorities and any landowners affected by routes of the electric power lines required to supply the lots and for any tree clearing.

Prospective purchasers of lots on this plan should contact this office to determine the availability of a supply of electricity. Financial contributions may be required.

If you require any further information in relation to the above, please do not hesitate to contact Matthew Mann on 9237 4432 at the Lilydale Office.

Yours faithfully

Matthew D Mann
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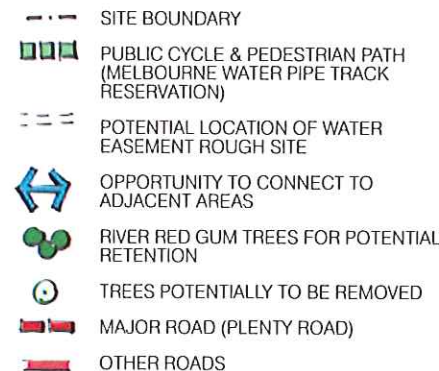
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RESIDENTIAL & EDUCATIONAL PRECINCT

MASTER PLAN



SITE CONTEXT PLAN



RESIDENTIAL & EDUCATIONAL PRECINCT

MASTER PLAN



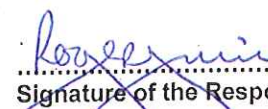
SITE CONTEXT PLAN



Gordons Road Retirement Village Development Plan

The Gordons Road Retirement Village Development Plan was approved by the City of Whittlesea on 1 September 2009, in accordance with Clause 43-04 Schedule 19 of the Whittlesea Planning Scheme.

9 October 2009


Signature of the Responsible Authority

PROPOSED RETIREMENT VILLAGE
Development Plan



SEPTEMBER 2009



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INTRODUCTION

This Development Plan for land at 60 & 60A Williamsons Road, South Morang has been prepared by Urbis for Stockland and is submitted to Council for approval, as required by Schedule 19 (Williamsons Road Educational and Residential Precinct Development Plan) to the Development Plan Overlay which affects the sites. The report draws from the various supporting reports and plans which are included within the Appendices of this Development Plan.

The purpose this document is to provide strategic direction for the future development of the Williamsons Road Educational and Residential Precinct. That said, this Development Plan will predominately focus on the residential precinct rather than the education precinct given this land is not under the control of Stockland and has already been issued with a planning permit by Council. Nonetheless, reference will be made to the education precinct through out the document.

It is proposed to develop an affordable retirement village to cater for people 55 years and older within the designated residential precinct. The retirement village is to be located between Gordons Road and Vincent Drive and will accommodate 155 single level independent living dwellings and up to 60 condominium apartments together with associated public and communal open space, infrastructure and Community Centre buildings. The subject site is approximately 8.2 hectares in size and the land is to be subdivided.

The proposal has been informed by detailed analysis of the site and its wider context and is considered appropriate for the following reasons:

- The proposal accords with the guiding principles of the State Planning Policy Framework (SPPF);
- Whilst not applicable, the proposal accords with the guiding principles of Clause 56 of the Whittlesea Planning Scheme;
- The Development Plan and appendices meet the information requirements of the Schedule to the Development Plan Overlay;
- The proposal provides accommodation for the increasing number of elderly persons enabling accommodation and price point diversity across the full demographic range to be provided in South Morang and the wider area as desired by Council policy; and
- The development implements the general principles of the design excellence benchmarks required of such a development in terms of lot size diversity and orientation, road connectivity and legibility, and the provision of quality communal open space.

Moreover, the proposal seeks to achieve the following objectives:

- Facilitate the development of a community.
- Provide value for money housing solutions for the target demographic.
- Ensures a level of functionality that relates to the intended occupants.
- Provides a point of difference to other developments or lifestyle options.
- Provide relevant and sustainable services to the village.

This report should be read in conjunction with the following plans and reports:

- Masterplan drawings prepared by ARUP;
- Landscaping plans prepared by Stockland;
- Cardno Grogan Richards' Traffic Engineering Assessment Report dated 11 May 2009;
- Breese Pitt Dixon Servicing Report dated 22 April 2009;
- Coffey Environments Phase 1 Environmental Site Assessment dated 15 August 2007;
- Strata Archaeology Report dated February 2000;
- Arbor Co Arboricultural Report dated 22 April 2009 and addendum dated 22 August 2009; and
- Biosis Research Net Gain Assessment dated 17 August 2009.

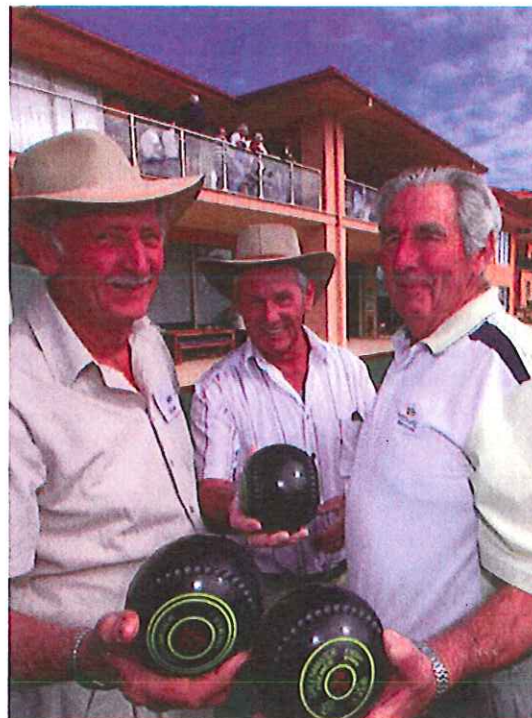


DEVELOPMENT PLAN

Based on the structure of Schedule 19 (Williamsons Road Educational and Residential Precinct Development Plan), this report has been set out under the following themes in order to demonstrate the proposal satisfies and generally accords with the requirements of the Overlay:

- Site and Surrounds
- The Residential and Education Precinct
- Traffic and Mobility
- Street Network
- Public Transport
- Vegetation Management
- Interfaces
- Landscape
- Water Sensitive Urban Design
- Telecommunications Infrastructure
- Soil Condition & Cultural Heritage
- Staging

For ease of reference, each of the specific requirements of the schedule are highlighted in blue text through out the document.



SITE & SURROUNDS

The Development Plan must be informed by detailed site analysis of the natural, cultural and strategic context of the site and the immediately adjoining land.

Subject Site

The residential precinct and subject site at 60A Williamsons Road is a greenfield site in South Morang. By road, the site is approximately 25-30 kilometres from the Central Business District of Melbourne.

The site is irregular in shape and consists of a single lot that has an area of 8.2 hectares. The site has a northern frontage to Gordons Road of 142 metres, an eastern boundary of 363 metres to an existing railway reserve and a western boundary of 440 metres to the Yan Yean Pipe Track. The southern boundary is curved and irregular, with frontage to the recently constructed Vincent Drive, an extension of Williamsons Road.

The land is vacant and does not contain any buildings, which is reflective of its previously agricultural land use. The land is generally flat and has a gentle gradient that falls from the north east to the south west of the site. The site contains minimal vegetation with the exception of 12 River Red Gum trees.

Surrounds

South Morang is located in the Plenty and Epping North growth area. Accordingly, the development pattern in the surrounding area is typically residential subdivisions, which have either been recently constructed are, under construction or programmed to commence in the not too distant future. It also finds itself in close proximity to parcels of rural land.

To the North

Across Gordons Road, which runs east to Hawkstowe Park and west to the newly established residential areas of South Morang, are three large (6000-8000sqm) residential lots. The southernmost lot is currently vacant and the remainder occupied by single dwellings. Further north (off Wingspan Avenue) exist more typical residential subdivisions.

To the West

The Yan Yean Pipe Track Reserve, which is listed by Heritage Victoria, runs along the western boundary of the site. The reserve is lined with a variety of trees. Across the pipe track is residential land owned by Investa and currently under construction as part of Stage 12 of Investa's Mill Park Lakes Estate Development.

To the South

Marymede Catholic College occupies the education precinct at 60 Williamsons Road. The residential and educational precincts are separated by Vincent Drive, which is an extension of Williamsons Road. The College buildings are located in the southern portion of the precinct while the northern portion adjacent to the subject site accommodates two sports ovals.

To the East

The eastern boundary of the site is formed by land zoned Public Use Zone 4 (Transport) to reflect the railway line which used to run from Epping to Yan Yean. The State Government has retained the railway reserve with a view to possibly re-instating a railway line and service in the future, although at the time of writing there was no programme for an extension beyond McDonalds Road, South Morang. Further beyond the railway reservation, the land is a mixture of both residential development land and rural allotments.



onal precinct

The location of the educational and residential precincts, the road to be constructed between the precincts and all other proposed internal local roads.

Residential Precinct

The proposal is for the development of a retirement village on the subject site, which is to consist of 155 single storey independent dwellings - up to 60 condominium apartments. The village is to be established in a rectilinear fashion that will take its shape from the layout of the internal road network proposed.

A Community Centre building is to be established in the centre of the site. The proposed Community Centre is to be the focus of formal and passive recreational activity within the village and is critical to the development and establishment of a sense of community. The Community Centre is central to the site and will also serve as the administration hub for the village. Furthermore, the central location, smooth gradient of the site and pedestrian friendly environ created will enable the Community Centre to be easily accessed by all future residents on foot.

The Community Centre is to consist of the following facilities:

- Meeting hall and meeting rooms;
- Dining room;
- Billiards room and bar;
- Hair salon;
- Indoor swimming pool;
- Medical consulting rooms;
- Offices (manager and nurse);
- Mail Room; and
- Caretakers' residences for the on-site nurse.

The site contains 12 River Red Gum trees. Five River Red Gums are proposed to be removed (all assessed to be in poor or declining health) as an outcome of the development and are to be replaced by extensive landscaping in the proposed communal and public open space areas, road reserves and surrounds of the Community Centre. The landscaping will be in addition to the vegetation required to be planted to offset the loss of the five River Red Gums.

Condominium Building

A condominium building is to be constructed within the village. This apartment building has been located in the heart of the village in order to allow its residents ease of access to the Community Centre and its facilities.

Up to sixty independent apartments are to be constructed to accommodate future residents who may be seeking more manageable accommodation in particular if they are mobility impaired yet still desire some independence. The independent apartments are to be located north of the Community Centre with car parking spaces to be located around the building for these residents.

The amenity offered to the apartment building will be enviable given its central location and views over the Melbourne Water Pipe Track Reserve.

Open Space Provision

In total 8% of the residential precinct is to be dedicated as unencumbered public open space. The area to be set aside for public open space is to be located around and between to stand of 4 River Red Gums within the site and adjacent to the Melbourne Water Pipe Track Reservation.

In addition to the public open space to be offered, 17% of the retirement village is to be utilised as communal open space for the benefit of residents and their visitors. Predominately, these will take the form of pocket parks and road reserves, which will be spread throughout the village.

Education Precinct

The existing Marymede Catholic College occupies the education precinct. The southern portion of the site contains the education buildings with the northern portion to contain the sporting ovals and facilities when constructed.

Residential precinct densities of not less than 15-20 lots per hectare. Higher densities within or exceeding this range are to be provided within the walkable catchment of the proposed train station precinct.

The overall gross density of the proposal is approximately 27 dwellings per hectare.

Although the ultimate location of the future train station has not been defined, the condominium building to be located at the centre of the site will be within approximately 800 metres walking distance. Such a distance is generally in accordance with acceptable walking distance for a transit orientated development.

The resulting density will facilitate efficient use of the site and infrastructure as an outcome of establishing a critical mass of people on-site. In turn this will enable Sotckland to provide a financially viable retirement village which offers enviable community facilities, affordable dwellings and lifestyle opportunities to its future residents. It is also facilitates the effective function of the site as a retirement village, as dwellings are located within convenient walking distance of each other and the common facilities.

In addition, the proposed density provides comfortable and pleasant amenity for residents, with extensive landscaped areas and common facilities. This is achieved through an efficient road network and generous communal open space areas.

TRAFFIC & MOBILITY

Provision of a safe pedestrian-orientated road network providing a high degree of connectivity and external and internal permeability. A functional road layout plan must be submitted showing typical road cross sections and integration with the existing and proposed surrounding road network and proposed train station precinct. The plan must further provide for any public bus network which may be required within the Development Plan area and a bicycle and pedestrian network plan (which includes links to adjoining land and networks).

The Road Network

The village is provided with a clear and effective hierarchy of streets. Street widths are specified according to their use. All dwellings will have direct access to the internal road network.

The design intention has been to provide logical and functional circulation for vehicles, but not at the expense of pedestrian movement through the site. As a retirement village, pedestrian movement will be more extensive than in a typical residential subdivision. This is a function of the shared community facilities, communal open space and the great sense of community atmosphere generated in the village. With this in mind, the wide road reserves provide space for pedestrians to permeate through the site and access internal facilities and communal open space as well as the external road, pedestrian and bicycle network, future railway station and the Yan Yean Pipetrack.

The primary access point to the site will be from Gordons Road with a secondary and more discrete access provided from Vincent Drive. Both these access routes connect with the Community Centre building via a 7 metre wide road.

Circulator roads of 5.5 metres in width provide a circulation route through the village and to the Recreational Vehicle (RV) parking area. Narrower roads of 5 metres function as cul de sacs through out the village.

Vehicle Parking Provision

Resident car parking is to be provided off street. The majority are to be in a garaged or carport whilst the remainder will be located within the curtilage of the residential allotments. The following provision of car spaces is proposed for the village:

- ILUs - minimum of 1 per dwelling
- Condominium apartments - 0.7 per dwelling
- Visitor - 0.2 per dwelling

Visitor spaces are to be located throughout the village, with a concentration around the Community Centre, which is also to be the location of disabled spaces and staff spaces. This distribution reflects the typical movements of visitors – some will meet residents at the Community Centre to take advantage of the facilities there, whilst others will drive straight to the dwelling they are visiting. The outcome achieved is that visitor spaces are conveniently located throughout the village.

RV parking is provided to cater to the trend for retirees to travel extensively. The RV parking is separated from the main vehicle circulation and parking areas, reflecting their larger size and less frequent use. Parking for approximately 10 RVs is provided in the north eastern corner of the village (corner of Gordons Road and Railway Road). This area is most appropriate as it enables the RV parking area to be easily screened from street view.

Emergency Vehicle Access

Emergency Vehicle Access will be provided to the site via the primary and secondary vehicle access points.

Proposed public transport facilities.

