



**GLEN EIRA CITY COUNCIL**

**SPECIAL COUNCIL MEETING**  
under s84(3) of the Act

**TUESDAY 23 OCTOBER 2018**

**AGENDA**

**Meeting to be held in the Council Chambers,  
Corner Hawthorn & Glen Eira Roads, Caulfield  
at 6.30 pm**

*"The primary object of a Council  
is to endeavour to achieve  
the best outcomes for the local community  
having regard to the  
long term and cumulative effects of decisions."*

- s3c(1) Local Government Act

**Councillors:** The Mayor, Councillor Tony Athanasopoulos  
Councillor Clare Davey  
Councillor Mary Delahunty  
Councillor Margaret Esakoff  
Councillor Jamie Hyams  
Councillor Jim Magee  
Councillor Joel Silver  
Councillor Dan Sztrajt  
Councillor Nina Taylor

**Chief Executive Officer:** Rebecca McKenzie



**AGENDA for the SPECIAL MEETING OF THE  
GLEN EIRA CITY COUNCIL to be held on 23 October 2018**

**1. ACKNOWLEDGEMENT**

In the spirit of respect, Council acknowledges the people and elders of the Boon Wurrung people of the Kulin Nation past and present who have traditional connections and responsibilities for the land on which Council meets.

**2. APOLOGIES**

**3. OATH OF OFFICE AND DISCLOSURES OF INTERESTS**

Councillors are reminded that we remain bound by our Oath of Office to undertake the duties of the office of Councillor in the best interests of the people of the municipal district of Glen Eira and to faithfully and impartially carry out the functions, powers, authorities and discretions vested in us under the Local Government Act or any other Act, to the best of our skill and judgement.

Councillors are also reminded of the requirement for disclosure of conflicts of interest in relation to items listed for consideration on the Agenda, or which are considered at this meeting, in accordance with Sections 77 to 79 of the Local Government Act.

**4. PRESENTATION OF OFFICERS REPORTS**

4.1	East Village Structure Plan
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**4.1 EAST VILLAGE STRUCTURE PLAN**

**Author:** Aidan Mullen, Manager of City Futures

**Trim No:** 18/1263099

**Attachments:** 1. *East Village Structure Plan 2018-2031*  
2. *Planning Controls for Exhibition\_small*

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**PURPOSE AND SUMMARY**

The purpose of this report is to seek Council adoption of the East Village *Structure Plan* and commence the statutory implementation of the *Plan*, through a planning scheme amendment process that involves a statutory community and stakeholder consultation component.

This report outlines how the East Village *Structure Plan* addresses the key concerns raised over the final two rounds of community engagement, as well as the how the *Plan* aligns with the shared future vision for East Village which was adopted by Council in July 2017.

This report also outlines the proposed planning controls and the real community benefits that the proposed Amendment seeks to achieve for the Benthleigh East community.

**RECOMMENDATION**

That Council:

1. Adopts the East Village *Structure Plan 2018-2031*;
2. Seeks authorisation from the Minister for Planning to prepare and exhibit the East Village Planning Scheme Amendment;
3. Authorises officers to undertake minor changes to the Amendment required by the Minister for Planning;
4. Subject to receiving authorisation from the Minister for Planning, place the Amendment on public exhibition for a period of at least one month (not before January 2019);
5. Authorises the CEO and/or Director of Planning and Place to negotiate and finalise the terms of Section 173 Agreements that commit the landowners to deliver Affordable Housing and Council Assets, in an appropriate manner that aligns with the objectives outlined in this report,
6. Enter into a Section 173 Agreement, including by affixing the common seal of Council if required, to realise a meaningful Affordable Housing commitment that aligns with the objectives outlined in this report, to only come into effect if the amendment is approved by the Minister;
7. Enter into a Section 173 Agreement, including by affixing the common seal of Council if required, to outline the timely delivery, quality and handover of future Council assets being developed as part of the proposed redevelopment, to only come into effect if the amendment is approved by the Minister;
8. Directs officers to not commence exhibition unless the appropriate Section 173 Agreements are signed and executed by all parties and *a summary of the purpose of the document is exhibited* along with the planning controls;
9. Undertakes appropriate communications that:
  - a) acknowledges and thanks all submitters, stakeholders, members of the East Village Community Reference Group, and members of the wider community for their significant contribution to the preparation of the *East Village Structure Plan 2018-2031*;

- b) outlines Council's resolution on the *East Village Structure Plan 2018-2031*;
- c) outlines how the adopted *East Village Structure Plan 2018-2031* addresses the key concerns raised in consultation;
- d) outlines the process and timeframes for the Planning Scheme Amendment; and,
- e) separately seeks community input on traffic and parking measures to address potential future demand generated from the proposed school and the potential rezoning.

## BACKGROUND

In July 2017, following three rounds of community engagement, Council adopted a shared, long-term vision for East Village, which states that:

*'East Village will be a sustainable mixed use precinct with a focus on innovative employment and education opportunities.'*

*'Enhanced by green spaces and places for people, it will be supported by a diverse range of high quality housing and retail that caters for all.'*

This shared future vision, and the community and stakeholder engagement that preceded it, has strongly guided the development of the *East Village Structure Plan 2018-2031* (attachment 1).

The *East Village Structure Plan* outlines a new plan for 2031 that guides future land use, buildings, public spaces, parking and movement in line with the community's shared future vision.

The *East Village Structure Plan* seeks to respond to key priorities raised by the community, including:

1. Establishing an innovation precinct that delivers local jobs for the future.
2. Developing a new town centre that serves the local neighbourhood.
3. Creating required community infrastructure including significant new open space.
4. Delivering a mix of housing including needed affordable housing.
5. Ensuring that the new traffic generation does not unduly impact the wider neighbourhood.
6. Managing building heights and providing a sensitive interface to the surrounding neighbourhood.
7. Creating a sustainable development that manages drainage and seeks the highest environmental outcomes.
8. Aligning with State and Council Policy.

### 1. Establishing an innovation precinct that delivers local jobs for the future

Once an important industrial area, the East Village precinct has seen the departure of many large-scale manufacturing businesses in recent decades. There is now the opportunity to renew the precinct to develop a mixed-use area with a focus on contemporary and innovative businesses that continue to provide local employment opportunities.

Importantly the land fronting both East Boundary and North Roads are proposed to be commercial only, meaning it will be protected from the constraints of residential development, to create a modern office precinct which takes full advantage of the high



exposure of the site. Throughout the centre of the precinct, commercial uses are required on ground floor and encouraged above, which importantly helps to foster a true innovation precinct by allowing for a mix of emerging business types.

This will provide for a minimum of 2,700 jobs for a range of sectors including offices, healthcare, manufacturing and emerging commercial enterprises that service the Glen Eira community.

Existing businesses will be protected as well as allowing new businesses to establish in the future within a well-planned environment where workers will have access to housing, parks, transport, shops and dining.

## 2. Developing a new town centre that serves the local neighbourhood

The State Government's land use and transport strategy *Plan Melbourne 2017-2050*, contains an objective of neighbourhoods servicing the needs of a community within 20 minutes of where they live.

The East Village precinct will align with this objective by providing shopping, dining, jobs, schools, parks and access to public transport within 20 minutes of the new community. The Town Centre will provide the full range of shops to service the surrounding neighbourhood.

With a focus on pedestrian amenity, the town centre will have a town square at its heart, connected by a number of open-air and enclosed laneways. Services for the retail uses will be largely hidden within the core of the Town Centre, which improves pedestrian amenity and safety particularly around the proposed school. Uniquely, a key feature will be the diagonal pedestrian connection that links North and South Drives which covers a significant ground level change.

## 3. Creating required community infrastructure including significant new open space

Glen Eira has the least amount of open space per capita in Victoria. While Bentleigh East is well-served with existing community infrastructure and the East Village precinct is located adjacent to Duncan Mackinnon Reserve, Marlborough Street Reserve, Virginia Park and close to Glen Eira Sports and Aquatic Centre, these facilities are already well utilised with limited capacity to serve a significant increase in users.

Therefore, it is critical that the East Village development seeks to provide a meaningful and diverse range of open space and community infrastructure which serves the proposed new residential and working population, as well as the wider community.

The East Village proposal will deliver 11.4 per cent of developable land as open space (excluding the commercial land from North and East Boundary Roads as public open space). This represent almost a doubling of the 5.7 per cent open space requirement that applies across Glen Eira.

On top of the provision of land, developers will also contribute \$16.5 million for the construction of a community centre, synthetic soccer fields, a sports pavilion and landscaping upgrades.

Separate to the rezoning, it is understood that the State Government is finalising the purchase of a significant parcel of land within the southeast corner of the precinct for a new secondary school campus. Importantly, the new school will provide pedestrian access from Marlborough Street Reserve through to Virginia Park.

East Village is envisaged as a green and attractive place where new community spaces and facilities which are located in highly visible areas and connected to the wider community through a network of existing and new open spaces, linked with safe walking and cycling paths.

The proposed new community infrastructure includes:

- A new Central Park (1 hectare).
- Extension of Marlborough Street Reserve (0.6 hectares).
- A new Town Square (1,500 square metres).
- Protection of existing trees by creating a new Gateway Park on East Boundary Road (1,900 square metres).
- A new pavilion in Marlborough Park.
- A new Council-owned community building in the Town Centre (1,500 square metres).
- A proposed new secondary school campus (\$4.1 million State Government funding announced for planning and design).

#### 4. Delivering a mix of housing including needed affordable housing

The East Village precinct has the potential to accommodate a large share of Glen Eira's future population growth, providing opportunities for people to live and work within the municipality.

The East Village redevelopment site will be limited to 3,000 dwellings, which is shown to be a level of development that the traffic network can manage.

The site is expected to house approximately 6,000 residents, with housing options varying from townhouses and low scale apartment buildings, up to larger mixed-use apartment buildings.

Importantly, as part of the proposal there is a commitment to deliver five per cent of dwellings as affordable housing, this equates to 150 homes for our most at-need groups in Glen Eira.

Good design and appropriate transition from lower to higher scale buildings is an essential component of the plan to establish a desirable local character and create an attractive environment.

#### 5. Ensuring that the new traffic generation does not unduly impact the wider neighbourhood

Due to the locational context of East Village, it is evident that a large proportion of trips made to the precinct will be made by car. As such, it is critical that the redevelopment proactively addresses and mitigates any negative impacts on the surrounding road network.

In fact, \$42 million of mitigation works will be delivered as part of the development, through the delivery of four new signalised intersections as well as critical improvements to the intersection of North and East Boundary Roads, designed to ultimately improve the capacity of the immediate road network, including the additional traffic generated by the precinct's development.

The East Village precinct establishes an integrated transport network that manages traffic flow, reduces dependency on private vehicles, improves access to public transport and encourages walking and cycling.

However, while managing traffic impacts is important, so is creating a contemporary, safe, attractive and walkable place for the existing and new community. The precinct will create a number walking and cycling links with the wider neighbourhood through new tree-lined streets, as well as a fully protected bicycle path connecting North Road to East Boundary Road.

The State Government has announced that as part of this year's budget, a new bus route will be created which will connect East Village with Murrumbena and Moorabbin train stations.

6. Managing building heights and providing a sensitive interface to the surrounding residential neighbourhood

The precinct is designed to have lower buildings on the outside (predominantly four storeys), transitioning up to the higher buildings within the centre (predominantly eight storeys). Open space and streets are appropriately located to break up the building massing, particularly at key places of community connection.

The building heights and setbacks align with Council's adopted *Quality Design Guidelines*, which have been informed by community feedback received from across Glen Eira.

7. Create a sustainable development that manages drainage and seeks the highest environmental outcomes

The East Village site is located within a low point of the Elster Creek catchment, which provides a unique opportunity to improve the water management of not only the site, but the more immediate neighbourhood and downstream.

The plan seeks to address flood events by holding and slowing water within the site's road network as well as within the Marlborough Street Reserve. This integrated approach, reduces the flooding impact on the immediate existing neighbouring properties by 25 per cent.

The integrated design of Marlborough Street Reserve, which is proposed to be extended by 6,000 square metres, will be done in a way that all soccer pitches will be above flood level and will not be inundated. The lower areas will be designed to be attractive and useable in non-flood event. In a 1 in 100-year event, water will be retained within these lower lying areas of the reserve for only 5.5 hours.

8. Aligning with State and Local Policy

Council has a responsibility to both implement the vision and objectives of the community as set out in the *Glen Eira Council and Community Plan 2017-2021* while also being required to align with strategies and directions set out in the State Government's planning strategy – *Plan Melbourne 2017-2050*. In July 2017, Council adopted the *Activity Centre, Housing and Local Economy Strategy 2017* which seeks to create a strong link between the Glen Eira community's and the State's aspirations.

The *Glen Eira Council and Community Plan 2017-2021* outlines a clear direction for Glen Eira, in particular the *Liveable and well designed* theme states the following objectives:

- Create prosperous, accessible and vibrant urban places.
- Encourage development that benefits the community.
- Proactively plan for and manage change within our urban places.
- Invest sustainably in our infrastructure and community assets.

The State Government's *Plan Melbourne 2017-2050* is the metropolitan planning strategy that sets the vision and policy direction for managing growth across Melbourne. Consistent with longstanding State policy, the revised *Plan Melbourne* shows a plan to accommodate population growth across the State, by focusing greater development opportunities in major centres within the inner and middle regions that are in close proximity to employment areas and well-served by public transport.

While *Plan Melbourne* does not identify East Village directly, the State Government has recognised its strategic importance, through the support of the Victorian Planning Authority and the announcement of both the new State school campus within the site and a new bus route to link the site with Murrumbeena train station.

Council's *Activity Centre, Housing and Local Economy Strategy* provides an integrated plan to successfully accommodate growth in a way that revitalises and strengthens our local neighbourhoods and their surrounding communities. The *Strategy* identifies centres with specific urban renewal opportunities such as the Caulfield Station Precinct, Carnegie, Elsternwick and East Village as centres which can accommodate greater development growth.

Council's *Strategy* also identifies East Village as an *Emerging Health, Education and Innovation Precinct*, meaning it has a high focus as a centre for future employment as well as housing growth. This change in policy classification importantly recognises that East Village is to transition from an industrial/commercial business park to a new integrated town centre that fosters a contemporary work destination.

## ISSUES AND DISCUSSION

This report and attachments detail all of the key aspects of the proposed rezoning. However, the following important items are further discussed in this section:

1. The East Village Structure Plan
2. The Proposed East Village Planning Controls
3. Affordable Housing – Section 173 Agreement
4. Council Assets – Section 173 Agreement
5. Open Space Solar Access
6. Cobar Street Signalisation
7. Parking and traffic within residential streets
8. Proposed Secondary High School

### 1. The East Village Structure Plan

Informed through extensive community consultation at the early stages and then a smaller Community Reference Group at the more detailed stage, the *East Village Structure Plan 2018-2031* outlines a shared vision for the new neighbourhood.

Key elements of the *Structure Plan* include:

- vision and objectives for the site;
- breaking the site into smaller precincts outlining each precinct role and the preferred types of buildings and uses;
- a number of key public spaces including:
  - Town Square;
  - Makers Lanes;
  - Central Park;
  - Marlborough Street Reserve;
  - Virginia Park;
- flood mitigation; and
- movement and parking priorities for the neighbourhood.