As is to be expected in a developing area, current public transport networks reflect the site's location at the urban fringe. At present, the closest public transport is bus routes 562, 563 and 571. Each of the buses run between:

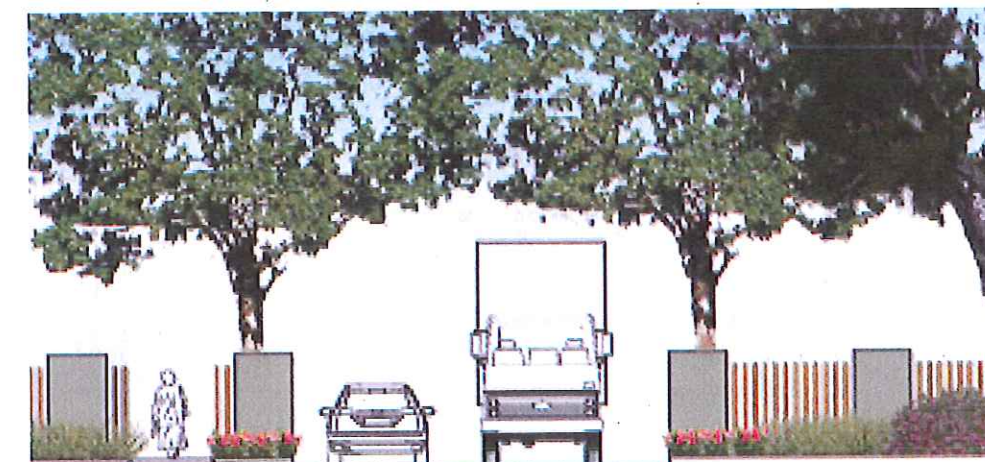
- 562 – Greensborough Shopping Centre and Humevale;
- 563 – Greensborough Shopping Centre and Northland Shopping Centre; and
- 571 – Greensborough and Yan Yean.

The closest existing railway station is at Epping, which is approximately 6 kilometres south-west of the subject site. From Epping Station, commuters can access the Melbourne Central Business District.

In May 2009, the State Government committed funding in the 2009/2010 budget for the extension of the rail line from Epping to South Morang. The extension is expected to commence in 2010 and be completed in 2013. Once complete, the closest station will be approximately 3 kilometres away (by road). It is expected that, upon completion of the proposed Plenty Valley Shopping Centre (3kms to the south) and Mernda Town Centre (4.5kms to the north) and the surrounding residential subdivision, bus services will run at least to the two activity centres and link in with existing bus services. As development encircles the subject site and the broader South Morang and Mernda areas, it is also likely that bus services will be provided in close proximity to the village especially if a train station is established in the adjacent railway reserve.

Community Transport

An important transport link is to be provided by Stockland to residents of the village in the form of a community bus service. The bus will be a service that only residents can utilise for short to medium distance trips to local services and facilities, for example, for medical appointments or, as a group, for excursions.

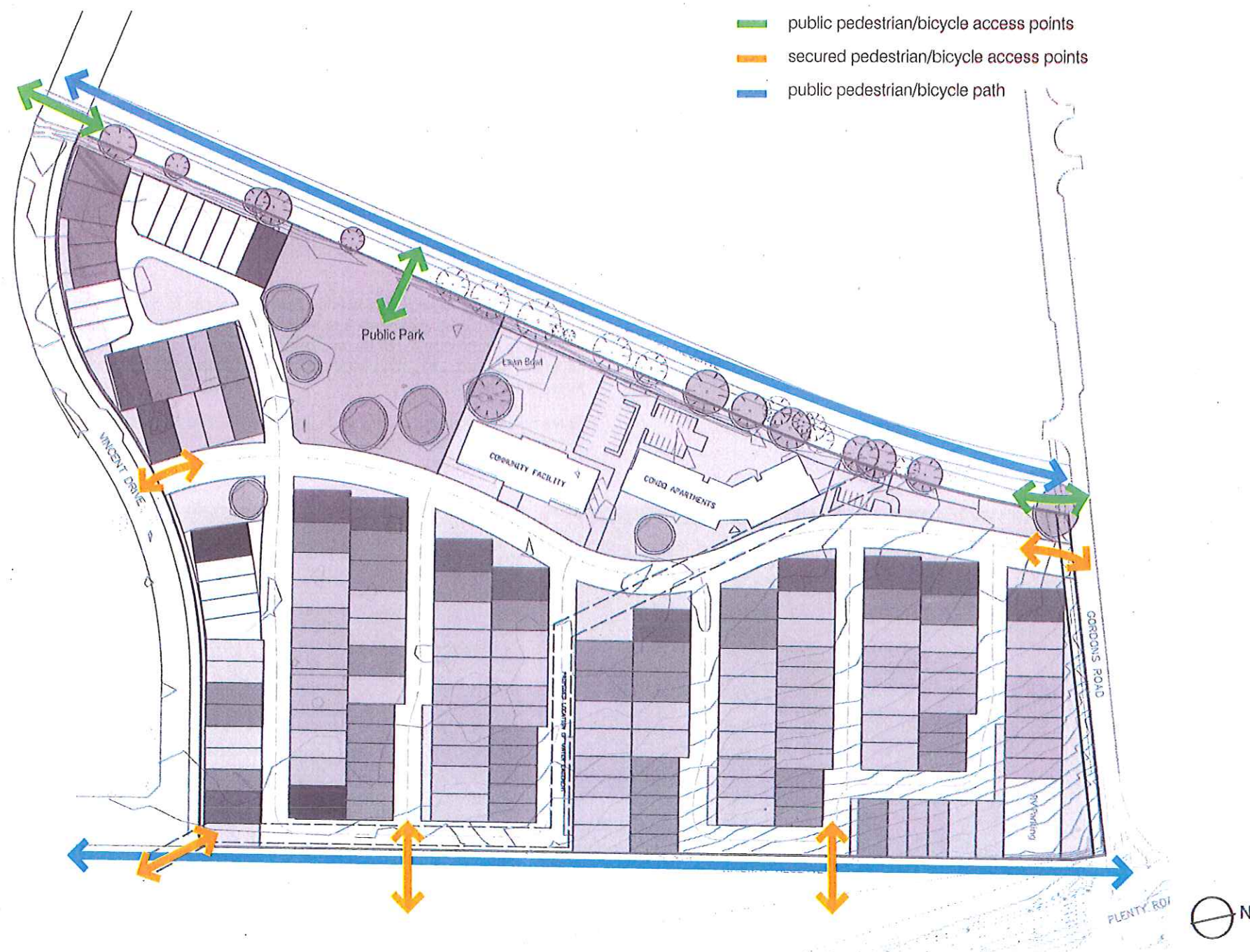


Gordons Road entry cross section



Typical road cross section

PEDESTRIAN & BICYCLE NETWORK PLAN



Provision for the construction of a bicycle and pedestrian path within the adjacent Melbourne Water pipe track reservation. The works must include appropriate road intersection crossings of Williamsons Road, Gordons Road and other internal roads. The plan must specify that the design and construction standard of the path must have regard to the requirements of Melbourne Water and the heritage values of the reservation and that costs associated with the construction of the path are to be apportioned between the educational and residential precincts.

In accordance with Council's recommendation for addressing this item, Stockland will agree to provide Council with a cash contribution for the construction of a bicycle and pedestrian path within the Melbourne Water pipe track reservation between Vincent Drive and Gordons Road.

As requested by Council, an indicative location for the path within the Melbourne Water pipe track reservation between Vincent Drive and Gordons Road has been demonstrated on the master plan.

A traffic management plan.

As mentioned above, the primary access point to the residential precinct will be from Gordons Road with a secondary and more discrete access provided from Vincent Drive. Each of the access points will be secured after dark in order assist with the management of village safety.

Refer to Cardno Grogan Richards Traffic Engineering Assessment dated 11 May 2009 for further details of the traffic management plan proposed for the residential precinct.

STREET NETWORK

Provision for the construction of Williamsons Road along the southern and eastern boundary of the educational precinct and the further construction of a northern extension of this road adjacent to the railway reserve and northern boundary of the educational precinct to connect with proposed development areas to the west of the Melbourne Water pipe track reservation. The plan must specify that costs associated with the construction of these roads and pipe track crossing must be borne by the developer of the residential precinct and are to be provided as part of the first stage of subdivision.

The extension of Williamsons Road as described above has already been constructed and completed by Investa, developer of the Mill Park Lakes Estate, which is located to the west of the residential precinct. The portion of Williamsons Road that now separates the education and residential and extends into the Mills Park Lakes Estate is known as Vincent Drive. The final alignment of Williamsons Road and Vincent Drive has been demonstrated on all master plans prepared.

Provision for the construction of Williamsons Road between the educational precinct and Old Plenty Road and intersection upgrades works at Old Plenty Road and Plenty Road. The works must be provided to a standard which can sufficiently accommodate traffic movements until such time as the rail corridor and/ or station precinct is developed. The plan must specify that costs associated with the development of these works are to be apportioned between the educational and residential precincts.

The extension of Williamsons Road between Plenty Road and Old Plenty Road was an obligation of the previous owner of 60A Williamsons Road. However, as an outcome of our discussions with Council, it is understood that the extension is no longer required. Thus, it has not been demonstrated on the master plans.

Provision for the widening of Gordons Road to the south of the existing road reservation.

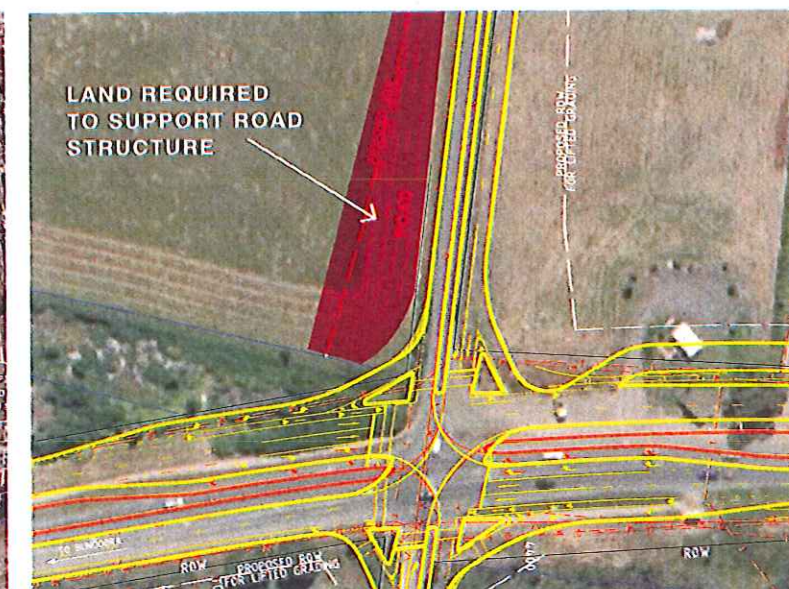
The widening of Gordons Road and the signalisation of the Gordons Road/Plenty Road intersection has been accounted for in the master planning and design of the retirement village. Thus, it has been demonstrated on the master plans and landscape plans prepared in support of the Development Plan.

Due to VicRoads' requirement for the future intersection to be raised higher than its present level, it requires a portion of land across the Gordons Road frontage to accommodate a batter and retaining wall to support the road structure. Subsequently, the village master plan has allowed for VicRoads' future land needs.

At the relevant planning permit stage, the potential need for widening of Gordons Road at the entrance of the site to accommodate a dedicated slip lane, is to be resolved.



SURROUNDING STREET NETWORK



VICROADS PROPOSED INTERSECTION UPGRADE

The full extent of land reserved for railway purposes abutting the land and opposite Williamsons Road.

The location of the railway reserve along the eastern boundary of the site has been demonstrated on the master plans prepared in support of the Development Plan for the residential precinct.

The location of the proposed train station and any transport modal interchange if such location(s) have been determined either fully or conceptually by the State Government.

As per its letter of 23 February 2009 to Council, the Department of Transport (DoT) has concluded that it does not require Stockland's land to accommodate any future railway facilities. Although no formal concept plans have been publicly circulated and that given the width of the railway reserve is greatest opposite the education precinct, it is anticipated that this area may accommodate any future facility should the Victorian Government decide to extend the Epping railway line beyond McDonalds Road.

Further to DoT's letter, provision has been made within the design of the village for the following:

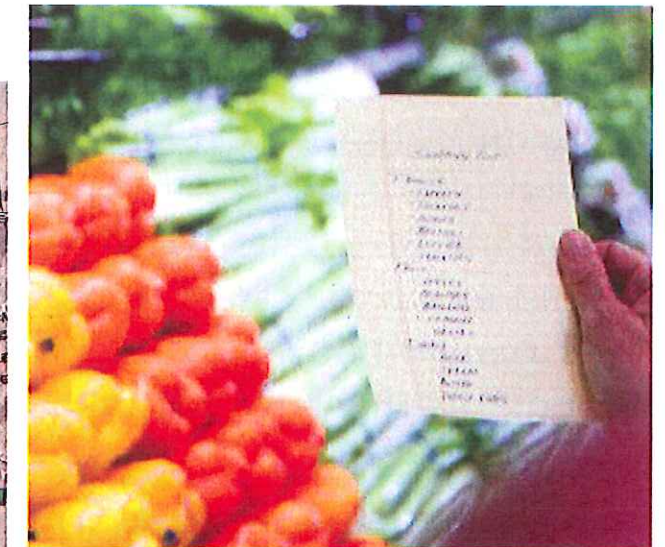
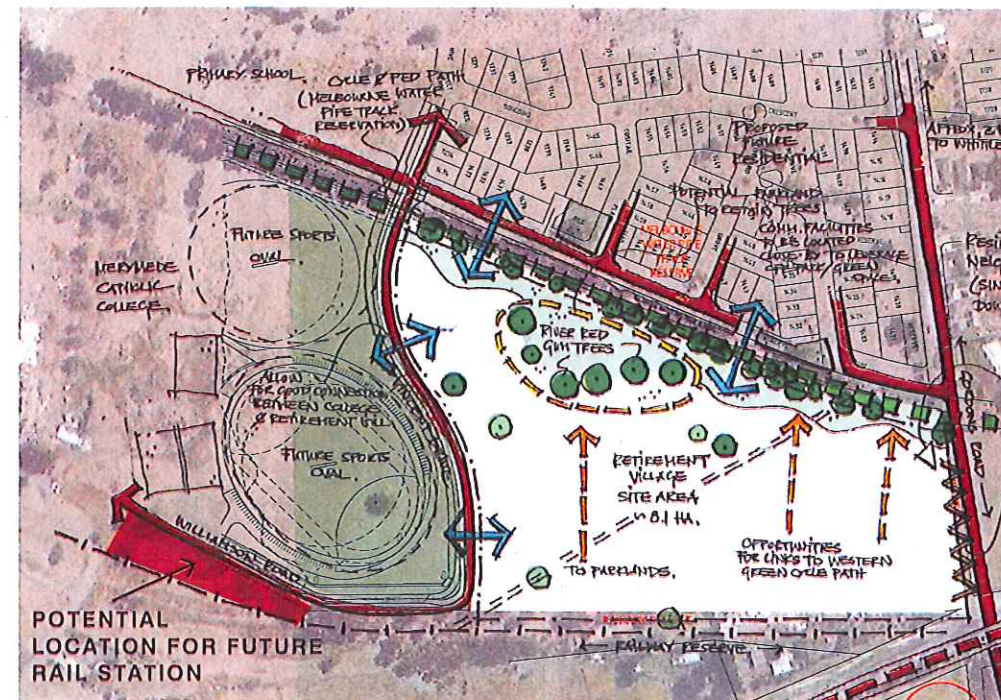
- VicRoads' requirements for the widening of Gordons Road.
- Potential locations for bus stops on Gordons Road.
- A pedestrian path along the eastern boundary of retirement village within the existing rail reserve. (Responsibility and timing for construction of the path is to be resolved with DoT at the relevant planning permit stage).

Refer to master plan and Cardno Grogan Richards report for further details.

Due to the absence of concept plans for the future location, alignment and landing of a future footbridge over the rail reserve, a specific area of land has not been set aside to accommodate a landing for within the bounds of the site. That said, there is sufficient space within the setback proposed to the rail reserve to accommodate a bridge landing should it be constructed.

Moreover, should a bus stop ever be established in close proximity to the education and residential precinct, it is anticipated that it will be constructed within the vicinity of the future station in order that it may link with any future transport modal interchange constructed.

POTENTIAL LOCATION FOR FUTURE RAIL STATION



VEGETATION MANAGEMENT

The surveyed canopy of all existing indigenous trees on the land.

The full extent of the Melbourne Water pipe track reservation between Gordons Road and Williamsons Road and a survey of trees within the reservation which have canopies which overhang or affect the subject land.

As part of the preliminary investigation undertaken by Stockland, a survey of the canopy of all trees contained within the residential precinct and the Melbourne Water pipe track reservation between Gordons Road and Vincent Drive was undertaken by Breese Pitt Dixon on 5 August 2009. The plan prepared also demonstrates the tree protection zones (a mix of canopy line plus 1 metre and the British Standard - radius is equal to half the height of the tree or half the crown width, whichever is greatest) for each of the surveyed trees.

Consequently, the surveyed canopy lines and tree protection zones of each tree have been accounted for in the master planning and design and thus, have been demonstrated on the master plans prepared for the residential precinct.

The full extent of Williamsons Road from the Melbourne Water Pipe track reservation to Old Plenty Road including the surveyed canopy of trees which are located in or extend over the road reservation.

Council has advised that Williamsons Road from the railway reservation to Old Plenty Road will not to be constructed. Given no existing trees are located in or extend over the portion of Williamsons Road constructed between the Melbourne Water pipe track reservation and the railway reservation, a survey of tree canopies has not been undertaken.

TREE SURVEY PLAN



Retention and integration of individual and stands of mature trees, particularly indigenous River Redgums, within areas of public open space (in the residential precinct) and within appropriate open space settings (in the educational precinct). A tree protection strategy must be submitted to ensure that all trees to be retained (including canopy and root system) are not damaged during the subdivision or construction stage.

As previously mentioned, there are a total of twelve River Red Gum trees contained within the curtilage of the residential precinct. Due to poor or declining health, five trees are proposed to be removed. As the site is affected by a Vegetation Protection Overlay, a planning permit will be required for the removal of the five trees – numbers 6, 7, 9, 11 and 12.

The removal or retention of tree number 6 and 12 will be the subject of assessment as part of the relevant planning permit stage.

The seven River Red Gums to be retained on site are all to be incorporated within open space settings as demonstrated on the master plans. The open space settings to be established around trees 5, 8 and 10 are to remain communal whereas the open space to be established between the stand of trees (1 to 4) and the Melbourne Water pipe track reserve will be public.



Public park to be established between existing stand of River Red Gums and the Melbourne Water Pipe Track Reserve

Proposed Tree Protection Strategy

The following tree protection strategy has been prepared by Arbor Co for the subject site and is contained within Section 5 of their report:

Quality of arboricultural works.

- All arboricultural works in relation to the subject trees are to be undertaken by a well a qualified and experienced Arborist(s) in accordance with the Australian Standard (A.S. 4373-1996 Pruning of Amenity Trees).

Tree protection fencing.

- Prior to the commencement of all proposed works on this site appropriate tree protection fencing is to be erected around all retained trees to protect their above and below ground structures. Tree protection fencing is to be erected at the canopy line of each tree.
- The entire area inside the tree protection fencing is to be covered by a 100mm thick layer of composted, organic mulch.
- After the erection of the tree protection zones a consulting Arborist is to be called to the site to assess and approve of the location and materials of tree protection fencing. Specifications for tree protection zones can be found in Appendix B (Arbor Co report).

Tree pruning

Moreover, in February 2008 and in accordance with the planning permit issued by Council, pruning and mulching of trees was successfully undertaken in order to improve the on-going health of the trees.

For the most part this action has improved the health of the trees.

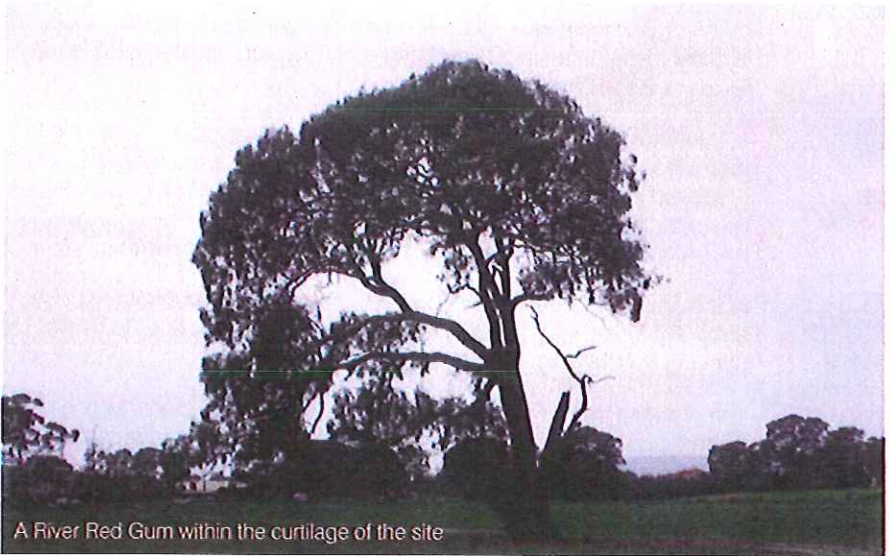
A 'Net Gain' assessment of any native vegetation to be removed having regard to Victoria's Native Vegetation Management: A Framework for Action, including the location of any necessary offsets.

In total five River Red Gums are proposed to be removed from the site (tree nos. 6, 7, 9, 11, & 12). Biosis Research have prepared a Net Gain Assessment based on the loss of one large old tree (no. 7) and four very large old trees (nos. 6, 9, 11 & 12) the following offsets are required

TREE SIZE	TREES PROPOSED FOR LOSS AS PER CONCEPT PLAN	TOTAL # TO BE OFFSET	PROTECT AND RECRUIT OPTION		RECRUIT ONLY OPTION
			PROTECT	RECRUIT	
Very large old tree	6,9,11,12	4	20	120	720
Large old tree	7	1	4	20	120
TOTAL		5	24	140	840

The detail of whether the offset requirements are to be protected and/or recruited on or off-site will be determined within the relevant planning permit applications.

Refer to Biosis Research Net Gain Assessment dated 7 August 2009 for further details of the assessment for the residential precinct.



A River Red Gum within the curtilage of the site

INTERFACES

Provision of appropriate transition and interface design treatments between designated land uses and the proposed railway reserve and precinct, Gordons Road and the Melbourne Water pipe track reservation and associated heritage values.

Throughout the design process undertaken for the residential precinct, careful consideration has been given to the context of the site and the varied adjacent land use environments with which it interfaces. In response, the following interface treatments are proposed to be created:

Gordons Road Frontage

As per the requirement of the Schedule 19 of the Development Plan Overlay, the Gordons Road frontage has been set back in order to accommodate its future widening. As part of the future works required at the Plenty Road intersection, a batter and retaining wall is to be constructed along the site boundary to support the new road and raised intersection. The retaining wall will follow the general alignment of the land VicRoads require to construct the future intersection.

Within the landscaping areas to be created on site, plantings of ground covers, tussocks and shrubs with open canopy trees overhead are proposed in order to create a landscaped buffer and appropriate transition between Gordons Road and the dwellings.

A 1.8 metre high permeable fence is to be constructed above and is to follow the alignment of the retaining wall. Only in the few locations where a proposed dwelling is close to the property boundary will the boundary fence be solid. In order to provide variety in the built form of the fence, masonry blade pillars are to be located at transition points along the fence line.

A village entry statement is to be established at the vehicle entry point. The entry statement will consist of feature walls, village signage, low colourful planting and lighting.

The gradient that would be established across the northern portion of the site as a consequence of the batter would be an undesirable feature for a retirement village.

Given that the future residents of the village are to be elderly and their mobility levels are generally in decline and will continue to taper off, the addition of a gradient to a relatively flat site would create an environment, which would impede comfortable pedestrian access to village amenities and community life and will increase health and safety risks.

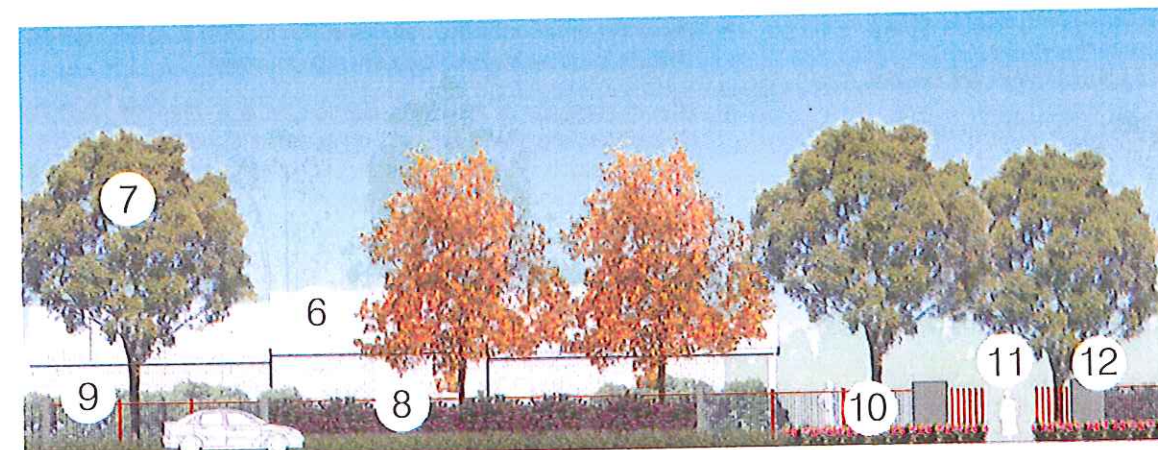
The volume of earth and engineering works required to achieve a suitable batter and additional structural requirements will result in a substantial increase in costs that may render the project as a whole, unviable.

In view of these social and economic impediments the provision of a batter only is not considered a sustainable solution.

Consideration has been given to Council's suggestion to locate a condominium building adjacent to the Gordons Road boundary. However, given this would require Stockland to take the unprecedented step of separating its condominium building from the central Community Centre building and thereby depart from its successful management model, it is not considered an economically or socially viable option.

With regard to the social desirability (or otherwise) of relocating the condominium building, it is important to consider the likely resident profile. Occupants of the apartments, in general, will have reduced levels of mobility relative to residents of the independent living units. Nevertheless, residents of the condominium building are still capable of living an active and socially rich lifestyle, assuming opportunities for involvement in community activities are highly accessible. The proposed relocation would place the condominium building more than 250m away from the Community Centre, beyond the comfortable walking distance of, for example, a person dependent on a walking frame. On this basis, Stockland proposes to position the condominium building adjacent to the Community Centre, towards the centre of the site.

INTERFACES



Vincent Drive Interface

- 6 - The Independent Living Units as shown on the Master Plan are set back from the boundary to allow for adequate vegetation planting.
- 7 - Trees within the landscape provide vertical structure to the landscape and street interface.
- 8 - Selected shrubs and tussock species provide a transition between the streetscape and the built forms.
- 9 - 1800 high permeable fencing, staggered to provide varying depths of planting.
- 10 - Low shrubs, groundcovers and tussock species provide clear visual surveillance around pedestrian access areas.
- 11 - 1400 wide path connects the residents to Vincent Drive through secured gated access gates.
- 12 - Staggered transitions within the boundary fencing consist of rendered masonry blade walls and other selected materials to add interest and structure to the built form within the landscape.



Gordons Road Interface

- 13 - Trees within the landscape provide vertical structure to the landscape and street interface.
- 14 - Solid screen fencing where retaining wall is closest to the property boundary and nearby units as shown on the master plan.
- 15 - Selected shrubs and tussock species provide a transition between the streetscape and the built forms.
- 16 - 1800 high permeable fencing, staggered to provide varying depths of planting.
- 17 - Low shrubs, groundcovers and tussock species provide clear visual surveillance around pedestrian access areas.
- 18 - Independent Living Units are lower than the street level due to proposed widening of Gordons Road as shown on the Master Plan.
- 19 - Staggered transitions within the boundary fencing consist of rendered masonry blade walls to add interest and structure to the built form within the landscape.

The proposed location would therefore isolate condominium building residents from the Village Centre, severely reducing their ability to engage in village life. In addition, residents of the condominium building would be isolated from medical care and communal transport opportunities. For these reasons, it has been concluded that the relocation of the condominium building to the Gordons Road boundary is not practical for the residents or Village management.

Railway Reserve Frontage

Given the railway reserve is not functional nor used for any interim purpose and thereby presents as vacant land, a range of permeable and solid fencing is proposed to be constructed across the length of the shared boundary. The provision of a permeable or solid fence will be responsive to the relative location of ILUs (Independent Living Unit) to the boundary. Ensuring this boundary remains secured will be paramount to the safety and operation of the village.

Low to medium height plantings of shrubs, ground coverings and tussocks are to be placed along the inside of the boundary fence to soften the appearance of the boundary when viewed from within.

The South Morang site has been masterplanned to ensure a sense of connectivity and safety is created through passive surveillance. The urban design and built form response to this objective includes siting dual frontage houses whereby the front door of the houses addresses a main street or siting a corner lot house whereby windows address both the external principle and secondary streets including a corner façade treatment.