The *Structure Plan* has informed the drafting of the planning controls for the precinct. It is recommended by Council officers that the *Structure Plan* is referenced within the planning controls, in order for it to inform future planning permits across the precinct including its buildings, parks and road network.

The *Structure Plan* also addresses a number of priorities for Council to advocate for. Key advocacy items include bringing a future premium bus service within the site, and building a high-quality bus interchange and a new light-rail service along North Road to connect with Elsternwick and Monash University.

### 2. The Proposed East Village Planning Controls

Council, as the Planning Authority, is responsible for the preparation of the proposed planning controls for East Village. In January 2017, Council resolved to seek the Victorian Planning Authority's assistance in preparing these planning controls.

The proposed planning controls include a suite of changes to the *Glen Eira Planning Scheme*, with the most substantive components being:

- Comprehensive Development Zone
- Comprehensive Development Plan
- Development Contributions Plan

The Comprehensive Development Zone (CDZ) formalises the allowable uses within the precinct to ensure any development of land is generally in accordance with the Comprehensive Development Plan.

The Comprehensive Development Plan (CDP) describes how land is expected to be developed and includes where and how additional services, utilities and transport infrastructure are to be delivered.

The Development Contributions Plan (DCP) outlines the levies landowners must pay to the Council to fund infrastructure and facilities for the new community.

A number of background reports have also been prepared by VPA and their consultants. These Background Reports will be made available prior to exhibition of the Amendment at [www.vpa.vic.gov.au/project/east-village-strategic-site](http://www.vpa.vic.gov.au/project/east-village-strategic-site)

### 3. Affordable Housing – Section 173 Agreement

The State Government has recently made a number of changes to legislation to make it easier for Councils to seek an agreement with landowners for the delivery of affordable housing as part of large rezoning projects such as East Village.

Preliminary discussions with the landowners regarding a commitment to delivering 5 per cent of affordable housing have been progressing well. If Council resolves to further the discussions, it is expected that an agreement would be completed prior to commencing exhibition of the planning scheme amendment.

One of the main difficulties with seeking an agreement at this stage, is that it needs to be 'clear of outcome' to enable the detail to be resolved later, while also being 'tight enough' to ensure it can be suitably enforced.

There are a number of key reasons it is important to be 'clear of outcome':

- Council has not yet completed the *Affordable and Social Housing Strategy* which will detail if and how Council wants to be involved in these projects in the future.
- Given the development will take 15 to 20 years to complete, it is important that delivery can be flexible to respond to needs and opportunities over time.
- Given that Council is seeking affordable housing to be in perpetuity, it is important that this housing can evolve over time, while still meeting the Agreement.
- Past experience has demonstrated that the more restrictions placed by Council, the more difficult it is to make a project feasible.

In saying this, it is also critical that the Agreement provides Council with confidence and certainty that the proposed provision of affordable housing will be delivered, and that there are clear steps to be undertaken, in Council's favour, if this is not achieved.

The below key objectives have been developed:

- Quantity – commitment for five per cent affordable housing.
- Timeliness – getting dwellings built and available in step with the rest of the development.
- Management and Quality – managed by a Registered Affordable Housing Association.
- Perpetuity – affordable housing is provided now and into the future.

These objectives are outlined in further detail below and are forming the structure of Council's position in negotiating the Section 173 Agreement.

#### Quantity – commitment for five per cent affordable housing

OPTION ONE - The landowners are committed to delivering 150 dwellings as affordable housing (this equates to five per cent of the development).

Council is supportive of the landowners achieving 150 affordable housing dwellings as part of the overall development, and it is important that Council and the landowners enter into a Section 173 Agreement that 'locks in' this commitment as part of the full

amendment process and clearly outlines that the achievement of affordable housing is the responsibility of the landowners.

However, it is understood that this is an ambitious outcome to achieve, with many factors that are outside the landowners' control. It is important that the agreement is written in a way that gives the landowners flexibility and the greatest chance to achieve this outcome.

As such it is recommended that the agreement is primarily focused on this outcome, with appropriate detailing of the mechanism only where required.

OPTION TWO - If the 150 affordable housing dwellings cannot be delivered by the landowner/developer by the specified time, they would need to instead deliver/construct an agreed quantity of affordable housing dwellings at the full cost to the landowner/developer and fully gifted to a Registered Affordable Housing Association.

It is expected that while this will deliver fewer affordable dwellings than Option One, it will represent a much greater cost to the developer, in order to incentivise the delivery of Option One.

NO OTHER OPTIONS – It is important that there are no other options that allow the developer to 'walk away' from the commitment before the outcome is realised, such as providing cash or land to Council, housing provider or another party.

Timeliness – getting dwellings built and available in step with the rest of the development

STAGE ONE – Construction completed for 50 per cent (equivalent to 75 affordable homes) of the affordable housing commitment before 1,500 of all residential dwellings in the wider development (equivalent of 50 per cent of the development). Construction cannot progress further beyond this point until the first stage of affordable housing is built.

STAGE TWO – Delivery of the remaining 50 per cent (equivalent of 75 affordable homes) before 2,100 of all residential dwellings in the wider development (equivalent of 70 per cent of the development). Construction cannot progress further beyond this point until the second stage of affordable housing is built.

Management and Quality – managed by a Registered Affordable Housing Association

COMMITMENT - housing stock must be handed over to a Registered Affordable Housing Association to complete the commitment.

While other forms of housing can sit under the planning definition of affordable housing, this agreement will only recognise a Registered Affordable Housing Association, who is able to manage a range of affordable housing types under their umbrella.

The Section 173 Agreement will remain silent on which Housing Association will manage future housing, leaving it wholly for the landowner to select, to provide the greatest flexibility to find the best deal that delivers the five per cent outcome.

The Section 173 Agreement will remain silent on the size and type of housing being provided, in order to provide flexibility for this to be negotiated between the Housing Association and landowner/developer.

Quality of the building and apartment design will be controlled by the same planning controls as the other dwellings within the wider precinct.

Perpetuity – affordable housing is provided now and into the future

COMMITMENT - the affordable housing provision is an asset that remains in the City of Glen Eira, in perpetuity.

At the end of the buildings' lifespan, the dollar value of the housing provision will be able to be transferred to fund a new affordable housing development, as long as that new development is within the current boundaries of the City of Glen Eira.

4. Council Assets – Section 173 Agreement

Throughout the community consultation, the community has expressed a desire that key community infrastructure is delivered in an orderly staging in step with the development.

There are significant new community assets that are proposed to be handed over to Council if this development is to proceed. The best way for Council to control how and when these assets are handed over, is to enter into a Section 173 Agreement.

Preliminary discussions with the landowners regarding a commitment to the delivery of future Council assets have been progressing well. If Council resolves to further the discussions, it is expected that an agreement would be completed prior to commencing exhibition of the planning scheme amendment.

Key objectives that the Section 173 would include are:

To provide certainty on the Public Open Space Contribution

- Landowners to provide land to Council to the amount detailed in the Public Open Space Contribution for this amendment.
- Open space location generally in accordance with the Comprehensive Development Plan.
- Council has final approval of the design of future open space.
- Construction and staging of open space to be clearly outlined and agreed.

To secure the owners' obligation to construct and deliver the connector roads

- Landowners will construct and deliver the connector roads generally in accordance with the Comprehensive Development Plan.
- Council has final approval of the design of future connector roads.
- Landowners will construct the Connector Roads, on a staged delivery basis, in order to provide access to the relevant stage, as agreed between the parties.
- The connector road land and construction calculation will not form part of the Development Contributions Plan and landowners will construct the connector roads at its own cost.

To implement a best practice Environmentally Sustainable Design (ESD) assessment tool

- Landowners will implement an agreed ESD Assessment tool, suitable to evaluate the environment performance of a development precinct of this size.
- The Landowners must make the results of the ESD Assessment tool analysis available to Council.
- The ESD Assessment tool will not apply to existing uses and buildings



To provide Council with a stronger level of comfort on the landowners' obligation for intersection delivery or intersection upgrades

- The landowners will provide the required developer contributions to the intersections.
- Design, construction and staging of intersections to be clearly outlined and agreed

To identify Marlborough Reserve as the designated water storage area in a flood event

- Council acknowledges that Marlborough Reserve will be the designated water storage solution for flood water in the event of a 1 in 100-year flood event
- The landowners will provide the required developer contributions to the drainage works and open space upgrades
- Design, construction and staging of intersections to be clearly outlined and agreed

#### 5. Open Space Solar Access

The *Glen Eira Open Space Strategy 2014* identifies the importance protecting open spaces from overshadowing. The *Strategy* includes a control that applies to both the establishment of new open space and the protection of existing open spaces. A key aspect of the *Strategy* is to ensure that parks are protected in both September and winter, stating:

- *The open space must receive a minimum of three hours of direct sunlight between 9am and 3pm during mid-winter and at least five hours of direct sunlight between 9am and 3pm on September 22. Where this minimum is not currently met, the development must not create additional shadowing of the open space.*

Council is in the process of refreshing the *Strategy*, with further clarity and winter shadow protection controls being important aspects.

Based on the review of the sun angles in mid-winter, a three-hour period from 11am to 2pm has been selected as the minimum timeframe for shadow protection in high density areas like East Village, when the sun angle is at its steepest. During this period, the angle varies from 26 degrees at 11am, to 28 degrees between noon and 1pm and 24 degrees at 2pm. This is considered the minimum window of time in which it is reasonable to provide people with the opportunity to be in open space with direct sunlight during winter.

This position has been sufficiently tested to understand associated impacts on the precinct, and to develop bespoke controls for the site that provide certainty and clarity about how development should occur around public open spaces.

Shadow controls developed for East Village build upon the municipal direction of the *Strategy* by identifying priority areas and more clarity about how to measure shadow impacts within specific timeframes in September and winter.

The controls also provide a reasonable balance between growth requirements and shadow protection. For example, the eight storey mixed-use and retail sub-precincts abutting the proposed Central park will be limited to five storeys near the northern and western perimeter of the park, with taller elements recessed to reduce shadow impacts. This ensures that approximately 75 per cent of the Central Park will have sunlight access during the winter months.

#### 6. Cobar Street Signalisation

The new signalised intersection at North and South Drive are within the ownership of the key landowners of East Village, and so the can be constructed and delivered at the beginning of the project to enable the development to proceed.

However, in order to signalise the intersection at Cobar Street and North Road, Cobar Street needs to be widened, which would require some encroachment onto land not in control of Council, VicRoads or the key landowners.

Assuming that the two access points on East Boundary Road are built first, traffic engineering modelling shows that the signalisation of Cobar Street is not required until 2,000 vehicles are accessing the site in the afternoon peak period.

The planning controls have been written to require planning applications to submit a traffic, parking and access report which will include:

- An assessment of the total vehicle movements to and from the entire precinct during peak periods.
- An assessment of the likely traffic impacts associated with the proposed development, including the ability of the Cobar Street/North Road/Crosbie Road to function effectively without signalisation.
- This is to include an assessment of the precinct's existing and the proposed development traffic generation during peak AM and PM period. Where the traffic generation is expected to exceed 2,000 vehicles accessing the site in the PM peak, the Cobar Street site access intersection should be implemented. Traffic management works may be necessary to accommodate the predicted traffic generated by the development.
- An assessment of the proposed car parking provision including suitability of scale, location and capacity to service the anticipated car parking demand.

These planning controls are written in a way to specifically require the landowners to respond to and resolve the need to signalise the Cobar Street intersection in the future.

Compulsory acquisition has not been proposed by Council as part of this Amendment, for a number of reasons:

- The Cobar Street infrastructure is not required until several years' time.
- There is sufficient time and incentive for the key landowners to resolve a suitable traffic outcome for the full development of the site.
- It is hoped that over the next decade that travel options will significantly improve for this area and that change in travel behaviours will allow for different solutions.

#### 7. Parking and traffic within residential streets

The potential impact of future traffic and parking within neighbouring residential streets to the East Village precinct has been clearly raised as a concern by the community. The proposed school will generate a new school pick-up and drop-off demand. Likewise, the opening up the precinct which is currently fenced from the wider neighbourhood will provide opportunities for overflow parking in residential streets.

Suitable solutions to these issues need to be proactively considered by Council which most likely will include physical road treatment to discourage through pick-up/drop-off traffic, as well as the application of parking restrictions to limit overflow parking.

The design and scope of these treatment need to be undertaken through consultation with the immediate neighbourhood. Treatments would be best placed prior to the demand occurring to shape positive travel behaviours from the beginning.

Council recently resolved to undertake a pilot for a Safe School Zone to the area immediately south of Deakin Street. There is an opportunity for consultation and implementation to be co-ordinated between these two projects.

Given that the treatment of these issues cannot be delivered as part of a Planning Scheme Amendment, there is time to address the traffic and parking concerns through a separate process.

#### 8. Proposed Secondary School

As part of this Amendment, it is proposed that land in the south east corner of the precinct, be set aside for a new secondary school campus.

Council has not been part of the discussions between the landowners and the Victorian School Building Authority, however it is understood that discussion have advanced, and transfer of the land is expected to occur shortly.

As part of this year's State budget, \$4.1 million was allocated for planning and design of this secondary school campus.

The Victorian School Building Authority will undertake the planning and design, which is separate to this proposed amendment process.

The proposed planning controls do however reflect the proposed site and allocate it for a future school. The controls also indicate that a publicly accessible link should be constructed through the school site and that the design of the future school should integrate into the surrounding community and seek to mitigate impacts on surrounding local road networks.

#### **FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS**

Unlike other *Structure Plans* that Council has recently completed, the required infrastructure upgrades in the East Village area will be funded by the landowners rather than Council, through a Developer Contribution Scheme.

The Developer Contribution Scheme will contribute \$60 million towards identified local infrastructure needs. This is additional to the proposed 11.4 per cent of land provided for open space by the principal landowners and additional to the land proposed for the future school campus.

#### **POLICY AND LEGISLATIVE IMPLICATIONS**

To ensure that the land use and development outcomes outlined in the *Plan* are delivered and enforceable, the objectives need to be translated into the *Glen Eira Planning Scheme*. The *Scheme* guides decision-making on planning permit applications and governs issues such as design and development; land use; development contributions and amenity.

This statutory translation is achieved by undertaking a Planning Scheme Amendment, which involves 'statutory' community consultation.

A suite of planning controls has been developed to achieve the vision for East Village and it is proposed that Council seeks authorisation to exhibit these controls for formal consultation with the wider community.

The planning scheme amendment must go through the following fixed statutory steps:

1. The Minister for Planning must firstly authorise preparation and exhibition of the amendment before exhibition can occur. Following this, notice (exhibition) of the amendment will commence, inviting public submissions.

2. If there are no submissions Council can 'adopt' the amendment and forward it to the Minister for approval. It only becomes law if it is formally approved and gazetted.
3. If there are submissions opposed to the amendment, the Council has three options – abandon the amendment, change the amendment in accordance with the submitters' request, or request the Minister to appoint an Independent Panel to hear the submissions.
4. If a Panel is appointed, submissions are heard and the panel reports its findings in the form of a recommendation to Council.

The Panel may make a recommendation to:

- adopt the amendment
- abandon the amendment
- modify the amendment

5. Council then considers the panel report and makes its own decision. Council is not bound by the panel's findings. Again Council's options are to either abandon or adopt the amendment (with or without modifications).
6. If Council adopts the amendment, it is then referred to the Minister for Planning for approval.