Examples of where this occurs includes Vincent Drive, the pipe track and houses set back from but in proximity to the railway reserve. The project has been designed with a particular focus on visual and physical integration of the built form through appropriate fencing (set back from the house façade) and window placement to facilitate passive surveillance and enhance social interaction.

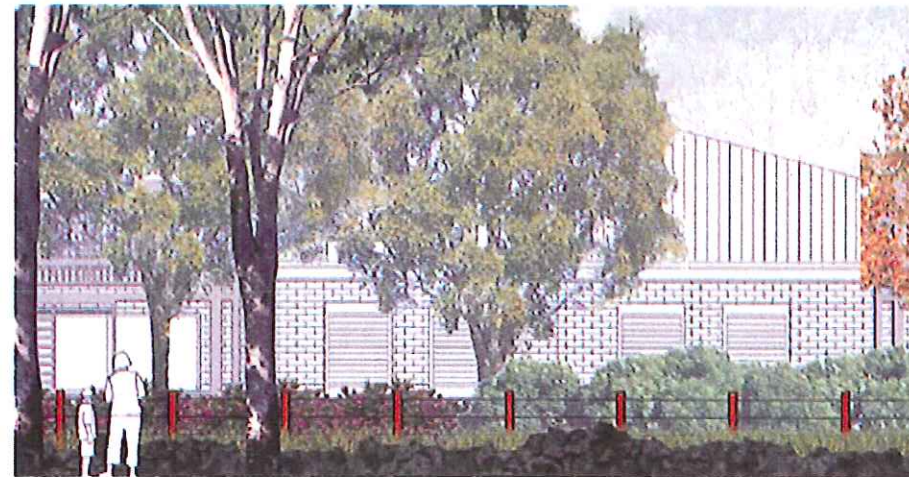
Vincent Drive Frontage

A staggered 1.8 metre high permeable fence is to be constructed along the Vincent Drive frontage, which will enable two way passive observation to occur between dwellings, road users and the adjacent educational precinct. The fence is to be punctuated with a discrete vehicle access point and two pedestrian entry points.

As with the Gordons Road interface, ample opportunities for landscaping will be established to help provide an appropriate transition between the streetscape and the built form of the village. In tune with the landscaping theme of the village, trees, low shrubs, ground covers and tussocks will be selected for planting in these areas.

All structures are to be setback a minimum of 3 metres from Vincent Drive title boundary. Moreover, dwellings constructed along the Vincent Drive frontage will predominantly have dual frontages so they may present to the adjacent streetscape and internal road network.

A variety of housing product is to be built along the boundary to provide for a well articulated frontage.



Proposed interface treatment of Melbourne Water Pipe Track reservation frontage

Melbourne Water Pipe Track Reservation Frontage

In order to continue to build upon the valued heritage character and rural theme of the adjacent water pipe track reserve, Stockland is proposing to undertake the following:

- Establish a large public park between the stand of River Red Gum trees (1-4) and the boundary of the Melbourne Water Pipe Track Reservation. The park will provide a formal area for village residents and the broader community to recreate within and will connect with the local pedestrian and bicycle network;
- Setback all structures a minimum 5 metres from the western boundary of the site in order to protect the health and structural integrity of the existing trees set within the pipe track reserve;
- Within the curtilage of the site plant eucalypt species, ground covers, tussocks and shrubs to compliment the existing 'rugged' rural landscape theme within the pipe track reserve;
- A low scale rural themed fence to provide clear definition between the village and public open space and to enable two way passive observation between residents and users of the park and pipe track reserve; and
- The existing bluestone wall is to be retained along the shared boundary and incorporated into the aforementioned rural themed fence.

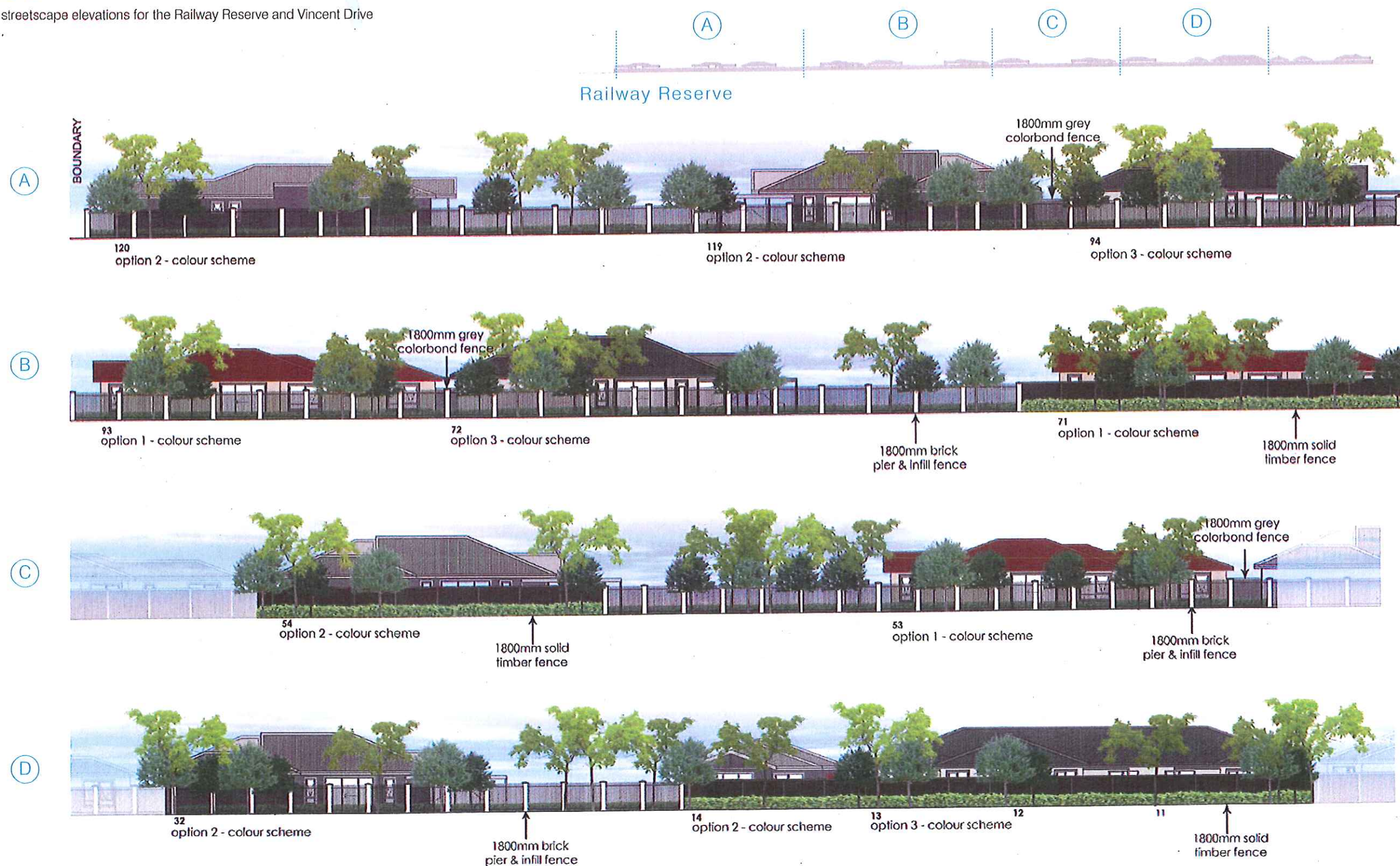


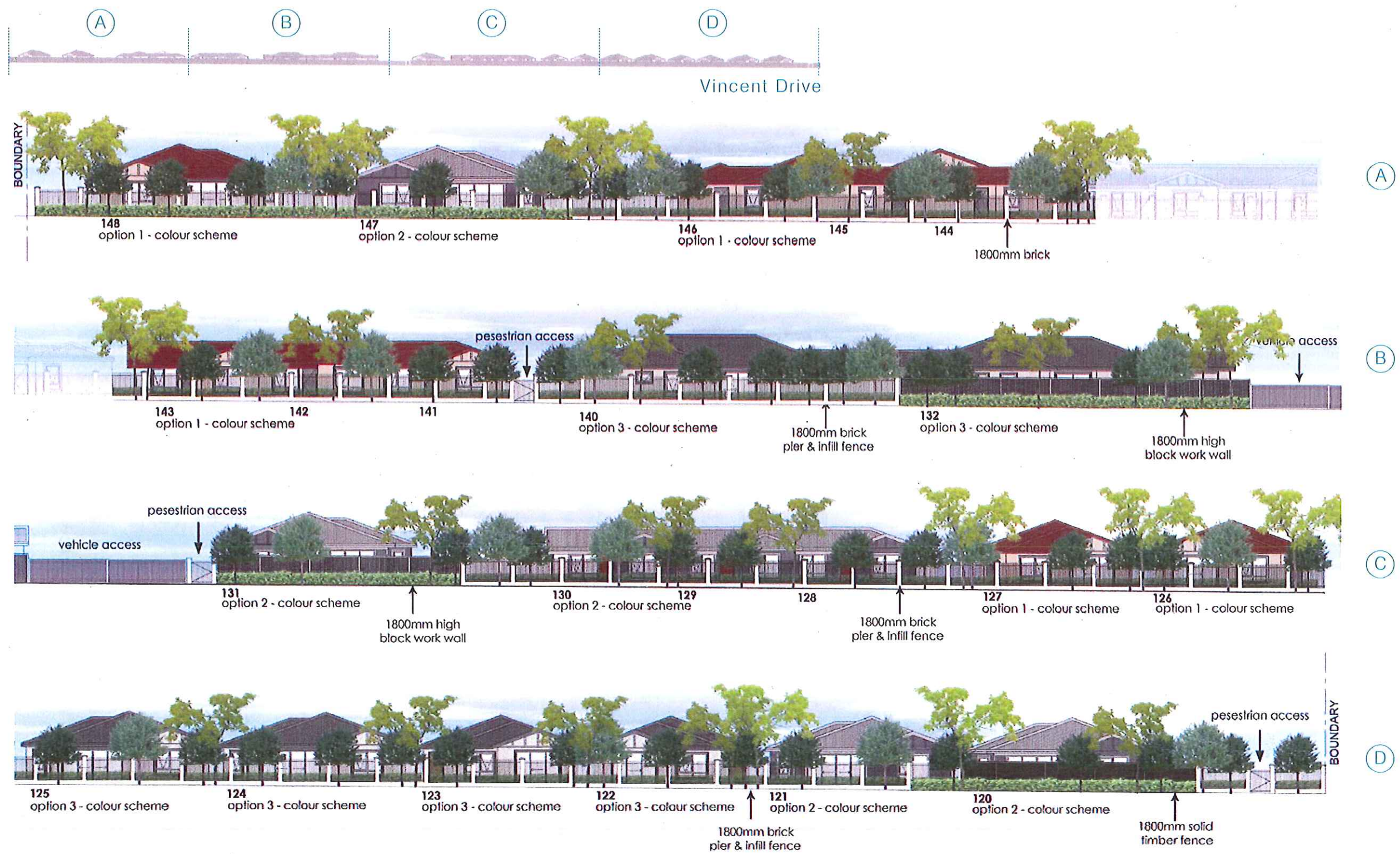
Looking north along the Melbourne Water Pipe Track reservation

INTERFACES

Elevations

Indicative streetscape elevations for the Railway Reserve and Vincent Drive frontages.





LANDSCAPE

Landscape architecture and urban design concept plans for all proposed public open space areas.

As an outcome of the master planning process, ample opportunities for landscaping have been created within the spaces designated for communal and public open space and road reserve.

A detailed landscape master plan has been prepared by Stockland, including sections specifically designed to suit the various functions of the areas to be landscaped. The plan aims to provide the retirement village with an appropriate selection of plantings and also complement the existing landscape character of the area.

A substantial amount of planting is to occur in all communal open space areas and road reserves within the site. These areas have been designed in order to provide the village with a strong garden character. The concentrated landscaping proposed to be planted along the primary and secondary access routes, the remaining road reserve and the surrounds of the Community Centre will establish a green spine through the village. Moreover, a Village Square with formal gardens is to be created to the south of the Community Centre and will be a place for formal events to take place.

Planting will also occur along the site boundaries which will provide a visual buffer to the adjoining properties and the adjoining roads.

In the selection of proposed plant species, the emphasis is on native and water sensitive species. The species proposed within the Development Plan are indicative only and may be subject to change if required.

A street tree concept plan.

Refer to the detailed landscape master plan for the street tree concept plan prepared for the residential precinct.

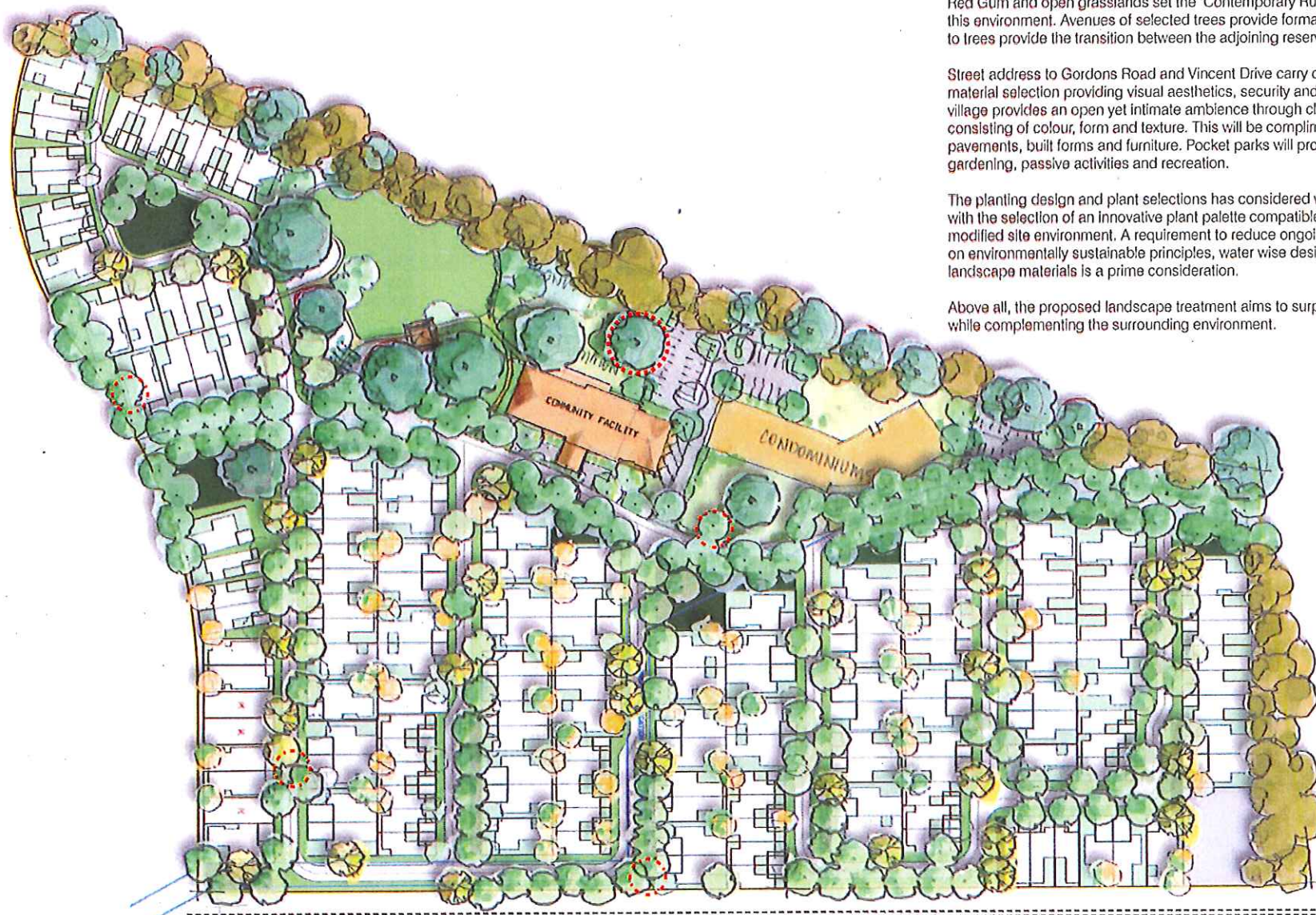
Landscape Intent

The landscape design responds to the established local landscape character of South Morang while having regard to the needs and cultural overlay of a retirement community. Scattered River Red Gum and open grasslands set the 'Contemporary Rural' theme for the landscape that envelops this environment. Avenues of selected trees provide formality, while endemic species from tussocks to trees provide the transition between the adjoining reserve and the heart of the village.

Street address to Gordons Road and Vincent Drive carry on this theme through planting and material selection providing visual aesthetics, security and privacy. Streetscapes throughout the village provides an open yet intimate ambience through clear trunked trees and low planting consisting of colour, form and texture. This will be complemented with the colour selection of pavements, built forms and furniture. Pocket parks will provide areas for informal socialising, gardening, passive activities and recreation.

The planting design and plant selections has considered what happens in a landscape over time with the selection of an innovative plant palette compatible with the micro climates formed by a modified site environment. A requirement to reduce ongoing maintenance cost through a focus on environmentally sustainable principles, water wise design and utilisation of energy efficient landscape materials is a prime consideration.

Above all, the proposed landscape treatment aims to surpass the expectations of the end user, while complementing the surrounding environment.



WATER SENSITIVE URBAN DESIGN

Application of the principles of water sensitive urban design. A stormwater management plan must be prepared and submitted which provides for the protection of natural systems, integration of stormwater treatment into the landscape, protection of water quality and reduction of runoff and peak flows.

The site is contained within the Melbourne Water 'Upper Hendersons Creek Drainage Scheme'. As a consequence Melbourne Water requires as part of any future development proposal for the proponent to construct an underground drain across the site (from point C to D as demonstrated on the adjacent plan). The specification of the underground drain required to be constructed has been negotiated with Melbourne Water.

All roads and buildings will be drained using an underground piped drainage system and will connect with the Melbourne Water underground drain. Furthermore, Melbourne Water has advised that no on site water detention is required.

Where possible, principles of water sensitive urban design will be implemented across the site. That said, Melbourne Water has advised that they are prepared to allow Stockland to offset water quality requirements for the site given an underground drain is to be constructed and the minimal falls which exist across the site.

At the relevant planning permit stage, Melbourne Water requires a stormwater and drainage strategy to be submitted for the proposed development.

Refer to the Servicing Report that has been prepared by Breese Pitt Dixon that details the Stormwater Management Plan for the site.

STORMWATER MANAGEMENT PLAN

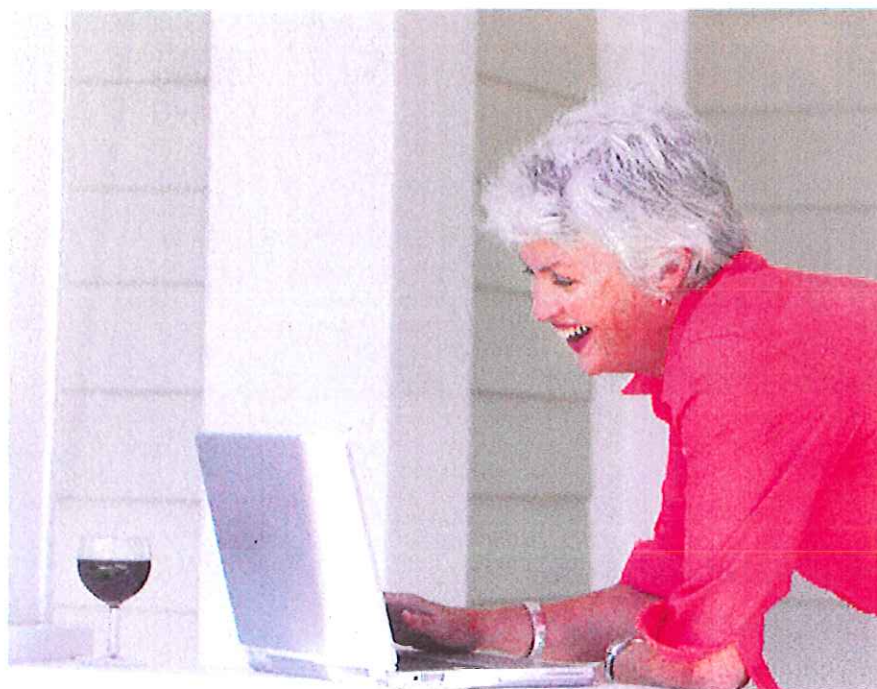


TELECOMMUNICATIONS INFRASTRUCTURE

A conduit network concept plan to facilitate the future installation of advanced telecommunications services through fibre optical cabling.

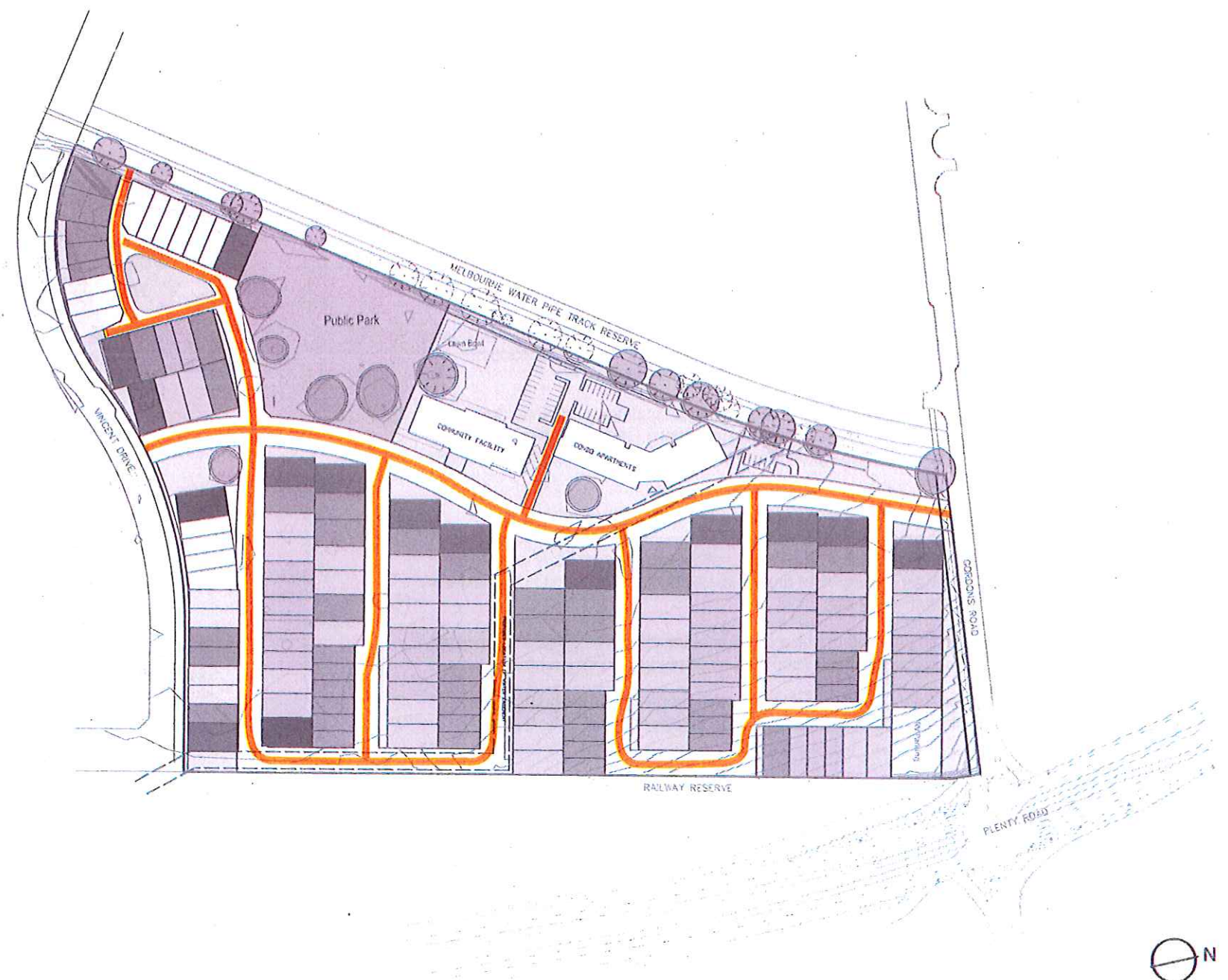
In order that the residents of the village may enjoy and take advantage of a future high-speed telecommunications network when rolled out by the relevant service provider, the village will be provided with a conduit network.

The conduit network plan prepared for the residential precinct, demonstrates the indicative layout of the network proposed for the village.



CONDUIT NETWORK PLAN

— proposed conduit network



SOIL CONDITION & CULTURAL HERITAGE

A requirement for implementation of recommendations relating to the preliminary site investigation (contamination assessment) relating to the land.

A preliminary site investigation (contamination assessment) has been undertaken by Coffey Environments. Given the historical land uses of the site, limited earthworks previously undertaken and earlier recorded soil samples taken from the site, the assessment concluded that it is unlikely that soil contamination exists. Furthermore, in instances where it may occur, it will be below environmental investigation limits and below human health investigation limits for residential land use.

Refer to Coffey Environments Phase I Environmental Site Assessment dated 15 August 2007 for further details.

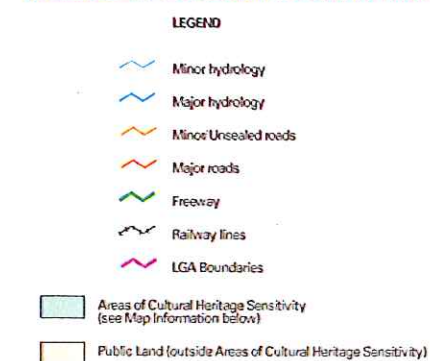
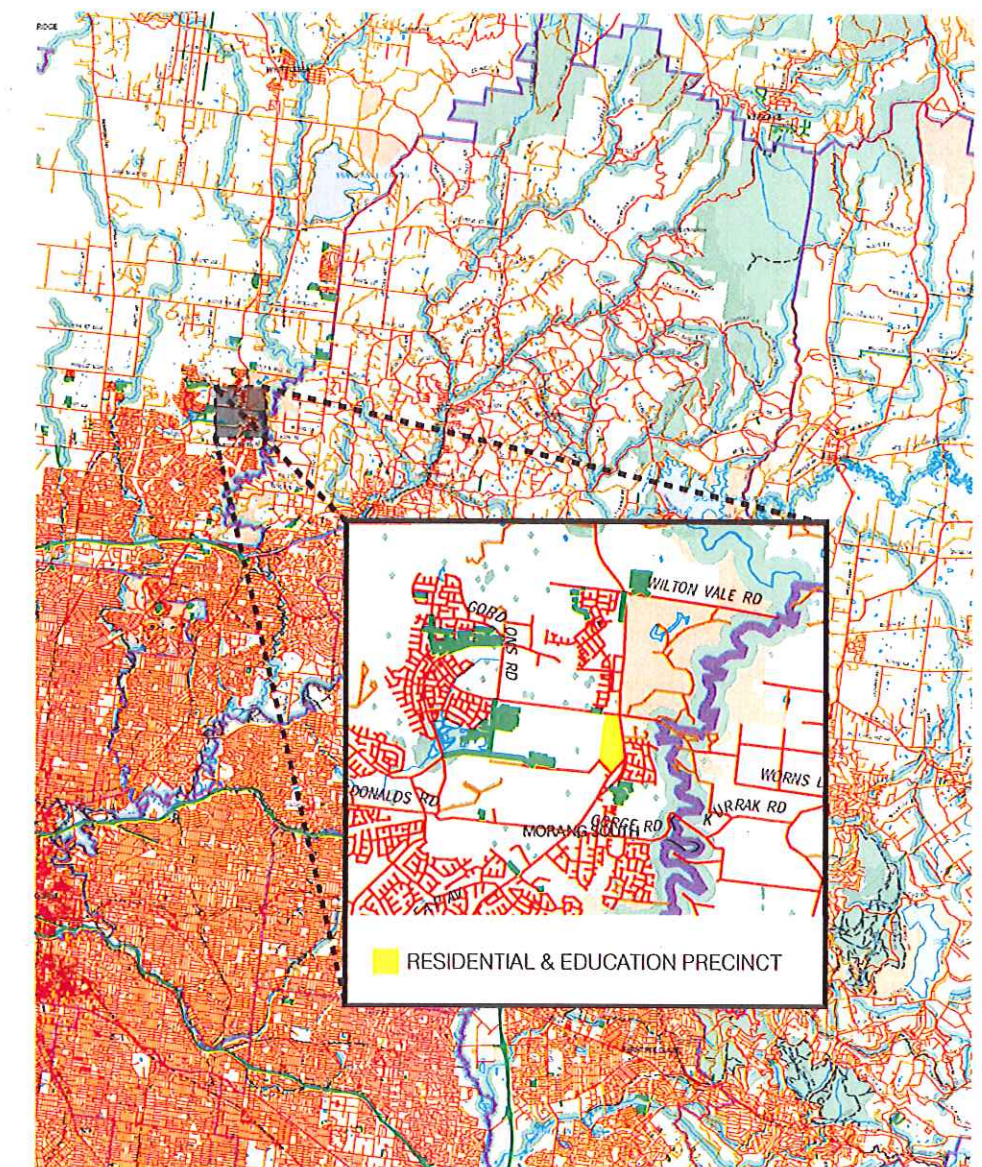
Conservation and protection of identified cultural heritage places. A detailed archaeological survey and heritage assessment must be submitted which includes recommendations for the protection, restoration and interpretation of significant individual sites and in particular the dwelling associated with the former railway station.