The process required to amend the *Glen Eira Planning Scheme* is lengthy and provides opportunities for public input from interested parties. With regard to the current proposal, Council is at Step 1.

## COMMUNICATION AND ENGAGEMENT

The development of the East Village *Structure Plan* has been an iterative process, driven by community feedback, a Community Reference Group and expert review, four rounds of consultation, with more than 380 submissions received for East Village.

The comprehensive consultation process undertaken with the community is outlined below:

Stage	Dates	Feedback received	Sections of the Structure Plan influenced
Transforming our neighbourhood together	March to April 2017	Surveys: 262 Email/mail submissions: 3	<ul style="list-style-type: none"> <li>• Vision</li> <li>• Public Spaces</li> </ul>
Activity Centre, Housing and Local Economy Strategy and early Structure Plan exploration	May to June 2017	Forum attendees: 64	<ul style="list-style-type: none"> <li>• Vision</li> <li>• Land use</li> </ul>

Draft concept plan	July to August 2017	Online forum: 76 Submissions: 6 Forum attendees: 45	<ul style="list-style-type: none"> <li>• Land use</li> <li>• Buildings</li> <li>• Public spaces</li> <li>• Parking and movement</li> </ul>
Key features, objectives and recommendations	November to December 2017	Email submissions: 14 Facebook comments: 10 Online forum: 21 Forum attendees: 68	<ul style="list-style-type: none"> <li>• Land use</li> <li>• Buildings</li> <li>• Public spaces</li> <li>• Parking and movement</li> </ul>

Detailed reports of the four stages, including the community submissions received, have been made publicly available throughout the process and can be found online at [www.gleneira.vic.gov.au/east-village](http://www.gleneira.vic.gov.au/east-village)

Detailed consultation reports include:

- Stage one: *Transforming our neighbourhoods together consultation summary*
- Stage two: *Activity centre, housing and local economy strategy and early structure plan exploration consultation summary*
- Stage three: *East Village Draft Concept Plan*
- Stage four: *Key features, objectives and recommendations*

If Council adopts the East Village *Structure Plan*, officers will undertake further communication to:

- acknowledge and thank all submitters;
- outline the Council decision and provide a link to the *Structure Plan*;
- outline how the adopted *Structure Plan* addresses the key concerns raised in consultation;
- outline the next steps, in particular the future Planning Scheme Amendment timeframes; and
- separately seeks community input on traffic and parking measures to address potential future demand generated from the proposed school and the potential rezoning.

The *Structure Plan* is proposed to be a reference document in the *Glen Eira Planning Scheme*, and therefore will be part of the package of documents that will be on exhibition as part of the Planning Scheme Amendment. The community will have the opportunity to make formal submissions as part of this process and may result in changes being recommended to Council.

## LINK TO COUNCIL AND COMMUNITY PLAN

Theme One: Liveable and Well Designed  
A well planned City that is a great place to live.

## OFFICER DECLARATION OF CONFLICT OF INTEREST

No officers involved in the preparation of this report have any direct or indirect interest in this matter.

**CONCLUSION**

Council has the challenging task of accommodating future jobs and housing growth, while protecting the low scale suburban character of Bentleigh East. The East Village *Structure Plan* provides an exciting shared future vision and robust plan that balances the current and future community needs, while also creating a vibrant and successful centre.



EAST VILLAGE  
**STRUCTURE PLAN**  
2018–2031





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**Cover image**  
Image credit: Scharp  
(images are indicative only)

## 1.0 ABOUT EAST VILLAGE

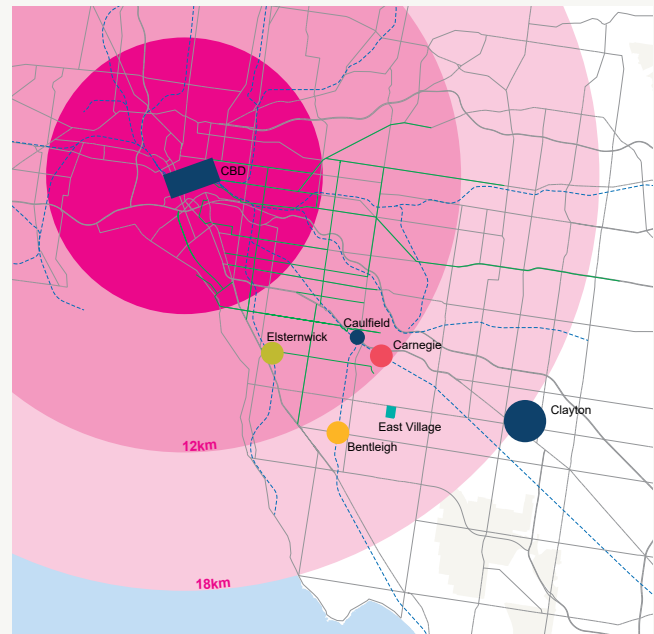
*East Village will create a destination town centre and employment and innovation hub within the City of Glen Eira.*

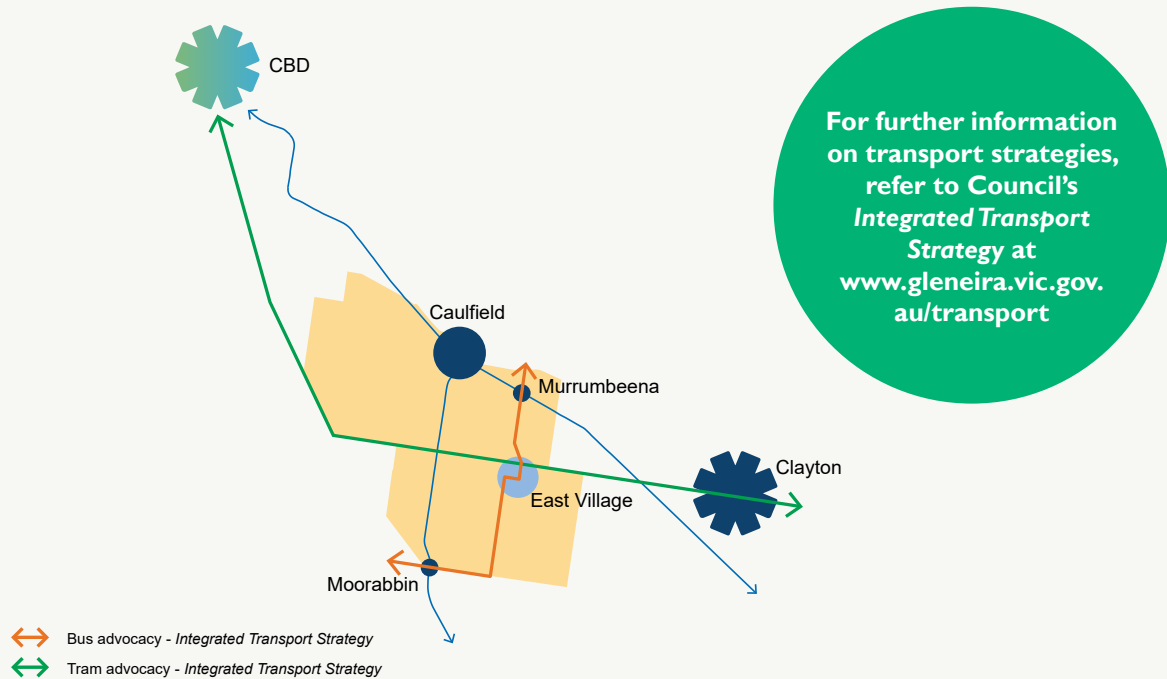
East Village is a 24 hectare strategic site located 13km from Melbourne CBD within the City of Glen Eira. It is bound by North Road to the north, East Boundary Road to the west, residential parcels to the east and Virginia Park to the south.

The site currently consists of Virginia Park Business Centre, the former Bosch Brakes Factory and a number of smaller industrial and residential parcels to its north on the North Road frontage.

East Village is nominated within Glen Eira City Council's *Activity Centre, Housing and Local Economy Strategy* as a *Health, Education and Innovation precinct*, forming part of an initiative to boost employment and economic activity within the broader city.

Its proximity to Melbourne CBD and Monash's Knowledge Cluster sits strategically in the Knowledge Triangle between these locations that can potentially benefit in the development of this mixed use innovation precinct.





The focal point of East Village is to establish a new activity centre fostering employment and innovation. This will form part of a mixed use precinct providing a range of retail, employment, housing, education and community assets that serve the local and surrounding community.

East Village provides an opportunity to revitalise and enhance the employment function of the site to better address contemporary and inner city needs. Since the decline of industrial manufacturing and most particularly the car industry around which part of the site was configured, there is a potential for diversification into other areas.

The site currently has limited options for sustainable modes of transport, with a single low frequency bus line on North Road and no train stations within walkable proximity. In line with the *Integrated Transport Strategy*, there are many opportunities to improve and advocate for:

- > cycling connectivity and safety throughout the area;
- > a potential new tram connection with the wider metropolitan area;
- > bus transport routes and frequency; and
- > walkability and connectivity for people accessing the site locally.

Car use will decline when alternative modes of transport become more attractive and viable.

## 2.0 VISION AND OBJECTIVES



Image credit: Scharp  
(images are indicative only)

## 2.0 VISION AND OBJECTIVES

### VISION — EAST VILLAGE 2031

East Village will be a sustainable mixed-use precinct with a focus on innovative employment and education opportunities. Enhanced by green spaces and places for people, it will be supported by a diverse range of high quality housing and retail that caters for all.

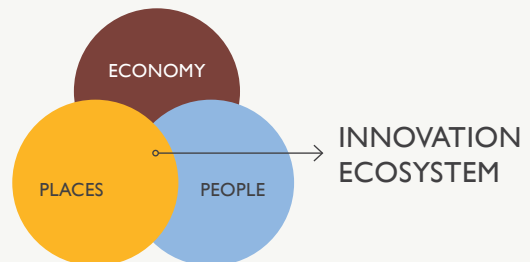
### OBJECTIVES

The key objectives for East Village are:

#### 1. INNOVATION



- I.1. Support and facilitate a diverse range of creative and innovative industries.
- I.2. Make innovation visible and public so that it interacts with open spaces.
- I.3. Mix innovation with a range of complementary uses through sufficient retail and multi-use public spaces.
- I.4. Provide programs through community facilities that support collaboration and social network development.



The concentration of people and the supporting built environment plays an essential role in creating the foundations for economic strength in cities. Many of our cities have evolved, adapting their urban spaces to changing needs.

Infrastructure that was originally developed to meet previous demand for industrial manufacturing can now be a drawcard for creative and innovative industries. The underlying infrastructure could be adapted and filled in with new public spaces the local community can use, such as wide footpaths, and street side cafes which encourage street life.

## 2. PLACE-MAKING



- 2.1. Provide a network of active streets with shared community and open spaces.
- 2.2. Encourage landscaping and greenery.
- 2.3. Support safe, accessible and friendly streets.
- 2.4. Bring people together through places and programs.

## 3. ECONOMY



- 3.1. Provide offices and employment opportunities as a priority.
- 3.2. Provide food, retail and services for the local community in balance with creative industries.

## 4. TRANSPORT



- 4.1. Advocate for improved public transport connections to the site.
- 4.2. Explore innovative approaches to car parking and traffic management.
- 4.3. Ensure connectivity towards and within the site.

## 5. HOUSING



- 5.1. Encourage a diverse range of housing options including social and affordable housing.
- 5.2. Manage transition of housing scale and density between surrounding low scale suburban areas and the core of the centre.



## 3.0 PRECINCTS





Image credit: Scharp  
(images are indicative only)

### 3.0 PRECINCTS

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East Village will be a destination town centre and innovation hub within the City of Glen Eira. In light of the economic shift away from manufacturing to creative and innovation industries, outlining respective precincts will help facilitate a fast growing employment sector.

The following concepts will influence development within the site:

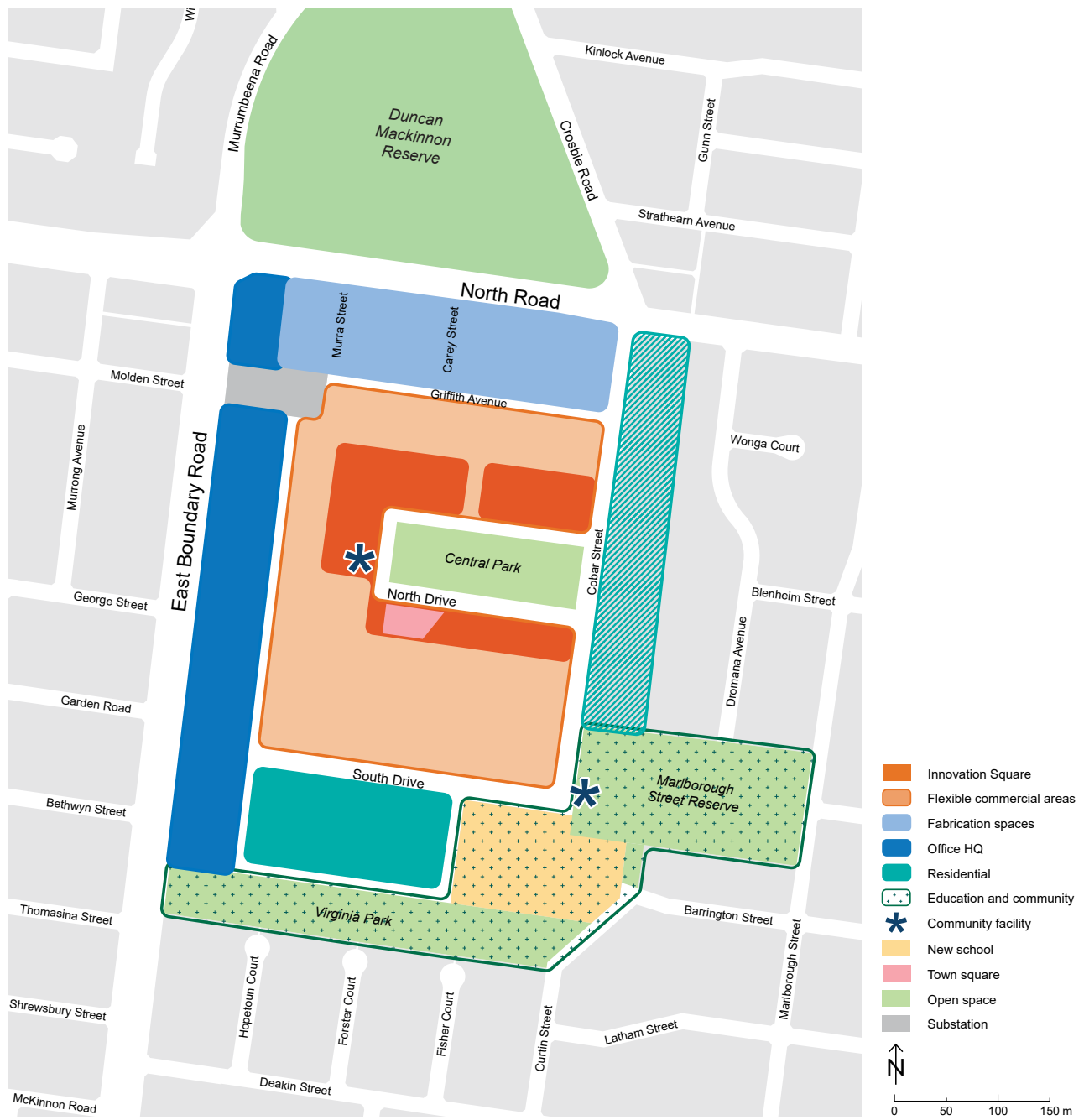


Figure 1.0 — Precincts

### 3.0 PRECINCTS

#### COMMERCIAL PRECINCT

##### Office HQ

- > Larger, traditional commercial spaces for medium to large companies.
- > Commercial frontages to East Boundary Road with rear access towards the town centre.
- > A connected network of laneways enabling improved pedestrian connectivity.