As part of the the analysis undertaken in preparation for the rezoning of the site, the previous owner Silverwood, undertook a detailed survey. The findings of this survey are contained within Strata Archaeology's report dated February 2000.

With regard to the subject site, the key findings were that it did not contain any artefacts or remnants of heritage or cultural value. Moreover, the dwellings associated with the former railway station are not contained within the land at 60A Williamsons Road. Thus, given a report has already been completed and has drawn definitive conclusions regarding cultural heritage value of the site a further survey and assessment has not been undertaken.

With regards to indigenous heritage, Stockland's cultural heritage consultant Tardis have advised that the subject site is not within an area considered of cultural heritage sensitivity. Therefore, under the Aboriginal Heritage Act 2006 and Aboriginal Heritage Regulations 2007, a Cultural Heritage Management Plan (CHMP) is not required to be prepared and submitted for approval to Aboriginal Affairs Victoria (AAV) prior to the issue of a planning permit for any subsequent buildings and works within the residential precinct.

AAV CULTURAL SENSITIVITY PLAN



STAGING

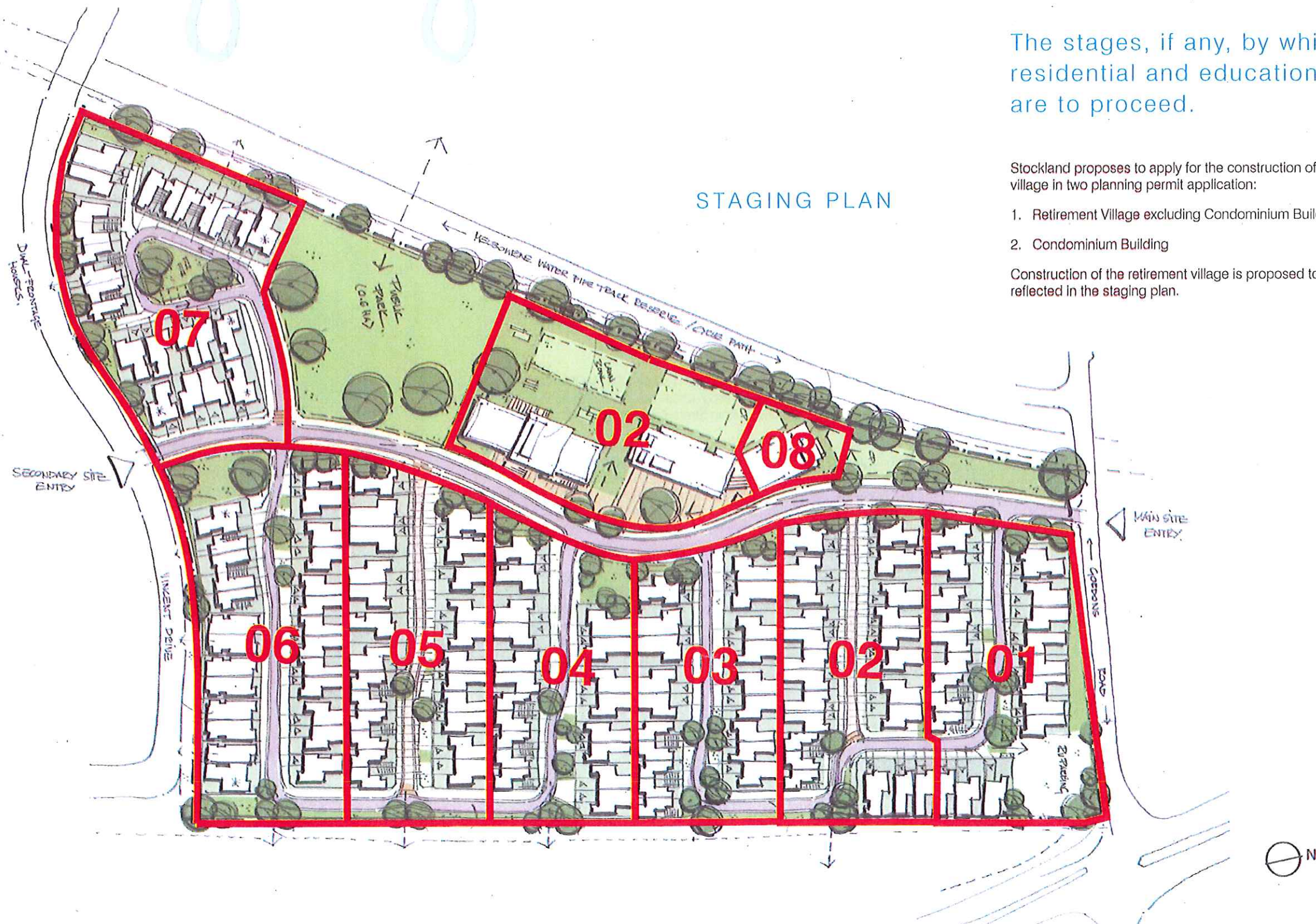
STAGING PLAN

The stages, if any, by which the residential and educational precincts are to proceed.

Stockland proposes to apply for the construction of the entire retirement village in two planning permit application:

1. Retirement Village excluding Condominium Building; and
2. Condominium Building

Construction of the retirement village is proposed to occur in eight stages as reflected in the staging plan.



CONCLUSION

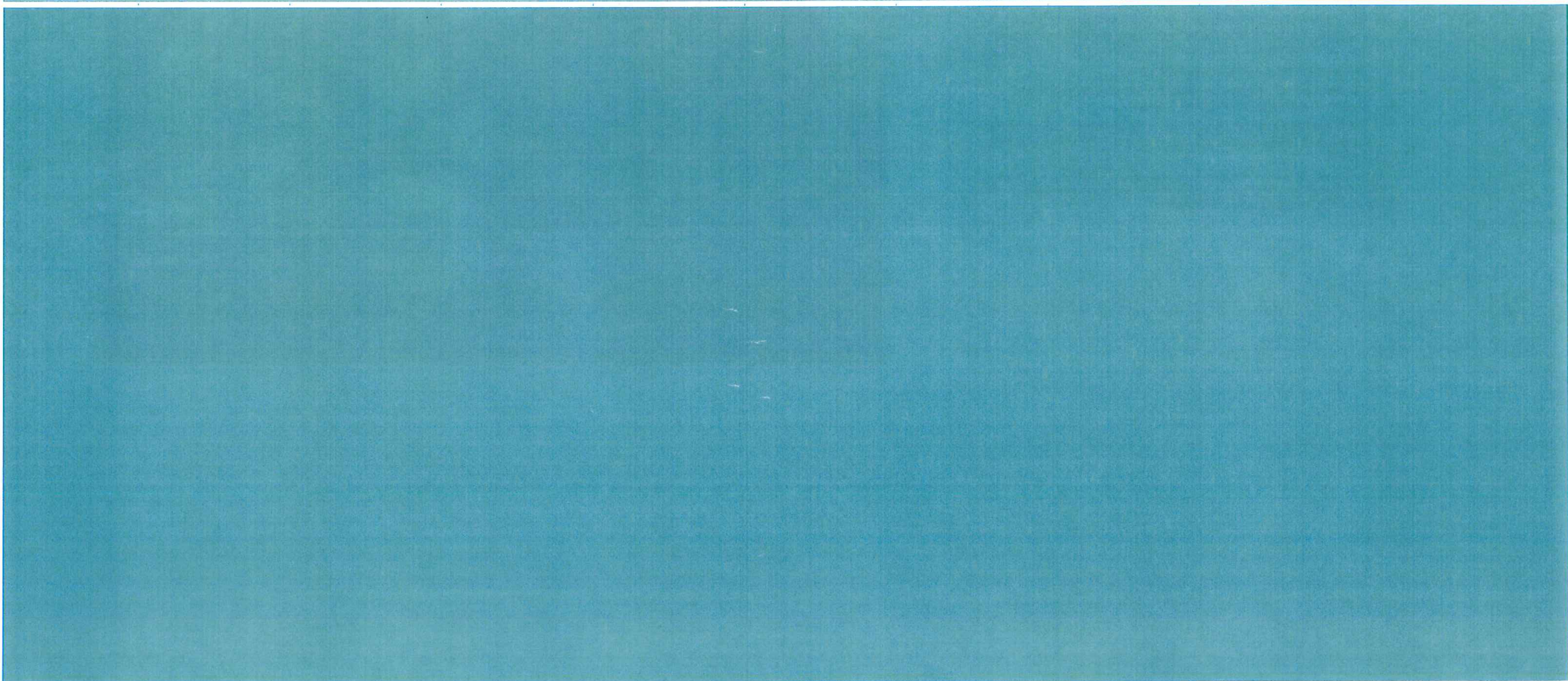
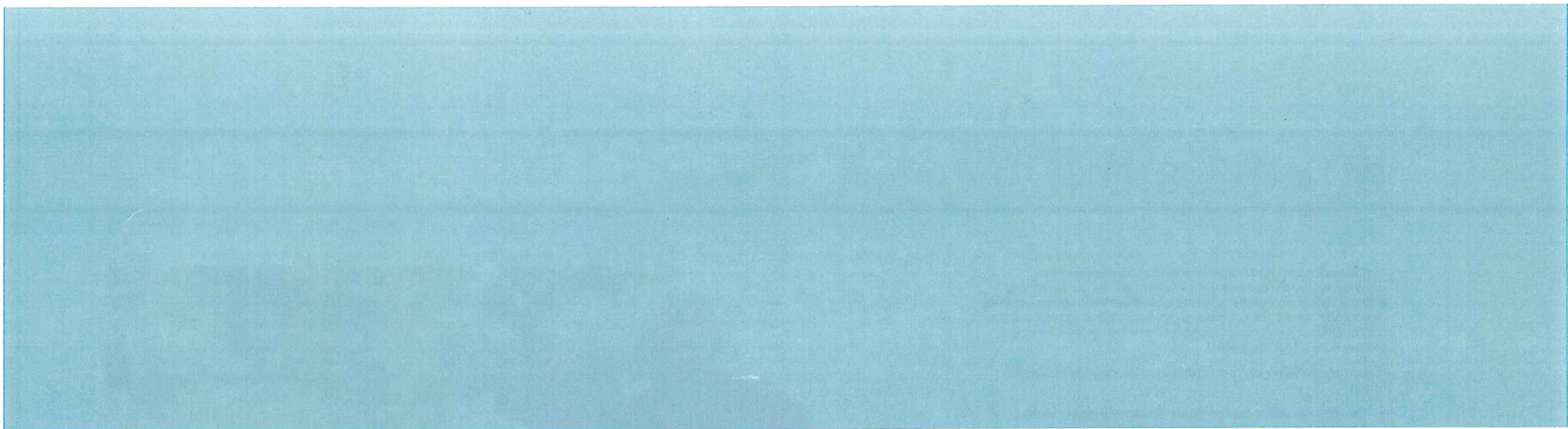
The information and plans contained within this Development Plan demonstrates that the development is a well-considered and appropriate proposal that will sit comfortably within the educational and greater residential precinct environment of South Morang, provide affordable and well designed housing for the ageing population and facilitate achievement of housing diversity in the City of Whittlesea.

In summary, the salient points of the preceding Development Plan are as follows:

- Stockland propose to develop the subject site as a village providing affordable accommodation for people aged 55 and over.
- The village will provide 155 single level Independent living dwellings, up to 60 condominium apartments together with associated public and communal open space, Infrastructure and a Community Centre buildings.
- The development will be appropriately serviced.
- The development incorporates a safe and secure road network and contains suitable traffic management measures.
- The preceding text and appended reports demonstrates compliance with Schedule 19 of the Development Plan Overlay of the Whittlesea Planning Scheme.

The proposed retirement village and wetlands area meets the requirements of the Whittlesea Planning Scheme. We therefore recommend the Development Plan to Council for favourable consideration.





APPENDICES

A. Referral Authority Comments



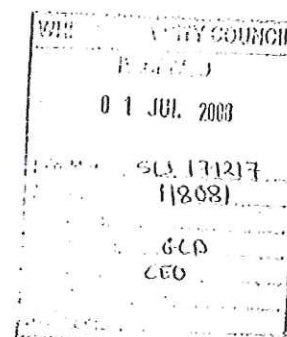
Department of Transport

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DX 210410

Our Ref:

Ref: DOPT2008/0117
File: FOL/08/25317

Mr David Turnbull
Chief Executive Officer
City of Whittlesea
Locked Bag 1
BUNDOORA MDC 3083



Dear Mr Turnbull

WHITTLESEA PLANNING SCHEME GORDONS ROAD SOUTH MORANG PROPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN

I refer to the letter of 21st May 2008 from Mr G Saisanas to the Director of Public Transport regarding the above development plan.

As you will be aware, the *Whittlesea Strategic Transport Infrastructure Study* of April 2002 which was prepared by the City of Whittlesea, VicRoads and the (then) Department of Infrastructure (now Department of Transport) envisages the long-term possibility of a heavy rail line extension from South Morang to Mernda. The link is now shown as a "potential network option (subject to further investigation)" in the Whittlesea Growth Area Framework Plan of August 2006. This has been incorporated into the Whittlesea Planning Scheme at Clause 12.09 and is identified as "proposed PPTN link" by the draft North East Integrated Transport Study (NEITS), which was exhibited in July 2006.

The site for the proposed development is one of two locations that have been identified for a possible station in the South Morang East vicinity, if services were to be extended beyond South Morang in the future. The other site is the former station site at Williamsons Rd.

The Department of Transport has recently received \$10.4 million through the 2008/09 State budget to undertake planning and design of the extension of the Bpping corridor to South Morang/Mernda.

While the scope and work program for the project is to still be confirmed, the project will assess infrastructure requirements along the corridor, including the potential for a station in the South Morang East area. If the Gordons Rd location were to be identified as a preferred station site, land (including a significant part of this site) could be affected by the need to provide for station buildings and facilities, eg. including car parking. This work is not likely to be conducted by the Department until 2009 at the earliest.



Council will also be aware that a VCAT decision is pending for an application on the south east corner of Gordons and Plenty Roads, which may also impact on this site. The proceedings established plans for the upgrade and duplication of Plenty Road allowing for the elevation of the road by 1-2 metres and subsequent future grade separation of the rail corridor.

It is noted that Schedule 19 to the Development Plan Overlay (Williamsons Road Educational and Residential Precinct Development Plan) outlines the following:

"1.0 Requirement before a permit is granted

The Responsible Authority may grant a permit for subdivision, use or development prior to the approval of a development plan only where it is satisfied that the proposed subdivision, use or development will not prejudice the orderly use and development of the subject land for residential and education purposes and adjoining railway land capable of accommodating a train station precinct.

2.0 Requirements for development plan

A development plan must be informed by detailed site analysis of the natural, cultural and strategic context of the site and immediately adjoining land and show, or include, the following matters to the satisfaction of the Responsible Authority.

"The location of the proposed train station and any transport modal interchange if such location(s) have been determined either fully or conceptually by the State Government"

In light of the above matters, it is considered that the Development Plan should not be approved in its current form, as it:

- could prejudice the orderly use and development of adjoining railway land; and
- would not be in accord with the provisions quoted above; without sufficient allowance for future rail infrastructure.

The Department would be pleased to discuss options and opportunities aimed at achieving agreement on the orderly planning of the area. Such discussions could involve adoption of an appropriate setback, staging of development, a land swap, etc.

I hope that the above is of assistance.

Should you require any further clarification, I can be contacted on telephone 9655-8655.

Yours sincerely

Richard McAlicee
Manager, Land Use Development and Planning Referrals
Delegate of the Director of Public Transport

27 / 6 / 2008

REFERRAL AUTHORITY COMMENTS

Mr David Turnbull
Chief Executive Officer
City of Whittlesea
Locked Bag 1
BUNDOORA MDC VIC 3083

Attention: Sandy Ribic

Dear Mr Turnbull

WHITTLESEA PLANNING SCHEME PROPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN GORDONS ROAD, SOUTH MORANG

I refer to your letter dated 21 May 2008 (with attached documentation) requesting VicRoads comments on a Development Plan for a proposed retirement village at Gordons Road, South Morang.

It is noted that the Development Plan for the retirement village consists of 139 dwellings, 52 apartments, a village centre and public open space. The main access is proposed via Gordons Road approx 150m away from the intersection of Gordons Road and Plenty Road, and a secondary access at Vincent Drive.

VicRoads has assessed the proposal (with attached documentation) and would like to make the following comments:

- VicRoads has recently been in discussions with the Department of Transport (DoT) and Whittlesea City Council regarding long-term options to extend the railway line from South Morang to Mernda along the existing Whittlesea rail reserve, and establish a railway station on land at the south west corner of Gordons Road and Plenty Road.
- The re-establishment of the rail line along the Whittlesea rail reserve will require grade separation of the intersection of Plenty Road and Gordons Road, and discussions between the agencies have included an in-principle agreement on an acceptable form of grade separation of the intersection to accommodate an extension of the rail line if and when it is required.
- It is noted also that one option being considered by the DoT as part of the rail line project includes the provision of a railway carpark on the land subject to this proposed development plan. Further detail should be obtained from the DoT on this matter.

vic roads

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Sunshine Victoria 3020
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2 July 2008

Contact: Simon Lanza
Telephone: 9313 1312
Our Ref: 0431891
Your Ref: 171217
File No: SY 000 WHI G212



PSL 37

- 2 -

- With regard to the proposed grade separation of Plenty Road and Gordons Road as described above, VicRoads has developed preliminary concept plans for the duplication of Plenty Road from Gordons Road to Hawkestone Parade which includes an interim left-in left-out treatment at the intersection of Plenty Road and Gordons Road, provision for future traffic signals and turning lanes and allows for the grade separation options.
- The provision for future traffic signals at the intersection allows for the possibility of a future railway station at its south west corner, and will consist of identifying and reserving an adequate area of land at the intersection to accommodate future traffic signals, when the need arises. This will allow land development works to proceed with a high level of confidence that future transport needs of the area are not compromised.
- The preliminary concept plans of the intersection treatments referred to above, are attached for information and will be subject to more detailed consideration once VicRoads commences its detailed investigation and design, and the DoT have progressed with their planning for the future railway needs.
- The implications of these intersection proposals are that some land may be required in the future at the northern boundary of the subject site (requiring a setback from the boundary line of structures and physical features), and the position of the access point to the subject site from Gordons Road will need to integrate with the future grade line of Gordons Road.
- It is noted that Section 4 of the Traffic Engineering Assessment prepared by Cardno Grogan Richards states that the proposed signalisation design has been incorporated into the Masterplan for the village. VicRoads notes however that the Masterplan does not consider the grade separation issues.
- It is also noted that Section 6.3 suggests that the anticipated traffic volumes will not have a significant effect on the traffic conditions in the area. However, there are existing safety issues at the intersection of Plenty Road and Gordons Road, and should the proposed development proceed in the near future, there will be an increase in vehicle turning movements at this intersection which will increase the safety risk. It will be necessary for mitigating works to be identified and carried out to adequately manage this risk.
- It is currently considered that the signalisation of this intersection will be the most appropriate way to reduce the safety risk, until such time as VicRoads undertakes the next section of duplication works.

In summary, VicRoads recommends the following actions to be taken in relation to the development plan proposal;

1. The Masterplan needs to be amended to incorporate setbacks that provide for the future intersection and grade separation works at Plenty Road and Gordons Road in accordance with the preliminary concept plans for the duplication of Plenty Road.
2. The Masterplan should identify the need for any landscaping within the area of land set aside for future intersection and grade separation works at Plenty Road and to be to the satisfaction of VicRoads and the Responsible Authority.

REFERRAL AUTHORITY COMMENTS

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APA Group

Australian Pipeline Ltd
ACN 091 341 704

Australian Pipeline Trust
ARSN 091 678 778

APT Investment Trust
ARSN 115 655 441

APT OSM Services Pty Ltd
ARN 11 112 358 555

Our reference: CON/2008 017
Your reference: 171217
Enquiries: Mr. G. Colthup
Extension: 404

Date: 20 June 2008

City of Whittlesea
Chief Executive Officer
Locked Bag 1
Bundoora MDC, VIC. 3083

Attention Mr. David Turnbull

Dear Sir,

PROPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN WHITTLESEA

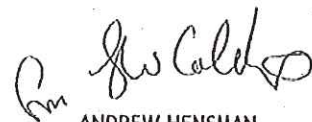
Reference is made to your letter, dated 21st May 2008, with the accompanying plans.

APA Group has no existing gas reticulation in this area at present and consequently has no objection to this proposal.

Please note, an "Application for natural gas supply" form will need to be forwarded to APA Group, attention: Ms. Julieanne Free, to facilitate any future gas reticulation of this subdivision.

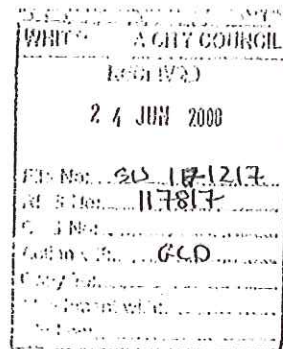
Enclosed for your information is a copy of APA Group District Plans, as listed below, showing the recorded location of existing gas mains.

Yours faithfully,



ANDREW HENSMAN
MANAGER CONTRACTS & PROPERTY SERVICES

Enclosed: District Plans: Yarra 2500: 12-26 and 12-27



Department of Sustainability and Environment

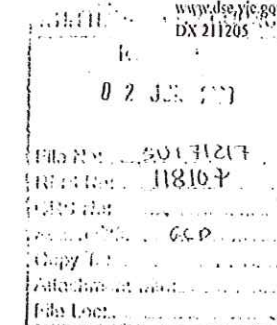
Port Phillip Region
Your Ref: 171217 (Sandy Ribic)
Our Ref: PP-LA030118 & SP29971

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Telephone: (03) 9296 4400
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www.dse.vic.gov.au
DX 211205

1 July 2008

Attention: Sandy Ribic

Mr George Saisanas
Planning Department
City of Whittlesea
Locked Bag 1
Bundoora MDC 3083
DX 97406



Dear Mr Saisanas

GORDONS ROAD PREPOSED RETIREMENT VILLAGE DEVELOPMENT PLAN Address: Gordons Road, South Morang

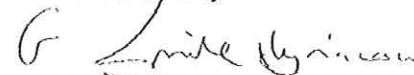
Thank you for your letter of 21 May 2008, referring details of the above Development Plan application to the Department of Sustainability and Environment (DSE) for comment.

DSE has visited the site and reviewed the documentation attached with the application. The Department supports the layout of the proposed Stocklands Retirement Village, which protects the majority of the remnant River Red Gums within an area of open space/public park.

DSE does not object to the removal of three of the four trees proposed for removal (Trees 7, 9 and 11), but considers that Tree 12, located on the eastern property boundary not be removed without a further assessment by Whittlesea Council arborist in consultation with Mr Bruce Shroder, Manager of Parks & Gardens.

Should you have any queries regarding this matter please contact Mr Emile Kyriacou, Statutory Planner, Port Phillip Region on (03) 9 296 4513.

Yours sincerely



Rodney Warren
Regional Director
Port Phillip



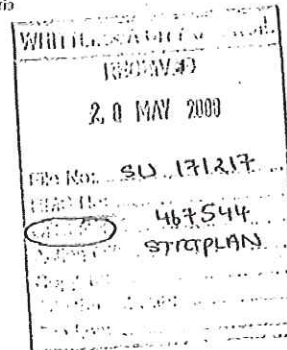
REFERRAL AUTHORITY COMMENTS

Patron: Professor David de Kretser, AC, Governor of Victoria

Our Ref: 14000-645283-653327
Telephone: 03 8746 1400
Fax: 03 8746 1480
Council Ref: 171217

27th May 2008

George Salsanas
City Of Whittlesea
locked bag 1
BUNDOORA VIC 3083



Dear George,

CONDITIONAL CONSENT TO THE GRANT OF A PERMIT

Application No.: 171217
Applicant: Stockland Retirement Living
Site Name: Retirement Village
Address: Gordons Road (Near Plenty Road)
South Morang 3752
Purpose: Retirement Village

CFA, pursuant to Section 55 of the Planning and Environment Act, does not object to the grant of a permit to Stockland Retirement Living for a multi unit development at Gordons Road (Near Plenty Road) South Morang 3752 subject to the following conditions being attached to any permit which may be issued and a copy forwarded to CFA.

1. Amended plans required

1.1. Before the development commences, amended plans to the satisfaction of CFA must be submitted for approval by CFA and the responsible authority. When approved, the plans will be endorsed and then form part of the permit. The plans must be drawn to scale with dimensions. The plans must be generally in accordance with the plans submitted with the application but modified to show:

- 1.1.1 Operable hydrants, above or below ground. Hydrants must be shown with a maximum distance between a hydrant and the rear of a building envelope (or in the absence of the building envelope, the rear of the lot) of 120m and hydrants must be no more than 200m apart.
- 1.1.2 Constructed roads with a minimum trafficable width of 7.3m if parking unrestricted, or 5.4m if parking prohibited on one side of road or 3.5m if parking prohibited on both sides of road.
- 1.1.3 Constructed roads more than 60m in length from the nearest intersection must have a turning circle with a minimum radius of 8m (including roll-over kerbs if they are provided) T or Y heads of dimensions specified by the CFA may be used as alternatives.

Region 14 Headquarters: 251 High Street, Melton, Victoria
Postal Address: PO Box 50, Melton, Victoria 3337
Telephone: (03) 8746 1400 Fax: (03) 8746 1480

creating safer communities

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Water Supply

2.1 Reticulated Water Supply

- 2.1.1 Operable hydrants, above or below ground must be provided to satisfaction of CFA.
- 2.1.2 The maximum distance between these hydrants and the rear of all building envelopes (or in the absence of the building envelope, the rear of all lots) must be 120m and hydrants must be no more than 200m apart.
- 2.1.3 Hydrants must be identified as specified in 'Identification of Street Hydrants for Firefighting purposes' available under publications on the Country Fire Authority web site (www.cfa.vic.gov.au)

Roads

- 3.1 Roads must be constructed to a standard so that they are accessible in all weather conditions and capable of accommodating a vehicle of 15 tonnes for the trafficable road width
- 3.2 The average grade must be no more than 1 in 7 (14.4%) (8.1 degrees) with a maximum of no more than 1 in 5 (20%) (11.3 degrees) for no more than 50 meters. Dips must have no more than a 1 in 8 (12%) (7.1 degree) entry and exit angle.
- 3.3 Curves in driveway must have a minimum radius of 10 metres.
- 3.4 Must provide a minimum trafficable width of 3.5 metres, be clear of encroachments 4 metres vertically and have no obstructions within one metre of the formed width of the road, to the satisfaction of the Responsible Authority.

If you wish to discuss this matter in more detail, please do not hesitate to contact David Allen on 8746 1411.

Yours sincerely

David Allen
Manager Community Infrastructure
CFA Outer Metro Norwest Area Headquarters



Our Reference : 74202641
Your Reference : 171217

28 May 2008

CHIEF EXECUTIVE OFFICER
CITY OF WHITTLESEA
LOCKED BAG 1
BUNDOORA MDC 3083

Attn: Mr. David Turnbull

Dear Sir,

**RE: GORDONS ROAD RETIREMENT VILLAGE, SOUTH MORANG –
DEVELOPMENT PLAN**

Thank you for your letter and plans of 21 May 2008. The SP AusNet Distribution Network should have sufficient capacity to supply the proposed development without the need for any major head works and with normal extensions of the network in the area. The new development will be supplied via the EPG33 22kV distribution feeder.

A new Kiosk Substation will need to be established on site, there is provision on the network for a High Voltage supply to come via Vincent Drive.

CONDITIONS REQUIRED BY SPI ELECTRICITY PTY LTD

The Plan of Subdivision submitted for certification must be referred to SPI Electricity Pty Ltd in accordance with Section 8 of the Subdivision Act 1988.

The applicant must –

- Enter in an agreement with SPI Electricity Pty Ltd for supply of electricity to each lot/apartment on the endorsed plan.
- Enter into an agreement with SPI Electricity Pty Ltd for the rearrangement of the existing electricity supply system.
- Enter into an agreement with SPI Electricity Pty Ltd for rearrangement of the points of supply to any existing installations affected by any private electric power line which would cross a boundary created by the subdivision, or by such means as may be agreed by SPI Electricity Pty Ltd.
- Provide easements satisfactory to SPI Electricity Pty Ltd for the purpose of "Power Line" in the favour of "Electricity Corporation" pursuant to Section 88 of the Electricity Industry Act 2000, where easements have not been otherwise provided, for all existing SPI Electricity Pty Ltd electric power lines and for any new power lines required to service the lots on the endorsed plan and/or abutting land.