##### Commercial and Production Spaces

- > Provide larger scale commercial floor spaces that allow for production of goods and services.
- > Encourage production services such as fabrication labs that could service or partner with smaller businesses due to proximity to one another.
- > Expedite transition from existing industrial to commercial production and fabrication spaces.

Refer to Figure 2.0

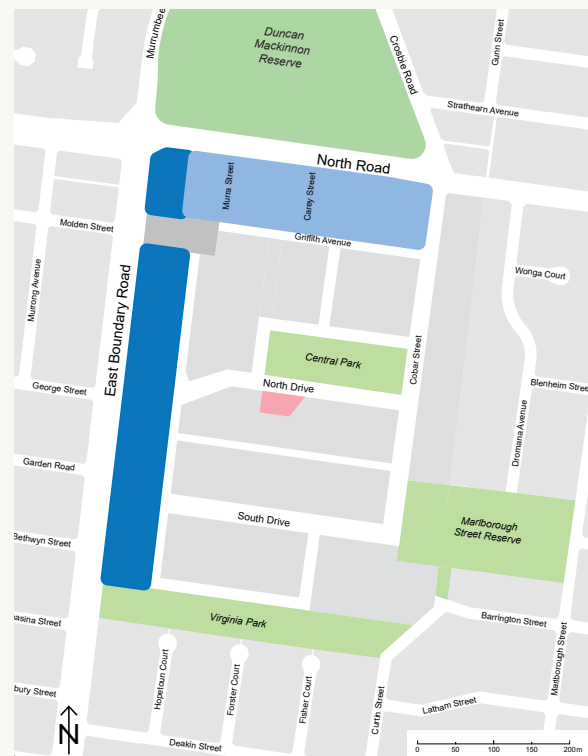


Figure 2.0 — Commercial Precinct

- Production spaces
- Office HQ
- Town square
- Open space

## MIXED USE PRECINCT

### Retail Town Centre with Town Square

- > Create an economically viable town centre for the local and broader community.
- > Contribute to an active local community with a range of day and night-time activity.
- > Support quality local shopping, dining and entertainment options that meet daily needs and encourage social and recreational experiences.
- > Deliver a diverse range of housing in the precinct including affordable housing.

### Innovation Square

- > Support and encourage a range of small creative businesses and industries that generate local employment and services.
- > Provide a diverse range of tenancies to foster innovative and complementary businesses that improve local collaboration.
- > Facilitate a green urban environment with quality landscaping and mature vegetation within streets, parks and private spaces.
- > Provide a Council community facility with a range of uses, from aiding start-up collaborations to helping expand social networks.

### Makers Place

- > Provide for small scale production style tenancies that encourage flexible studio spaces for a diverse range of bespoke businesses.
- > Provide high-quality pedestrian walkways with hidden commercial experiences.
- > Provide a network of active streets and public spaces including a town square, pedestrian connections, laneways, and green open spaces for passive and active recreation.

Refer to Figure 3.0

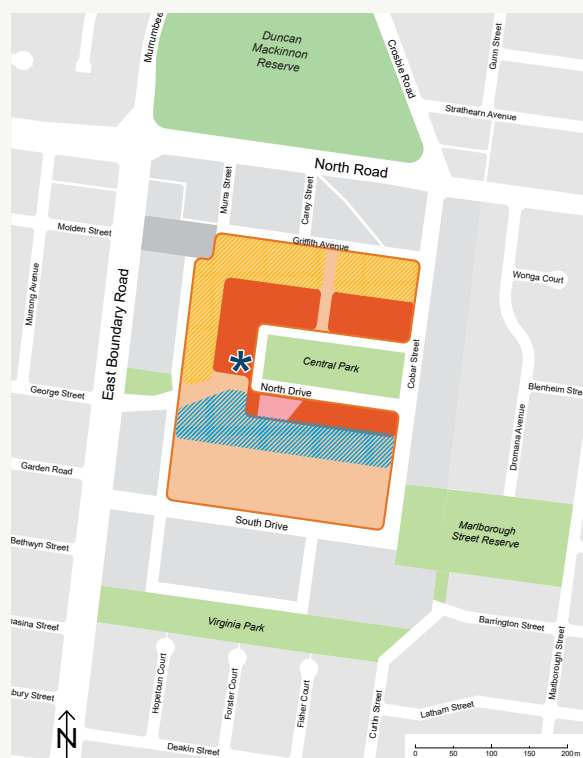


Figure 3.0 — Mixed Use Precinct

- Retail Town Centre
- Innovation Square
- Makers Place
- Flexible commercial areas
- Community facility
- Town square
- Open space

### 3.0 PRECINCTS

#### EDUCATION AND COMMUNITY PRECINCT

- > Establish community assets for the local and surrounding area including a new school and community hub.
- > Extend and upgrade of Marlborough Street Reserve to connect the surrounding local neighbourhood to East Village site.
- > Explore pedestrian connections to the site through Virginia Park from local streets.

Refer to Figure 4.0



Figure 4.0 — Education and Community Precinct

- Education and community
- Community facility
- New school
- Town square
- Open space

## RESIDENTIAL PRECINCT

- > Deliver a diverse range of housing in the precinct, including social and affordable housing.
- > Provide garden townhouses along the eastern boundary, managing transition towards abutting sensitive residential areas (Residential East precinct).
- > Provide a mix of townhouses and apartments along the southern boundary fronting Virginia Park (Residential South precinct).
- > Establish an urban landscaped character within the residential area, with minimal setbacks fronting roads and greenery in courtyards, balconies and rooftops.

Refer to Figure 5.0

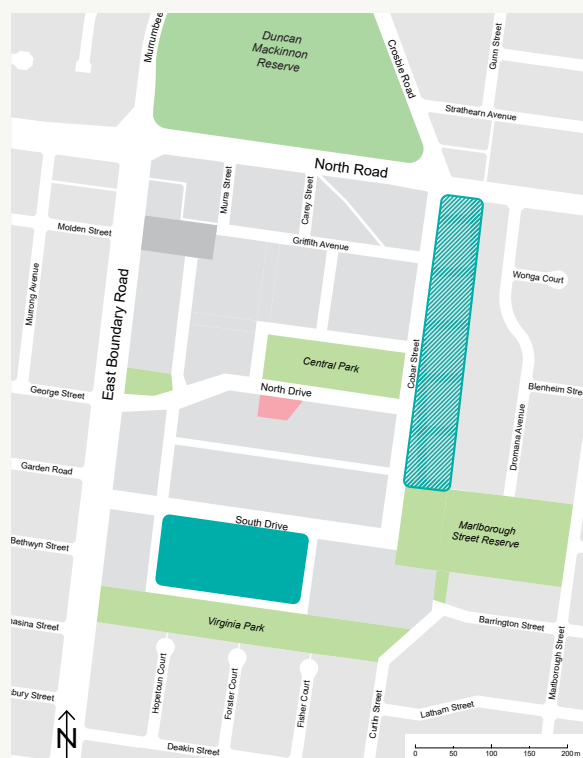


Figure 5.0 — Residential Precinct

- Residential East
- Residential South
- Town square
- Open space

## 4.0 BUILDINGS



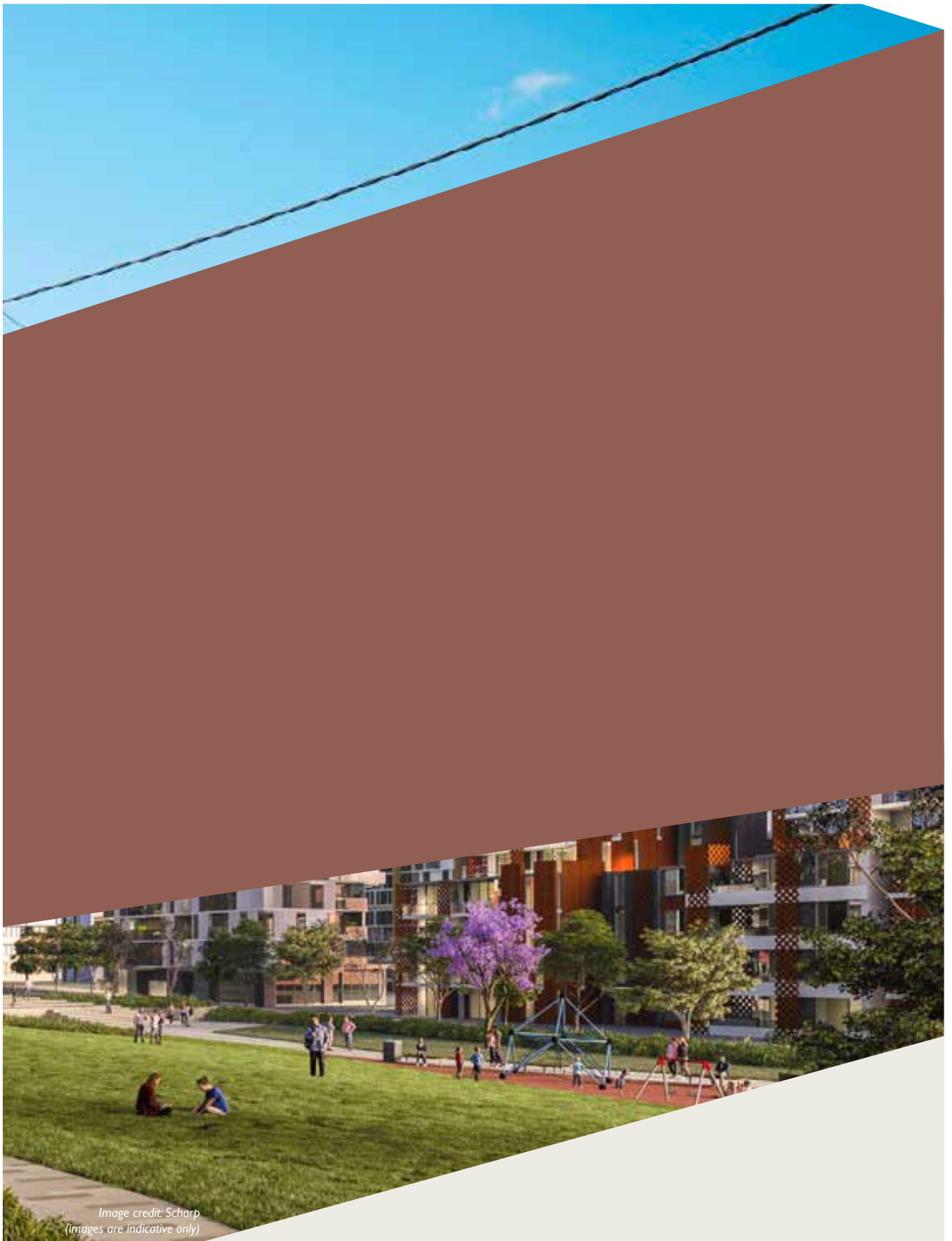


Image credit: Scharp  
(images are indicative only)

## 4.0 BUILDINGS

East Village will provide the community with access to a wide range of goods, services and activities, including flexible commercial spaces, retail, community facilities and public open space. Residential development opportunities need to respond to their unique urban context.

### **BUILDING HEIGHT**

The *East Village Structure Plan* establishes a vision for a new town centre within the context of an existing low-scale suburban area. The urban scale and form must respond to its local context by establishing:

- > Mid-rise (four storeys) commercial buildings fronting the north and west of the site along North and East Boundary Roads, which act as a precinct gateway from the main roads and a transitional buffer towards the taller centre.
- > Taller mixed-use buildings (up to eight storeys) in the town centre where mass and scale can be managed through a gradual transition towards the central node of activity with residential above commercial podium.
- > Low-rise (three storeys) residential areas to the east and south perimeters manage transition from the suburban surrounds.
- > A new multi-level school serving as an educational anchor for the local community.
- > A network of active streets, links and public open spaces that provide greenery, permeability and a sense of openness.

*Refer to Figure 6.0*



Figure 6.0 — Buildings: Height

## 4.0 BUILDINGS

### RESIDENTIAL

#### Residential South Precinct:

##### **Three storey townhouse/apartment buildings**

The eastern residential precinct will establish a three storey townhouse/apartment building in accordance with the recommendations of Council's *Quality Design Guidelines* for residential areas.

- > Deliver townhouses or apartments with a diverse range of layouts and sizes.
- > Explore the creation of a strong connection with Virginia Park to the south, with design detail ensuring outlook and a level of pedestrian connectivity towards the public space.

#### Residential East Precinct:

##### **Three storey garden townhouse buildings**

The eastern residential precinct will establish garden townhouse built forms in accordance with the recommendations of Council's *Quality Design Guidelines* for residential areas.

- > Reinforce the urban character of Cobar Street. Building designs should provide setbacks for landscaping with deep planted canopy streets that contribute to a dense urban landscaped character.

For further information on building types, refer to Council's *Quality Design Guidelines* at [www.gleneira.vic.gov.au/qualitydesign](http://www.gleneira.vic.gov.au/qualitydesign)



Figure 7.0 — Artist's impression: Residential (images are indicative only)

Image credit: Scharp

## COMMERCIAL

Building design along North and East Boundary Roads should establish a strong commercial presence and gateway to the precinct.

### Commercial West Precinct:

#### ***Four storey Office HQ***

The Office HQ precinct is envisaged as a place for major commercial businesses requiring large tenancies.

- > Encourage landmark buildings and design to reinforce essential corners and gateways into the East Village site.

### Commercial North Precinct:

#### ***Four storey Commercial and Production Spaces***

This precinct aims to comprise larger scale commercial floor spaces that allow for production of goods and services.

- > Manage transition from existing industrial-related uses to proposed commercial applications and built forms.
- > Remediate adverse impacts caused by existing and adjoining industrial uses.

For further information on building types, refer to Council's *Quality Design Guidelines* at [www.gleneira.vic.gov.au/qualitydesign](http://www.gleneira.vic.gov.au/qualitydesign)



Figure 8.0 — Artist's impression: Commercial (images are indicative only)

Image credit: Scharp



## 4.0 BUILDINGS

### MIXED USE

#### **Six to eight storey strategic site buildings**

The Mixed-Use Centre will be designed following Council's *Quality Design Guidelines* for commercial and mixed-use areas for strategic sites, incorporating six to eight storey buildings with a commercial podium and residential above.

#### **Retail Town Centre and Town Square**

- > Encourage smaller tenancies fronting North Drive and anchor retail sites within the precinct facing streets to the east and west.
- > Ensure buildings and pedestrian connections within the precinct are designed with clear sight lines and convenient access to the town square.

#### **Innovation Square and Maker Places**

- > Incorporate smaller tenancies and fine grain detailing within the podium levels of buildings, with active commercial frontages at ground floor and offices above that are all oriented towards the park.
- > Ensure building podiums in the Innovation Square facing the central park contain commercial tenancies (levels one to three) to reinforce the precinct's business focus.

For further information on building types, refer to Council's *Quality Design Guidelines* at [www.gleneira.vic.gov.au/qualitydesign](http://www.gleneira.vic.gov.au/qualitydesign)



Figure 9.0 — Artist's impression: Mixed use (images are indicative only)

Image credit: Scharp



## 5.0 PUBLIC SPACES





## 5.0 PUBLIC SPACES

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This *Plan* outlines a range of opportunities for people to meet and gather through the provision of public spaces within East Village. These strategies will achieve high-quality, functional public spaces:

- > Ensure public spaces are easily accessible for all and remain a focal point for the community to meet and gather.
- > Provide public spaces that are inclusive and inviting by including public art and pedestrian oriented areas.
- > Encourage a diverse range of uses that bring together sufficient retail and public spaces to help balance new innovative uses.

*Refer to Figure 10.0 — Public spaces: Concept map.*

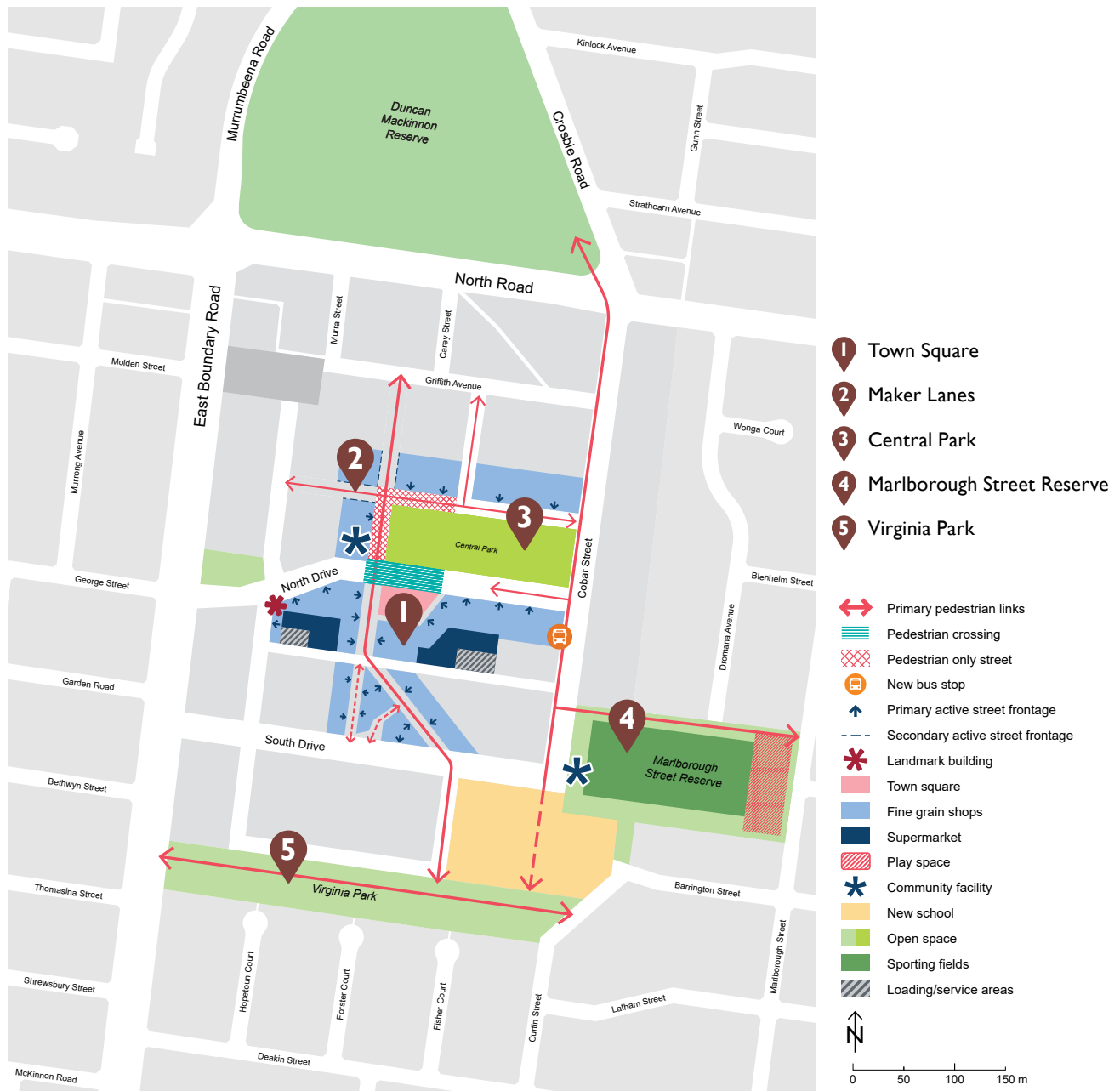


Figure 10.0 — Public spaces: Concept map

## 5.0 PUBLIC SPACES

### I. TOWN SQUARE



Figure 11.0 — Public space: Examples

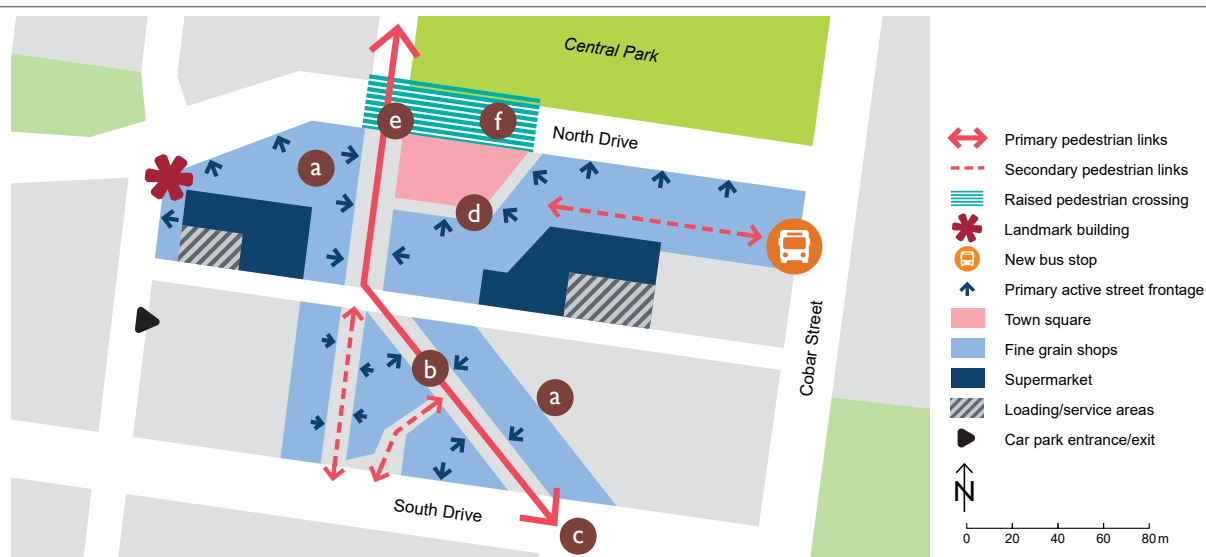


Figure 12.0 — Public spaces: Town Square

Create a high-quality town square that acts as a focal point capable of hosting formal and informal community activities.

Key elements of the project include:

- a** Provide diverse commercial uses that complements the innovation and creative precincts.
- b** Develop a pedestrian plaza in the heart of the commercial and mixed-use precinct.
- c** Ensure pedestrian connections into the bus interchange and Virginia Park.
- d** Create a town square as public open space to facilitate community interaction as well as help make innovation trends visible to the public.
- e** Ensure high quality, safe pedestrian connections across North Drive.
- f** Ensure traffic moves slowly along North Drive, giving priority to pedestrian movement.

Considerations:

- > Prioritise pedestrian crossing connecting the town square and Central Park.
- > Ensure adequate sunlight and minimise overshadowing.
- > Explore creating pedestrian connections through different level changes.
- > Ensure building façades to pedestrian levels have positive interface with public spaces, eg. avoiding large blank walls and instead incorporating large clear windows that allow for potential visual interest and put innovation on display.
- > Ensure easy and convenient accessibility for all (eg. prams and disability access), particularly at level changes.



## 5.0 PUBLIC SPACES

### 2. MAKER LANES



Figure 13.0 — Public spaces: Cremorne and RMIT



Figure 14.0 — Public spaces: Maker Lanes

Create a network of strategic walkable laneways throughout East Village that connect key destinations and allow for pedestrian permeability.

Key elements of the project include:

- a** Encourage innovation to spill out into public spaces, making it visible and interactive.

- b** Configure selected laneways into shared zones with limited vehicle access and pedestrian prioritisation.

Considerations:

- > Ensure through connections within buildings align with proposed pedestrian network.

## 5.0 PUBLIC SPACES

### 3. CENTRAL PARK

Image credit: Scharp  
(images are indicative only)



Figure 15.0 — Public spaces: Central Park concept design



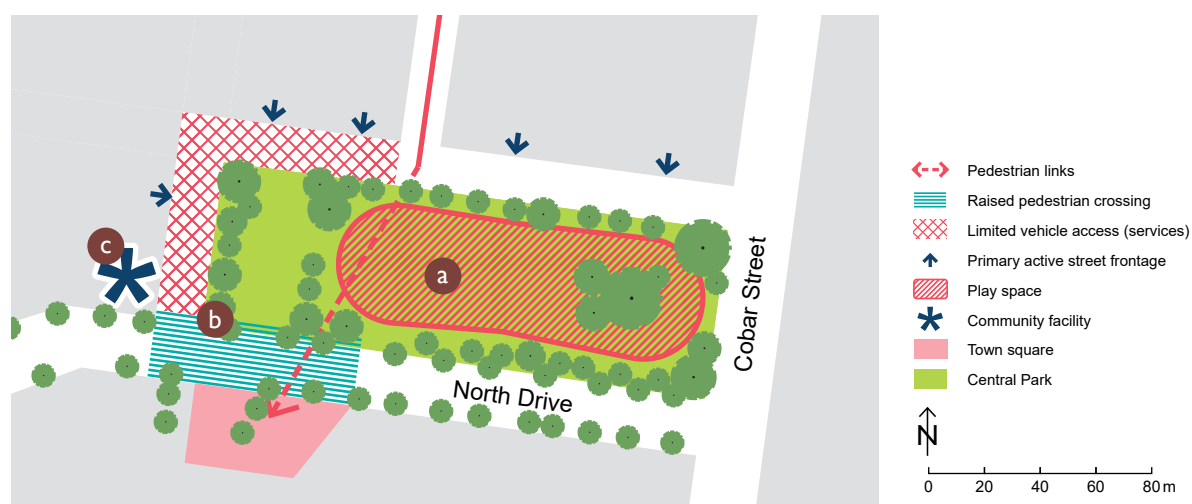


Figure 16.0 — Public spaces: Central Park

Create a new park in the heart of East Village on the corner of North Drive and Cobar Street activated by adjoining small tenancies.

Key elements of the project include:

- a** Create a new park within the mixed-use precinct that serves the needs of the immediate community.
- b** Create high-quality pedestrian connections through and around the new open space.
- c** Provide a Council community facility with a range of uses.

Considerations:

- > Ensure high quality sunlight is achieved at key times, all year round.
- > Consider the requirements of Council's *Open Space Strategy* in the design and function of the new park.
- > Explore consolidated underground car parking with entrances off Griffin Avenue.

## 5.0 PUBLIC SPACES

### 4. MARLBOROUGH STREET RESERVE



Figure 17.0 — Public spaces: Examples



Figure 17.1 — Public spaces: Marlborough Street Reserve

Upgrade and expand Marlborough Street Reserve to create a new flexible sporting ground and play space.

Key elements of the project include:

- a** Redevelop the reserve to include a new sporting ground and facilities for local community and school use.
- b** Explore a new public open space and upgraded play space.
- c** Explore pedestrian links through the site connecting the school to neighbouring streets.

Considerations:

- > Explore a water sensitive park design with playful elements while planning for potential flooding.
- > Ensure the creation of a through pedestrian connection to the reserve from Barrington Street.
- > Encourage the retention of existing mature trees.
- > Ensure an active interface between the new school and Marlborough Street Reserve.
- > Provide appropriate parking in suitable locations.

## 5.0 PUBLIC SPACES

### 5. VIRGINIA PARK



Figure 18.0 — Public spaces: Examples



Figure 19.0 — Public spaces: Virginia Park

Upgrade the public open space at Virginia Park, improving accessibility to and through the park.

Key elements of the project include:

- a** Ensure pedestrian through connections to local residential streets and new school.

Considerations:

- > Ensure pedestrian connections from East Boundary Road to the new school align with safe school zone strategies outlined in Council's *Integrated Transport Strategy*.
- > Create pedestrian connections to East Village from local residential streets.
- > Ensure an active interface between the new school and Virginia Park.





## 6.0 FLOOD MITIGATION





## 6.0 FLOOD MITIGATION

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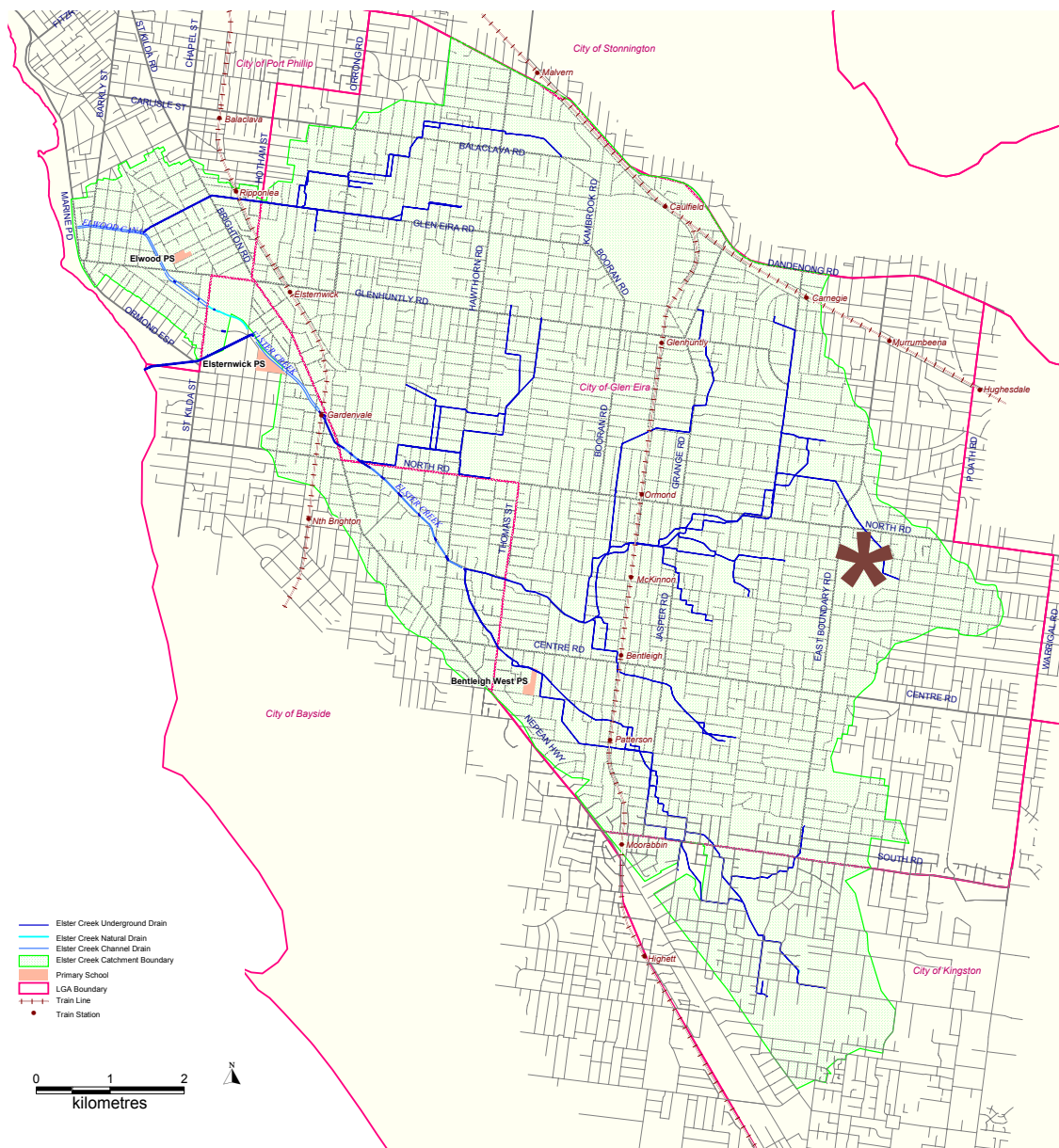
East Village is located in the Elster Creek Catchment. Glen Eira City Council is collaborating with City of Port Phillip, Bayside City Council, City of Kingston and Melbourne Water to have a whole-of-catchment approach to tackle the impact of flooding in this Catchment.