SPI Electricity Pty Ltd ABN 01 061 651 116
A subsidiary of SP Australia Networks (Distribution) Ltd
Beaconsfield Avenue, Beaconsfield Victoria 3807 Australia
Tel 1300 360 795 Fax (03) 9238 6447 www.sp-ausnet.com.au

WHITTLESEA CITY COUNCIL
RECEIVED
29 MAY 2008
File No: SU/171217
RM: 467787
CL: 467787
Assn: Strat plan
Code: 217
Assessment: 217
File Loc: 217

- Obtain for the use of SPI Electricity Pty Ltd any other easement required to service the lots.
- Adjust the position of any existing SPI Electricity Pty Ltd easement to accord with the position of the electricity line(s) as determined by survey.
- Set aside on the plan of subdivision Reserves for the use of SPI Electricity Pty Ltd for electric substations.
- Provide survey plans for any electric substations required by SPI Electricity Pty Ltd and for associated power lines and cables and executes leases for a period of 30 years, at a nominal rental with a right to extend the lease for a further 30 years. SPI Electricity Pty Ltd requires that such leases are to be noted on the title by way of a caveat or a notification under Section 88 (2) of the Transfer of Land Act prior to the registration of the plan of subdivision.
- Provide to SPI Electricity Pty Ltd a copy of the plan of subdivision submitted for certification that shows any amendments that have been required.
- Agree to provide alternative electricity supply to lot owners and/or each lot until such time as permanent supply is available to the development by SPI Electricity Pty Ltd. Individual generators must be provided at each supply point. The generator for temporary supply must be installed in such a manner as to comply with the Electricity Safety Act 1998.
- Ensure that all necessary auditing is completed to the satisfaction of SPI Electricity Pty Ltd to allow the new network assets to be safely connected to the distribution network.

END OF CONDITIONS

It is recommended that, at an early date the applicant commences negotiations with SPI Electricity Pty Ltd for a supply of electricity in order that supply arrangements can be worked out in detail, so prescribed information can be issued without delay (the release to the municipality enabling a Statement of Compliance with the conditions to be issued).

Arrangements for the supply will be subject to obtaining the agreement of other Authorities and any landowners affected by routes of the electric power lines required to supply the lots and for any tree clearing.

Prospective purchasers of lots on this plan should contact this office to determine the availability of a supply of electricity. Financial contributions may be required.

If you require any further information in relation to the above, please do not hesitate to contact Matthew Mann on 9237 4432 at the Lilydale Office.

Yours faithfully


Matthew D Mann
Network Design Officer, Lilydale
PO Box 202
LILYDALE 3140



Sydney

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Tel: +971 4 4200212
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The proposed location would therefore isolate condominium building residents from the Village Centre, severely reducing their ability to engage in village life. In addition, residents of the condominium building would be isolated from medical care and communal transport opportunities. For these reasons, it has been concluded that the relocation of the condominium building to the Gordons Road boundary is not practical for the residents or Village management.

Railway Reserve Frontage

Given the railway reserve is not functional nor used for any interim purpose and thereby presents as vacant land, a range of permeable and solid fencing is proposed to be constructed across the length of the shared boundary. The provision of a permeable or solid fence will be responsive to the relative location of ILUs (Independent Living Unit) to the boundary. Ensuring this boundary remains secured will be paramount to the safety and operation of the village.

Low to medium height plantings of shrubs, ground coverings and tussocks are to be placed along the inside of the boundary fence to soften the appearance of the boundary when viewed from within.

The South Morang site has been masterplanned to ensure a sense of connectivity and safety is created through passive surveillance. The urban design and built form response to this objective includes siting dual frontage houses whereby the front door of the houses addresses a main street or siting a corner lot house whereby windows address both the external principle and secondary streets including a corner façade treatment.

Examples of where this occurs includes Vincent Drive, the pipe track and houses set back from but in proximity to the railway reserve. The project has been designed with a particular focus on visual and physical integration of the built form through appropriate fencing (set back from the house façade) and window placement to facilitate passive surveillance and enhance social interaction.

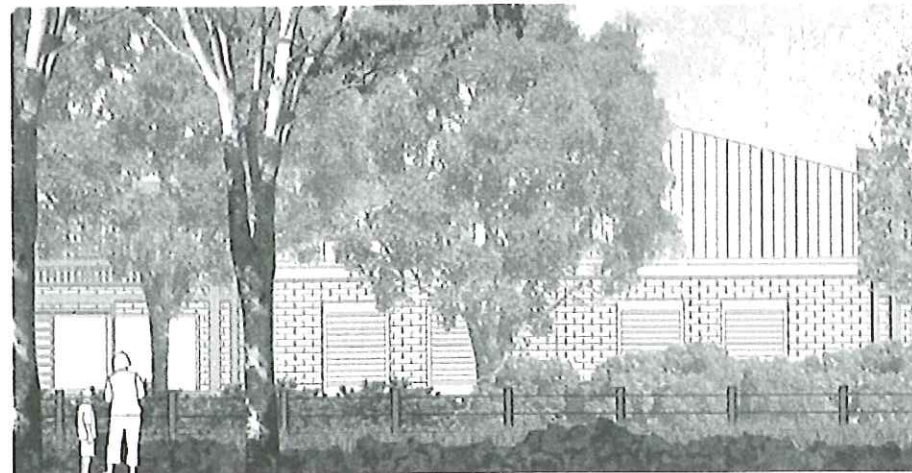
Vincent Drive Frontage

A staggered 1.8 metre high permeable fence is to be constructed along the Vincent Drive frontage, which will enable two way passive observation to occur between dwellings, road users and the adjacent educational precinct. The fence is to be punctuated with a discrete vehicle access point and two pedestrian entry points.

As with the Gordons Road interface, ample opportunities for landscaping will be established to help provide an appropriate transition between the streetscape and the built form of the village. In tune with the landscaping theme of the village, trees, low shrubs, ground covers and tussocks will be selected for planting in these areas.

All structures are to be setback a minimum of 3 metres from Vincent Drive title boundary. Moreover, dwellings constructed along the Vincent Drive frontage will predominantly have dual frontages so they may present to the adjacent streetscape and internal road network.

A variety of housing product is to be built along the boundary to provide for a well articulated frontage.



Proposed interface treatment of Melbourne Water Pipe Track reservation frontage

Melbourne Water Pipe Track Reservation Frontage

In order to continue to build upon the valued heritage character and rural theme of the adjacent water pipe track reserve, Stockland is proposing to undertake the following:

- Establish a large public park between the stand of River Red Gum trees (1-4) and the boundary of the Melbourne Water Pipe Track Reservation. The park will provide a formal area for village residents and the broader community to recreate within and will connect with the local pedestrian and bicycle network;
- Setback all structures a minimum 5 metres from the western boundary of the site in order to protect the health and structural integrity of the existing trees set within the pipe track reserve;
- Within the curtilage of the site plant eucalypt species, ground covers, tussocks and shrubs to compliment the existing 'rugged' rural landscape theme within the pipe track reserve;
- A low scale rural themed fence to provide clear definition between the village and public open space and to enable two way passive observation between residents and users of the park and pipe track reserve; and
- The existing bluestone wall is to be retained along the shared boundary and incorporated into the aforementioned rural themed fence.



Looking north along the Melbourne Water Pipe Track reservation

INTERFACES

Provision of appropriate transition and interface design treatments between designated land uses and the proposed railway reserve and precinct, Gordons Road and the Melbourne Water pipe track reservation and associated heritage values.

Throughout the design process undertaken for the residential precinct, careful consideration has been given to the context of the site and the varied adjacent land use environments with which it interfaces. In response, the following interface treatments are proposed to be created:

Gordons Road Frontage

As per the requirement of the Schedule 19 of the Development Plan Overlay, the Gordons Road frontage has been set back in order to accommodate its future widening. As part of the future works required at the Plenty Road intersection, a batter and retaining wall is to be constructed along the site boundary to support the new road and raised intersection. The retaining wall will follow the general alignment of the land VicRoads require to construct the future intersection.

Within the landscaping areas to be created on site, plantings of ground covers, tussocks and shrubs with open canopy trees overhead are proposed in order to create a landscaped buffer and appropriate transition between Gordons Road and the dwellings.

A 1.8 metre high permeable fence is to be constructed above and is to follow the alignment of the retaining wall. Only in the few locations where a proposed dwelling is close to the property boundary will the boundary fence be solid. In order to provide variety in the built form of the fence, masonry blade pillars are to be located at transition points along the fence line.

A village entry statement is to be established at the vehicle entry point. The entry statement will consist of feature walls, village signage, low colourful planting and lighting.

The gradient that would be established across the northern portion of the site as a consequence of the batter would be an undesirable feature for a retirement village.

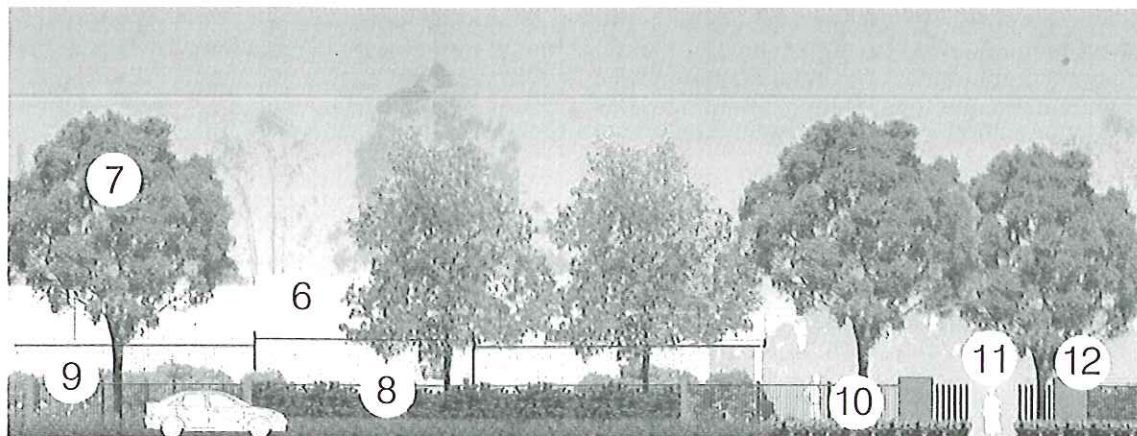
Given that the future residents of the village are to be elderly and their mobility levels are generally in decline and will continue to taper off, the addition of a gradient to a relatively flat site would create an environment, which would impede comfortable pedestrian access to village amenities and community life and will increase health and safety risks.

The volume of earth and engineering works required to achieve a suitable batter and additional structural requirements will result in a substantial increase in costs that may render the project as a whole, unviable.

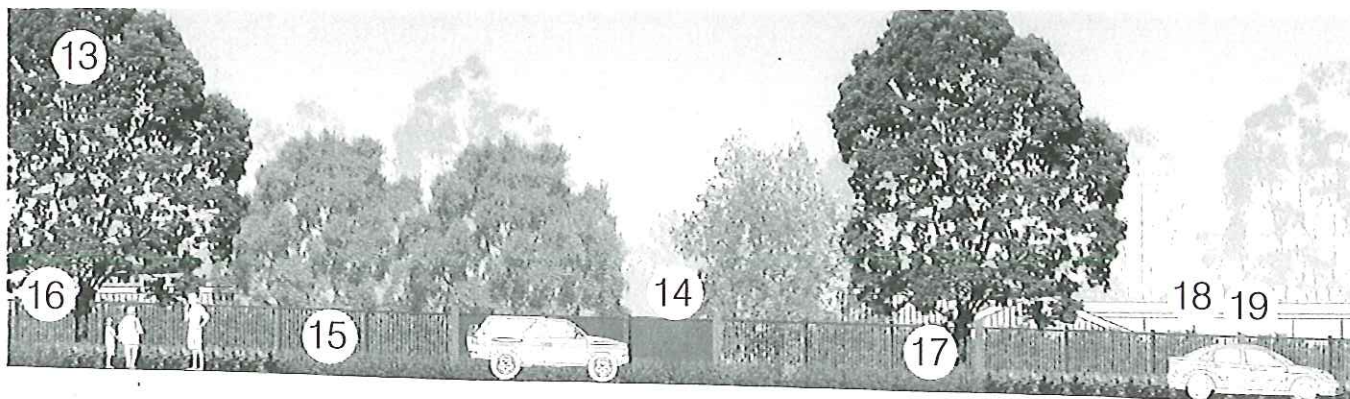
In view of these social and economic impediments the provision of a batter only is not considered a sustainable solution.

Consideration has been given to Council's suggestion to locate a condominium building adjacent to the Gordons Road boundary. However, given this would require Stockland to take the unprecedented step of separating its condominium building from the central Community Centre building and thereby depart from its successful management model, it is not considered an economically or socially viable option.

With regard to the social desirability (or otherwise) of relocating the condominium building, it is important to consider the likely resident profile. Occupants of the apartments, in general, will have reduced levels of mobility relative to residents of the independent living units. Nevertheless, residents of the condominium building are still capable of living an active and socially rich lifestyle, assuming opportunities for involvement in community activities are highly accessible. The proposed relocation would place the condominium building more than 250m away from the Community Centre, beyond the comfortable walking distance of, for example, a person dependent on a walking frame. On this basis, Stockland proposes to position the condominium building adjacent to the Community Centre, towards the centre of the site.



Vincent Drive Interface



Gordons Road Interface

INTERFACES

6 - The Independent Living Units as shown on the Master Plan are set back from the boundary to allow for adequate vegetation planting.

7 - Trees within the landscape provide vertical structure to the landscape and street interface.

8 - Selected shrubs and tussock species provide a transition between the streetscape and the built forms.

9 - 1800 high permeable fencing, staggered to provide varying depths of planting.

10 - Low shrubs, groundcovers and tussock species provide clear visual surveillance around pedestrian access areas.

11 - 1400 wide path connects the residents to Vincent Drive through secured gated access gates.

12 - Staggered transitions within the boundary fencing consist of rendered masonry blade walls and other selected materials to add interest and structure to the built form within the landscape.

13 - Trees within the landscape provide vertical structure to the landscape and street interface.

14 - Solid screen fencing where retaining wall is closest to the property boundary and nearby units as shown on the Master Plan.

15 - Selected shrubs and tussock species provide a transition between the streetscape and the built forms.

16 - 1800 high permeable fencing, staggered to provide varying depths of planting.

17 - Low shrubs, groundcovers and tussock species provide clear visual surveillance around pedestrian access areas.

18 - Independent Living Units are lower than the street level due to proposed widening of Gordons Road as shown on the Master Plan.

19 - Staggered transitions within the boundary fencing consist of rendered masonry blade walls to add interest and structure to the built form within the landscape.