The East Village precinct presents an opportunity to mitigate the impact of flooding for the site, as well as contributing to lessening the impact on other areas in the Catchment. To reduce flood risk and have an impact on flooding, the following principles will be followed.

### Principles

- > Apply the concept of integrated water management.
- > Develop evidence-based and innovative drainage solutions.
- > Adapt buildings and works to reduce flood vulnerability.
- > Incorporate water sensitive urban design to re-use stormwater and reduce run-off.
- > Utilise the modified Marlborough Street Reserve public space to capture water during flood events.
- > Ensure an active interface between the new school and Virginia Park.



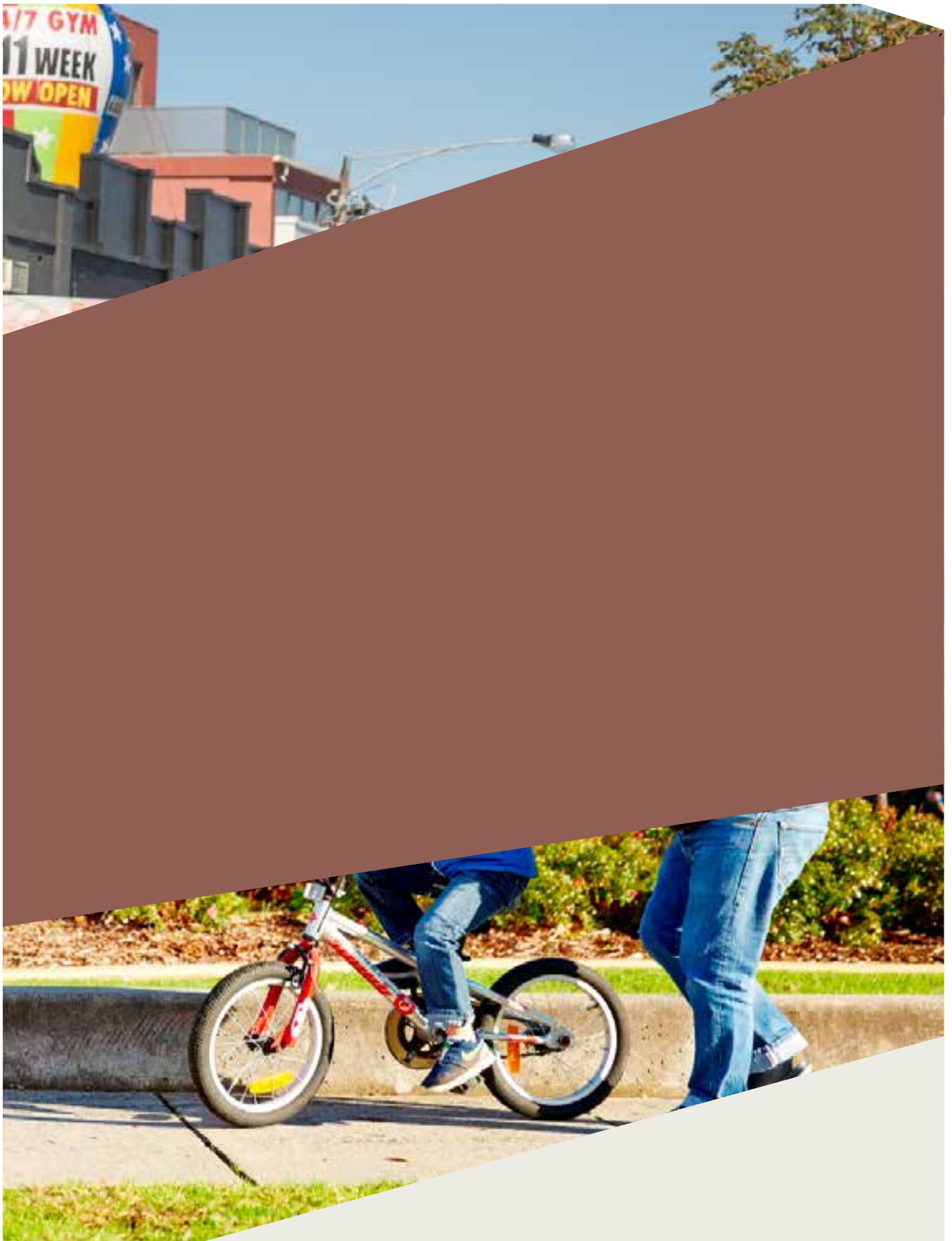


Map produced by City of Port Phillip GIS Unit, August 2004.  
Data supplied by Cities of Port Phillip, Bayside & Glen Eira and Melbourne Water.

Figure 17.0 — Public spaces: Booran Reserve



## 7.0 MOVEMENT AND PARKING



## 7.0 MOVEMENT AND PARKING

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To create a great transport network within the East Village site, the following strategies will be implemented:

- > Provide a safe and comfortable walking environment during the day and night to create attractive places that people want to visit and linger in.
- > Design all streets to prioritise pedestrians and cyclists and provide safe crossings at key intersections.
- > Provide appropriate parking in suitable locations to support the vitality of the centre and adjacent uses.

### **Vehicle movement and street design**

- > Implement new key intersections at North Drive and South Drive to better manage increased traffic flow.
- > Minimise through traffic by offsetting local streets at intersections.
- > Create a series of shared zone laneway connections through larger sites to provide service access where required and connect to strategic through pedestrian links.
- > Avoid individual property driveways connecting directly onto North or East Boundary Roads.

*Refer to Figure 20.0 — Movement and parking: Vehicle movement and street design*

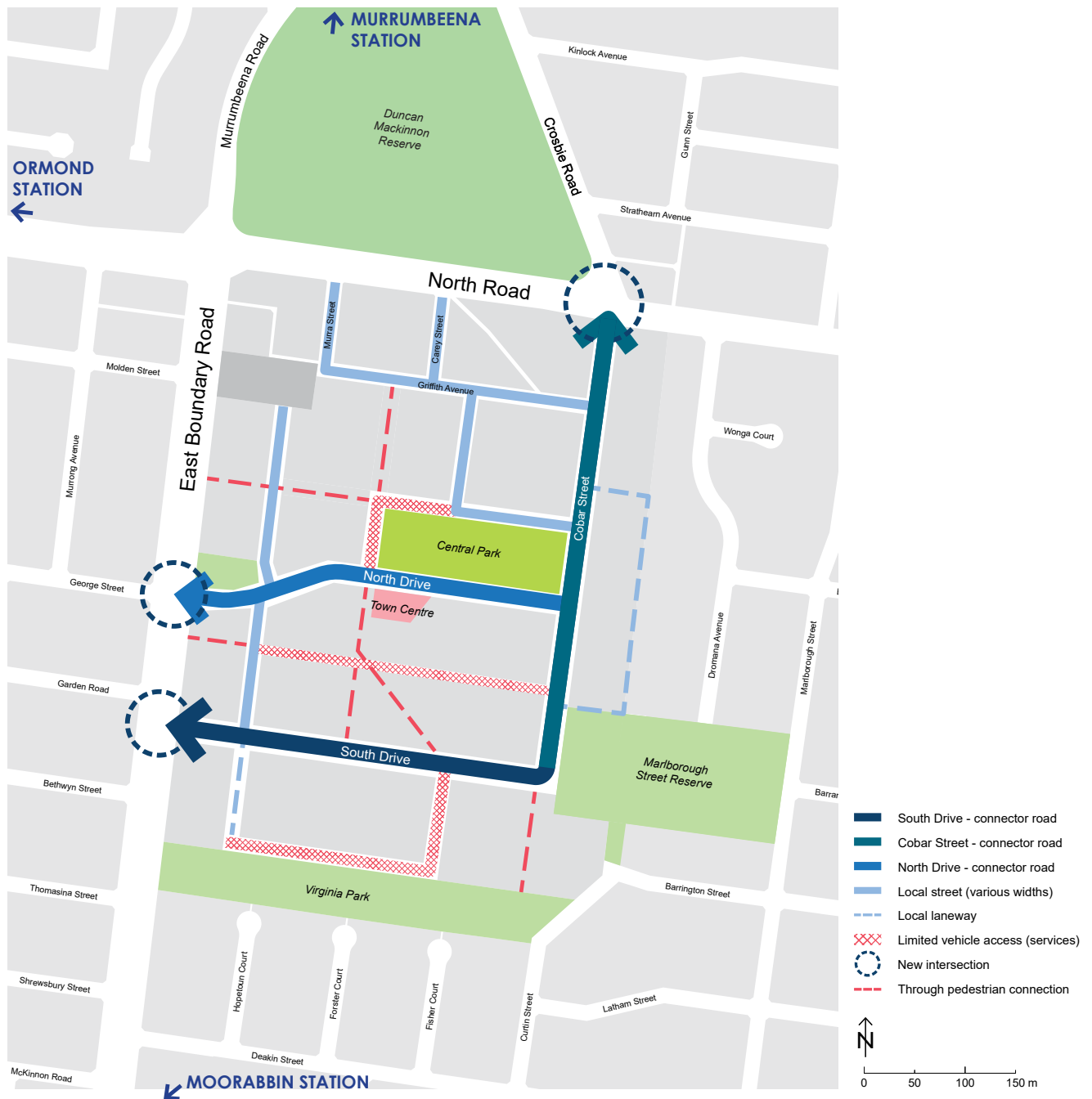


Figure 20.0 — Movement and parking: Vehicle movement and street design

## 7.0 MOVEMENT AND PARKING

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### **Public transport**

- > Advocate for a light rail service along North Road, connecting to Monash University, Ormond Station and Elsternwick.
- > Advocate for a new premium bus service on East Boundary Road to Murrumbeena and Moorabbin Stations.
- > Connect the site with nearby train stations.
- > Improve current services and connections with the East Village site.
- > Explore the creation of a new high frequency bus route through the site.
- > Create a high-quality bus facility adjacent to the town centre on Cobar Street with matching pedestrian connections between the town centre, Marlborough Street Reserve and the new school.

*Refer to Figure 21.0 — Movement and parking: Public transport*





Figure 21.0 — Movement and parking: Public transport

## 7.0 MOVEMENT AND PARKING

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### **Walking**

- > Prioritise pedestrian movements by providing clear links between key destinations within the precinct.
- > Require pedestrian paths of at least two metres in width on both sides of all streets and roads.
- > Design North Drive as a great walking and shopping street through the town centre and commercial strip.
- > Implement new pedestrian crossings at key locations while minimising through traffic via threshold treatments.
- > Create a network of tree-lined walking facilities throughout the site.
- > Improve existing pedestrian connections to Duncan Mackinnon Reserve and explore a new crossing that links to the new pedestrian network.
- > Create a series of shared zone laneway connections through larger sites to provide pedestrian connections throughout East Village.

*Refer to Figure 22.0 — Movement and parking: Walking*



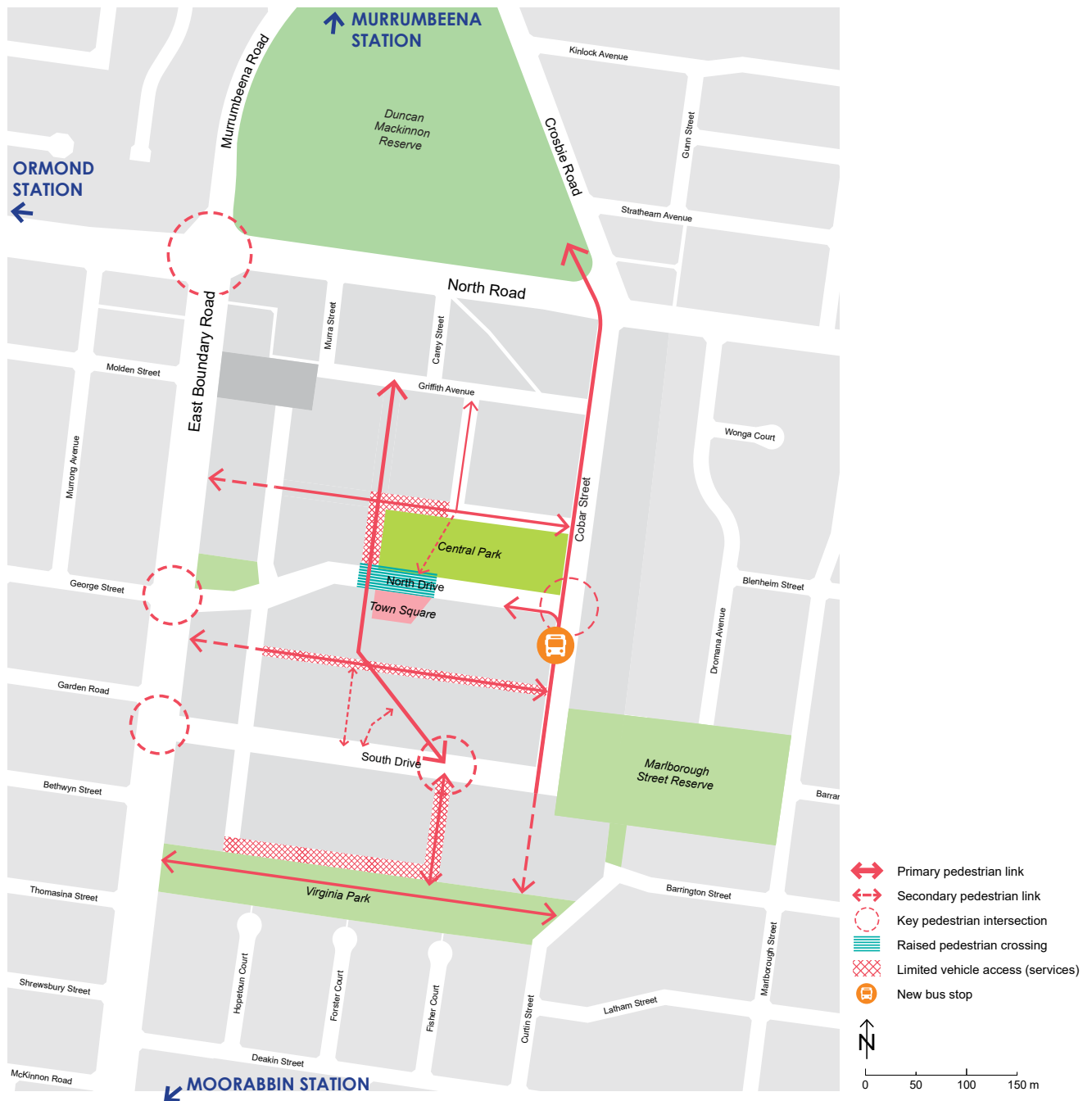


Figure 22.0 — Movement and parking: Walking

## 7.0 MOVEMENT AND PARKING

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### Cycling

- > Install a bi-directional cycle route along the nominated Kew to Highett Strategic Cycle Corridor which runs along the west side of Crosbie Road connecting to Cobar Street, South Drive, the school and East Boundary Road.
- > Provide high-quality bicycle parking and end of trip facilities in strategic locations and commercial buildings within the site.
- > Create safe crossing points at critical intersections for cyclists to ensure the cycle path runs along the south side of South Drive past the extended Marlborough Street reserve and new school.
- > Ensure consistent line/lane marking, visual clues and signage to identify cycle priority routes.

*Refer to Figure 23.0 — Movement and parking: Cycling*



Figure 23.0 — Movement and parking: Cycling

## 7.0 MOVEMENT AND PARKING

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### Safe schools

- > Explore implementation of key elements of safe school zones as outlined in the *Integrated Transport Strategy*.
- > Provide essential pedestrian connections from East Boundary Road to the school through Virginia Park and South Drive.
- > Explore modifications along East Boundary Road to encourage drop-off and pick-up locations.
- > Ensure safe pedestrian crossings across East Boundary Road.
- > Explore options to address traffic impact on surrounding streets outlined in the *Integrated Transport Strategy*.

Refer to Figure 24.0 — Movement and parking: Safe Schools



Figure 24.0 — Movement and parking: Safe Schools

## 7.0 MOVEMENT AND PARKING

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### **Parking**

- > Consolidate public and private parking in centralised shared facilities to serve the wider precinct.
- > Minimise vehicle crossovers on both South and North Drive by providing parking entrances from side streets.
- > Provide direct property access from laneway connections.
- > Provide short-stay public on-street car parking only where it does not impede walking, cycling or public transport uses.
- > Incorporate measures to ensure visitors, employees and residents from within the precinct do not park in adjoining and nearby streets.

*Refer to Figure 25.0 — Movement and parking: Parking*

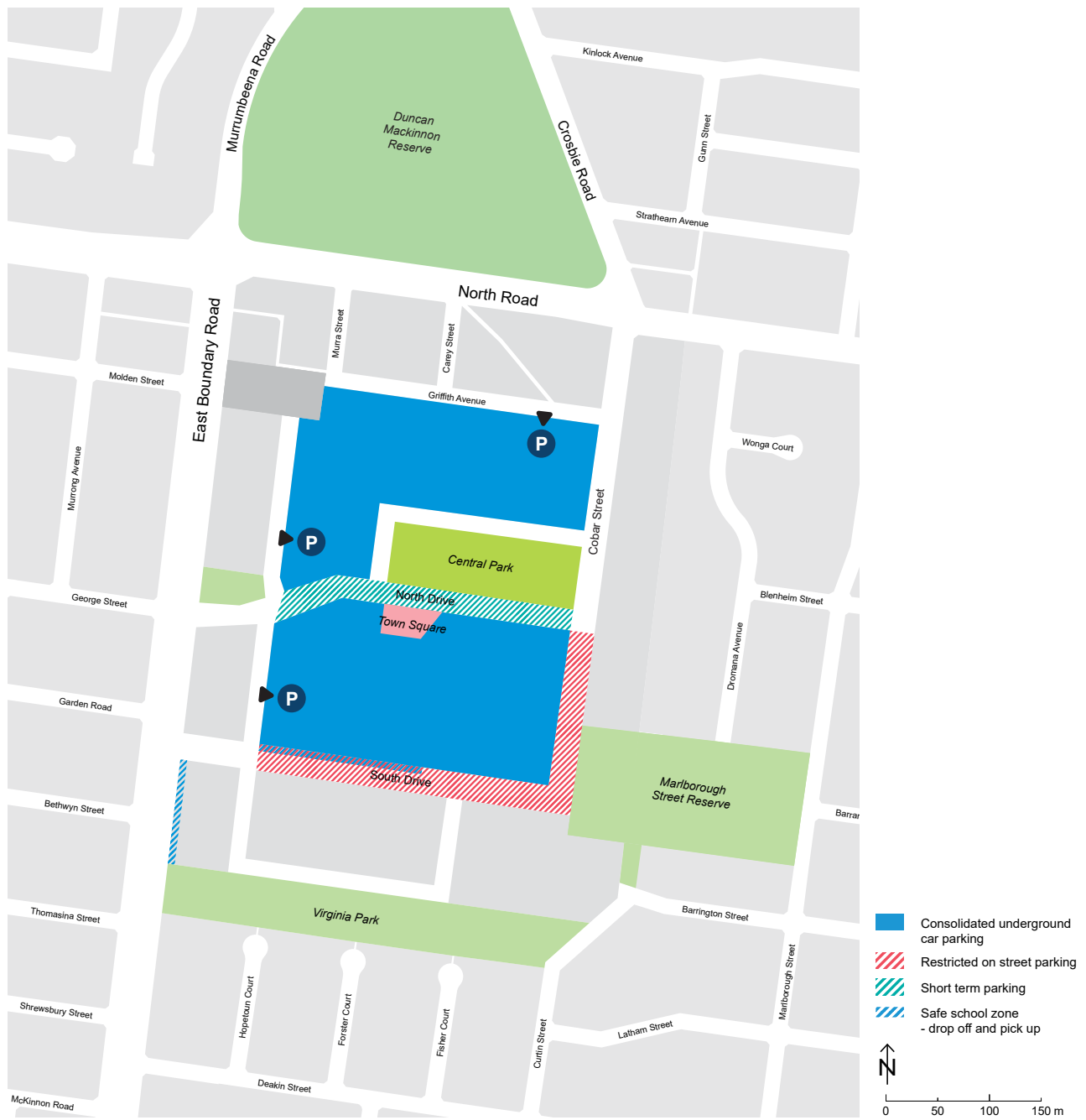


Figure 25.0 — Movement and parking: Parking

## 8.0 GLOSSARY

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### **Activation**

The injection of liveliness and vibrancy into an urban area.

### **Activity centre**

A mixed-use area that provides a focus for commercial, retail, employment, housing, transport, services and social interaction.

### **At-grade**

At ground level.

### **Finegrain detail**

A human-scale urban environment made up of multiple smaller elements and details. This can include small individual buildings, lot sizes, as well as individual elements on the buildings themselves. A traditional main street with small individual shops and buildings is an example of fine grain detail.

### **Landmark building**

A building that holds significant historical, architectural, and cultural value to a community. It provides a sense of place and character for the community, as well as creating a focal point that can assist with navigation.

### **Pedestrian permeability**

The network of pedestrian links and route options in an urban environment, the higher the permeability the more direct options people will have for walking to places around their community.

### **Public realm**

All public open space.

### **Setback**

The distance that a structure or building is set back from the property boundary, road or other buildings. Setbacks can occur at ground level or on upper floors of a building.

### **Structure Plan**

A long-term plan that guides important aspects of an area including development, land use, transport and car parking, community facilities, public and open spaces and strategic opportunities.

### **Walkability**

The degree to which the built form of an area supports walking as a means of transport or recreation. Walkable areas are connected, safe and accessible for pedestrians.





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# East Village

## Comprehensive Development Plan



October 2018



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## HOW TO READ THIS DOCUMENT

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The East Village Comprehensive Development Plan (CDP) guides land use and development outcomes for the East Village Precinct, and should be read in conjunction with the provisions within Clause 37.02 Comprehensive Development Zone (CDZ) and associated schedule within the Glen Eira Planning Scheme.

A planning permit application and planning permit should implement the outcomes of the CDP. The outcomes are expressed as the Vision and Objectives in Part 1 of this CDP.

Each element of the CDP contains Implementation Actions, and may also include Design Guidelines, as relevant.

**Implementation Actions** are measures that should be addressed within planning permit applications in order to achieve the outcomes for the precinct. The responsible authority may exercise discretion in relation to the assessment of an application against the Implementation Actions. If the responsible authority is satisfied that an application that proposes an alternative to an implementation action also achieves the outcomes, the responsible authority may consider the alternative.

**Design Guidelines** outline specific built form controls to achieve outcomes in relation to key public areas. These provide strong guidance to planning permit applicants regarding the features that are expected to be delivered in key public spaces. The responsible authority may exercise discretion in relation to the assessment of an application against the Design Guidelines. If the responsible authority is satisfied that an application that proposes an alternative to a Design Guideline also achieves the outcomes, the responsible authority may consider the alternative.

Meeting these Implementation Actions and Design Guidelines will implement the outcomes of the CDP.

Not every aspect of the land's use and development is addressed in the CDP and a responsible authority may manage development and issue permits as relevant under its general discretion, even where the use or development is not specifically shown in the CDP.

## 1 OUTCOMES

### 1.1 Vision

**East Village will be a sustainable mixed use precinct with a focus on innovative employment and education opportunities. Enhanced by green spaces and places for people, it will be supported by a diverse range of high quality housing and retail that caters for all.**

The heart of the village will be a vibrant local town centre focussed around a dynamic town square and central park, with quality local shopping, dining and entertainment options that meet the daily needs of residents and workers, and encourage social and recreational experiences. New community facilities will be provided centrally to the precinct to ensure that residents and workers have access to high quality community services, and to further activate the vibrant civic spaces.

Employment-generating uses will be encouraged throughout the core of the precinct, with mixed use buildings surrounding the town centre supporting a range of small creative businesses and industries at the ground and lower floors, and integrating new dwellings in medium rise buildings at upper floors. A diverse range of tenancies will be encouraged to foster innovative and complementary businesses that enhance local collaboration.

Intimate laneways throughout the precinct will be engaging places which provide for small scale production style tenancies that encourage flexible studio spaces for diverse range of bespoke businesses. These lanes will be high quality pedestrian environments, with localised character and 'hidden' commercial experiences.

The employment and town centre areas will be stimulated by new residential development, creating safer, more attractive and lively community spaces. Future residents will have good opportunities to work, shop and access local parks closer to where they live. A range of housing options will be provided to cater to the diverse needs of the growing local community.

The southern and eastern boundaries of the precinct will accommodate contemporary residential buildings to manage the transition in terms of intensity and scale to existing neighbourhoods within Bentleigh East. A new government school, to be located in the south-east corner of the precinct, will activate the area and service the future and existing community. The precinct will facilitate an extension and upgrade to Marlborough Street Reserve, along with localised improvements to Virginia Park.

The western edge of the precinct will comprise modern offices with larger commercial spaces for white-collar businesses. With a maximum height of four storeys and requirements for rear access, these buildings will present an attractive and co-ordinated frontage to East Boundary Road. The northern edge of the precinct is expected to transition over time to also accommodate larger scale commercial floor spaces that allow for the production of goods and services. These businesses will ultimately provide for an improved urban environment along North Road, and increase employment opportunities for local residents.

East Village will be a dynamic and vibrant community set within a green urban environment, with high quality landscaping incorporated into all streetscapes and public spaces to provide public amenity, and careful building design ensuring that public spaces have adequate access to sunlight. It will be well-connected to local and regional services and destinations through improved pedestrian, cycle, public transport and vehicular links, and will be designed to facilitate cutting-edge technology and accommodate changes to urban form that may be necessitated in response to changing practices in the future.

East Village will ultimately be a desirable place to work, live and visit, and will be an inspirational setting in which to foster new ideas, innovation and leisure.

## 1.2 Objectives

01	To create a mixed-use precinct which provides jobs, housing, and community and retail services that contribute to day and night-time activity.
02	To create a precinct which is conducive to a range of businesses and industry sectors including local manufacturing and emerging commercial enterprises.
03	To establish and visually reinforce the precinct's employment and retail focus through built form design.
04	To facilitate interaction between local businesses through streetscape and built form design that encourages visibility of uses.
05	To promote lot and dwelling types that allow for a diversity of households, including affordable housing, within the precinct.
06	To enable the development of new, high amenity residential uses within and close to mixed use and industrial areas while not impeding the growth and operation of these areas as service and employment nodes.
07	To establish an integrated transport network that reduces dependency on private vehicles, maximises access to public transport and encourages walking and cycling.
08	To deliver safe and accessible public spaces (including the town square, local streets and open spaces) that have access to sunlight and contribute to a distinct sense of place.
09	To facilitate the retention and establishment of mature vegetation within streets, parks and other public and private spaces.
010	To deliver a system of integrated water management that encourages the re-use of alternative water, minimises flood risk, ensures the environmental health of waterways and bays, protects public health, and contributes towards a sustainable and green urban environment.
011	To ensure buildings provide equitable development rights for adjoining sites and allow reasonable access to privacy, sunlight, daylight and outlook for habitable rooms.
012	To limit the visual impact of taller buildings on the surrounding neighbourhoods.
013	To co-locate community uses and facilities in locations where they are highly visible and accessible to the community via safe walking and cycling paths.





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## 2 IMPLEMENTATION

### 2.1 Land use

IMPLEMENTATION ACTIONS	
A1	Applications incorporating residential development within areas designated as mixed use, retail, residential east or residential south must demonstrate a diversity of dwelling sizes, including a mix of one, two and three bedroom apartments and town houses.
A2	Subdivision within the commercial and mixed use areas should cater for a diversity of commercial uses.
A3	Development fronting the central park and town square should incorporate commercial, retail and / or community uses within podium levels of buildings.
A4	Dwellings are encouraged at upper levels within the Retail and Mixed Use areas.
A5	Land uses which encourage on-street activity, such as restaurants incorporating outdoor dining, are encouraged within the town centre along North Drive and within the town square.
A6	Encourage commercial uses at ground level within the Mixed Use and Retail areas.

### 2.2 Built Form & Landscape

#### 2.2.1 Commercial North & West

IMPLEMENTATION ACTIONS	
A7	Buildings should establish a medium-to-large grain commercial character along North Road and East Boundary Road.
A8	Buildings should reinforce important street corners and entries into the East Village strategic site with building design, materials, articulation and landscaping that provides a landmark built form.
A9	Buildings should be built to the boundary fronting North Road in the Commercial North Sub-Precinct.
A10	Buildings should incorporate considerable articulation and landscaping fronting the East Boundary Road street frontage in the Commercial West Sub-precinct.
A11	Buildings should incorporate high quality materials, textures and colours that complement the residential or commercial characteristics of the surrounding streetscape, as appropriate.
A12	Buildings should incorporate awnings or other weather protection for building entries and abutting pedestrian paths.
A13	Building entrances should be located as follows: <ul style="list-style-type: none"> <li>– Primary pedestrian entrance to any arterial road frontage.</li> <li>– Secondary pedestrian entries from secondary streets and public pedestrian links.</li> <li>– Pedestrian entries and external links should have consideration to pedestrian desire lines and connections to the retail centre, central park and town square.</li> </ul>
A14	Large expanses of continuous wall visible to the street should be avoided. Where this is unavoidable, appropriate articulation, landscaping and other elements must be included to provide relief and visual interest.

#### 2.2.2 Residential East and South

IMPLEMENTATION ACTIONS	
A15	Provide a mix of town houses and apartments in the area shown as Residential South on Plan 1.
A16	Town houses should be the predominant development form in the area shown as Residential East on Plan 1. Each dwelling should be provided with secluded private open space within the ground floor rear setback.
A17	Buildings should incorporate high quality materials. Colours and textures should complement surrounding development.
A18	Residential buildings should establish a fine grain pattern of development along the street, dividing consolidated building sites into single-lot sized proportions. Long extents of buildings should be relieved



	using a combination of varied setbacks, articulation, materials and colours, as appropriate.
<b>A19</b>	Building setbacks should provide for a landscaped garden setting with deep planted canopy trees and permeable surfaces in front and rear setbacks.
<b>A20</b>	Buildings should provide an appropriate transition to adjoining sites that are of a lower scale in existing residential areas.
<b>A21</b>	Dwellings should be oriented towards the front and rear of the site. Active living areas such as balconies and living rooms should avoid facing common/shared boundaries at upper floors.
<b>A22</b>	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.
<b>A23</b>	Front fences should not exceed a height of 1.2 metres. Fencing above 1m in height must be transparent or permeable in nature.

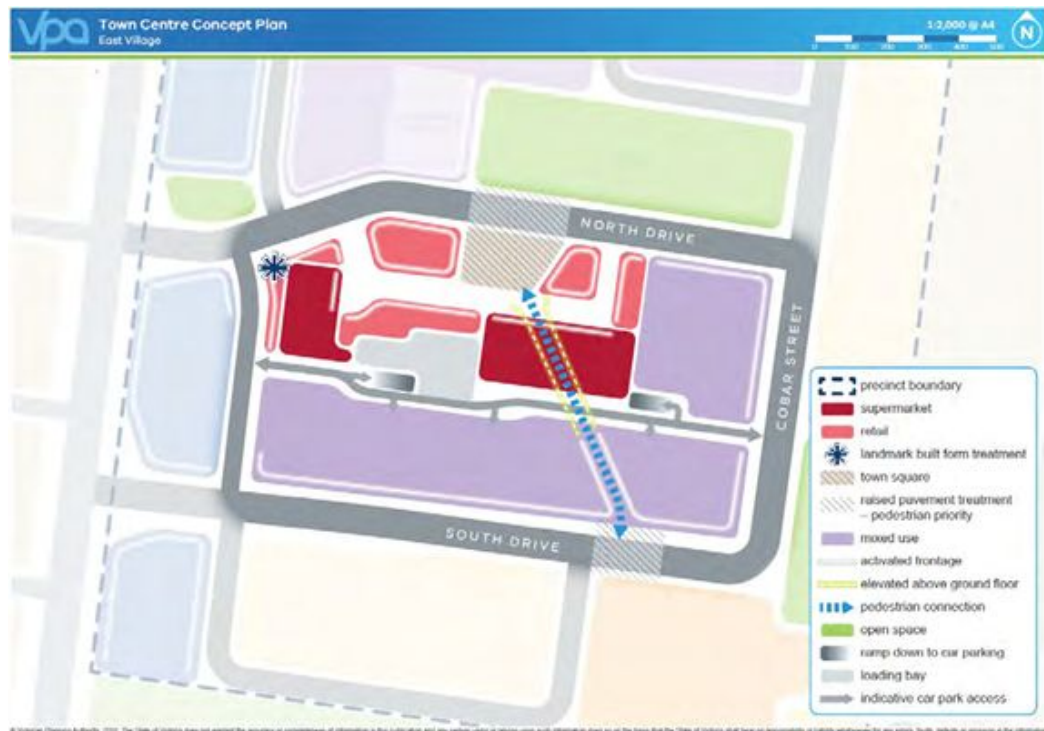
Table 1: Built Form Guidelines by Sub-Precinct

SUB-PRECINCT	PREFERRED MAXIMUM HEIGHT	STREET SETBACKS	OTHER SEETBACKS OR SEPERATION DISTANCES
<b>Commercial North</b>	4 storeys 6 storeys for a Gateway Site.	No setback.	N/A
<b>Commercial West</b>	4 storeys	<ul style="list-style-type: none"> <li>0m along East Boundary Road, with 50% of the frontage indented to a depth of approximately 3m.</li> <li>0m elsewhere.</li> </ul>	N/A
<b>Mixed Use &amp; Retail Centre</b>	8 storeys (with 3 storey podium)  Building height should gradually transition from the lower scale residential east and residential south areas towards the centre.	0m to a height of 3 storeys for the podium.  5m at upper levels above the podium, providing a clear separation between podium and tower.	<u>Tower Separation:</u> Minimum 12m separation between tower forms (where above 3 storeys).
<b>Residential East and Residential South</b>	3 storeys	3m setback	<u>Rear boundaries</u> Where abutting a residential interface outside of the precinct: <ul style="list-style-type: none"> <li>5m at ground and first floors.</li> <li>11m at second floor.</li> </ul> <u>Side boundaries (balconies and terraces):</u> Minimum side or rear setback of 6m for secluded private open space at upper floors.

### 2.2.3 Mixed Use & Retail Centre

IMPLEMENTATION ACTIONS	
A24	Buildings should be designed to establish human scale form and fine-grain streetscape character.
A25	Buildings should reinforce important street corners and entries into the East Village strategic site.
A26	Buildings should provide a podium and tower form that: <ul style="list-style-type: none"> <li>– Provides clear separation between low-scale podiums and upper floor towers, in general accordance with the setbacks provided in Table 1.</li> <li>– Achieves a high level of internal amenity for existing and future occupants of adjacent towers, considering sunlight, daylight, privacy and visual separation.</li> <li>– Avoids the appearance of a continuous built form when viewed from the public realm.</li> <li>– Provides daylight and sunlight penetration towards public realm at ground floor.</li> <li>– Provides visual interest from front, oblique and side views from long and short range view-lines.</li> </ul>
A27	Buildings should be designed to ensure the town square acts as the focal point of the precinct, with active edges, links and building orientation to increase views and connectivity into the town square.
A28	Building heights should gradually transition from the residential sub-precincts, concentrating height in the centre of the precinct around the central park and town square.
A29	Public shared-paths and pedestrian links should be incorporated into building design as appropriate, having consideration to pedestrian desire lines and connections to the retail centre, central park and town square.
A30	Building entrances should be from a street rather than a rear laneway, and clearly visible. Rear access should be for staff and delivery of goods only.
A31	Vegetation should be provided as an intrinsic part of the public realm, including pedestrian links and communal spaces in buildings.
A32	Buildings on corner sites should reinforce and address both street frontages.
A33	Buildings abutting pedestrian paths should incorporate awnings or other weather protection.
A34	Large expanses of continuous wall visible to the street should be avoided. Where this is unavoidable, appropriate articulation, landscaping and other elements must be included to provide relief and visual interest.
A35	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.
A36	Buildings should be designed to provide a mix of commercial and retail tenancy sizes, encouraging: <ul style="list-style-type: none"> <li>– Small scale, fine grain tenancies at ground floor fronting the central park and town square.</li> <li>– A range of tenancy sizes in the remainder of the precinct.</li> </ul>
Refer to <b>Retail Centre Design Guidelines</b> section for additional requirements relating to delivery of the town square and public pedestrian connections.	

RETAIL CENTRE DESIGN GUIDELINES	
DG1	The town square must be designed to act as a focal point capable of hosting formal and informal community activities and short-term retailing.
DG2	Apartments abutting the town square must be designed to provide balconies which overlook and provide passive surveillance of the town square.
DG3	The retail centre must be designed to have clear views and convenient pedestrian access to the town square.
DG4	A public, open air connection between the town square and South Drive (in proximity to the school) must be delivered. The connection can be achieved across multiple levels to respond to site topography, and may be vested in Council.
DG5	Development should positively address the pedestrian connection between the town square and South Drive to provide activation and integration of this link. Crime Prevention Through Urban Design measures must be incorporated into the design of the link and surrounding developments.
DG6	Any level transition of the pedestrian connection from the town square to South Drive must add aesthetic value to the town square and ideally be incorporated into the function of the square (e.g. terraced seating, amphitheatre). Accessibility must be provided for all users.
DG7	North Drive must be designed to facilitate safe pedestrian movement.
DG8	Buildings should have their main pedestrian entrance onto the North Drive frontage.
DG9	Building facades at the ground level should positively address the street avoiding the use of blank walls and provide visual interest through the use of a range of materials and a fine grain building form.
DG10	All buildings and structures must be setback 4 metres from the town square at ground floor to allow for footpath trading.
DG11	The gateway site on North Drive should define the entrance to the town centre through a landmark building, landscaping and public realm treatments.



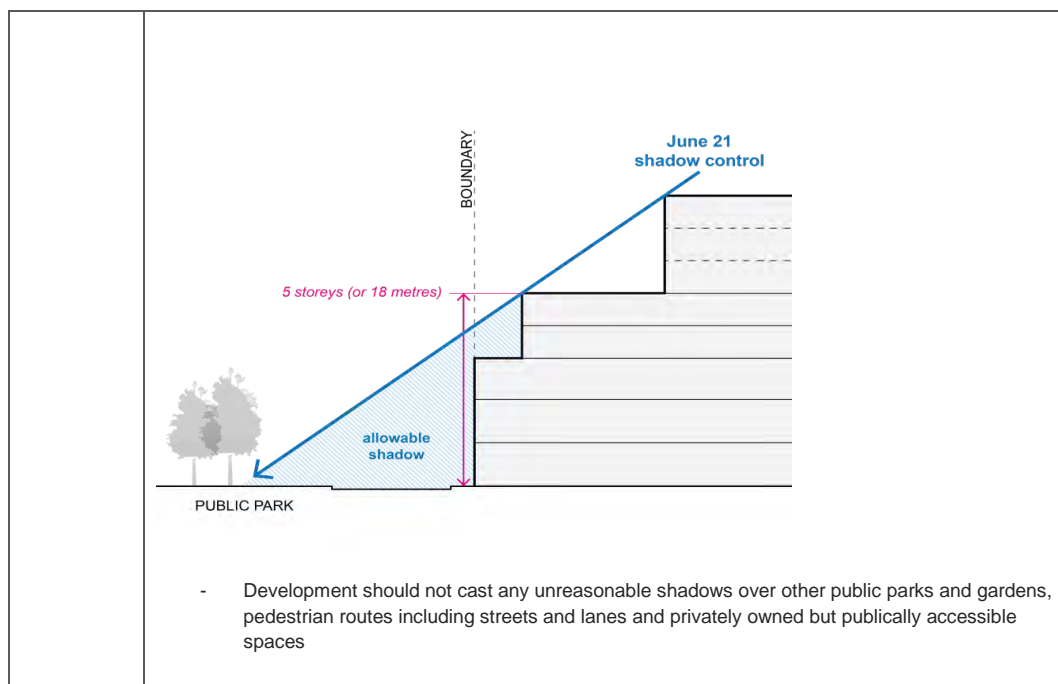
*Note: This is a concept of the retail centre only and is only intended to illustrate a preferred outcome. Variations to this design can occur as long as it is generally in accordance with the rest of the CDP and town centre design guidelines, and to the satisfaction of the responsible authority.*

## 2.2.4 Access, parking and building services

IMPLEMENTATION ACTIONS	
A37	Loading, storage, refuse areas and building services including domestic services, utilities and waste management facilities should be concealed and integrated into building design so as not to be visible from public areas.
A38	Buildings in the Commercial North, Commercial West, Mixed Use and Retail sub-precincts should be designed to: <ul style="list-style-type: none"> <li>– Prioritise high quality streetscapes through considered parking and access design that minimises visual and physical impacts.</li> <li>– Prioritise vehicle parking and access from Local Access Streets (16.0m and 17.0m)</li> <li>– Maintain active land uses at street level by locating parking structures underground in basements or towards the rear of the building if above ground.</li> <li>– Provide vehicle access from side streets or rear laneways if available.</li> <li>– Minimise access and crossover widths as much as practical.</li> <li>– Ensure that bicycle parking is secure, convenient and readily accessible.</li> <li>– Separate resident and visitor entries from commercial entries, service areas, vehicle accessways and loading zones.</li> </ul>
A39	Buildings in the Residential East and South sub-precincts should be designed to: <ul style="list-style-type: none"> <li>– Ensure that accessways and car parking structures are visually recessive and do not compromise landscaping opportunities.</li> <li>– Minimise the number and width of vehicle crossings and driveways, and conceal or recess garage and basement entries.</li> <li>– Vehicle access from side streets or rear lanes is preferred. However, if required on the primary street frontage, driveways/access ramps should provide for landscaping and not dominate the front setback.</li> </ul>

## 2.2.5 Development abutting open space

IMPLEMENTATION ACTIONS	
A40	Buildings adjacent to parks must be sited and designed to positively address the open space and provide passive surveillance of linear corridors, easements and other public areas through the siting of windows, balconies and access points.
A41	Fencing adjoining open space must be low in scale and visually permeable.
A42	Development should not unreasonably reduce the amenity of public spaces by casting excessive shadows on any public space, including public parks and gardens, major pedestrian routes including streets and lanes and privately owned spaces accessible to the public. New development: <ul style="list-style-type: none"> <li>- Must not cast a shadow over any part of the land identified as the Central Park on Plan 2 between 10am and 3pm on 22 September.</li> <li>- Must not cast a shadow beyond the southern kerb-line of North Drive and South Drive between 10am and 3pm on 22 September.</li> <li>- Must not cast a shadow over at least 80% of the town square between 10am and 3pm on 22 September.</li> <li>- Should not cast a shadow over any part of Virginia Park and Marlborough Street Reserve for at least 5 hours on 22 September.</li> <li>- Development must not cast any shadow on more than 75% of the area of any public open space described in Plan 2 of the incorporated CDP between 11am and 2pm on 21 June the winter solstice.</li> <li>- For any building or works above 5 storeys or 18 metres, adjoining west and north of the central park and town square must not cast additional shadow onto the park between 11am and 2pm on 21 June beyond any shadow cast by existing buildings and works.</li> </ul>





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Table 2: Local Open Space

Local Open Space (expressed as % of NDA)	Square metres	% of NDA
Central Park	10,000	5.0%
Marlborough St	5,968	3.0%
Town Square	1,500	0.8%
Gateway Park	1,702	0.9%
Barrington St	657	0.3%
<b>Total Credited Open Space</b>	<b>19,310</b>	<b>10.0%</b>

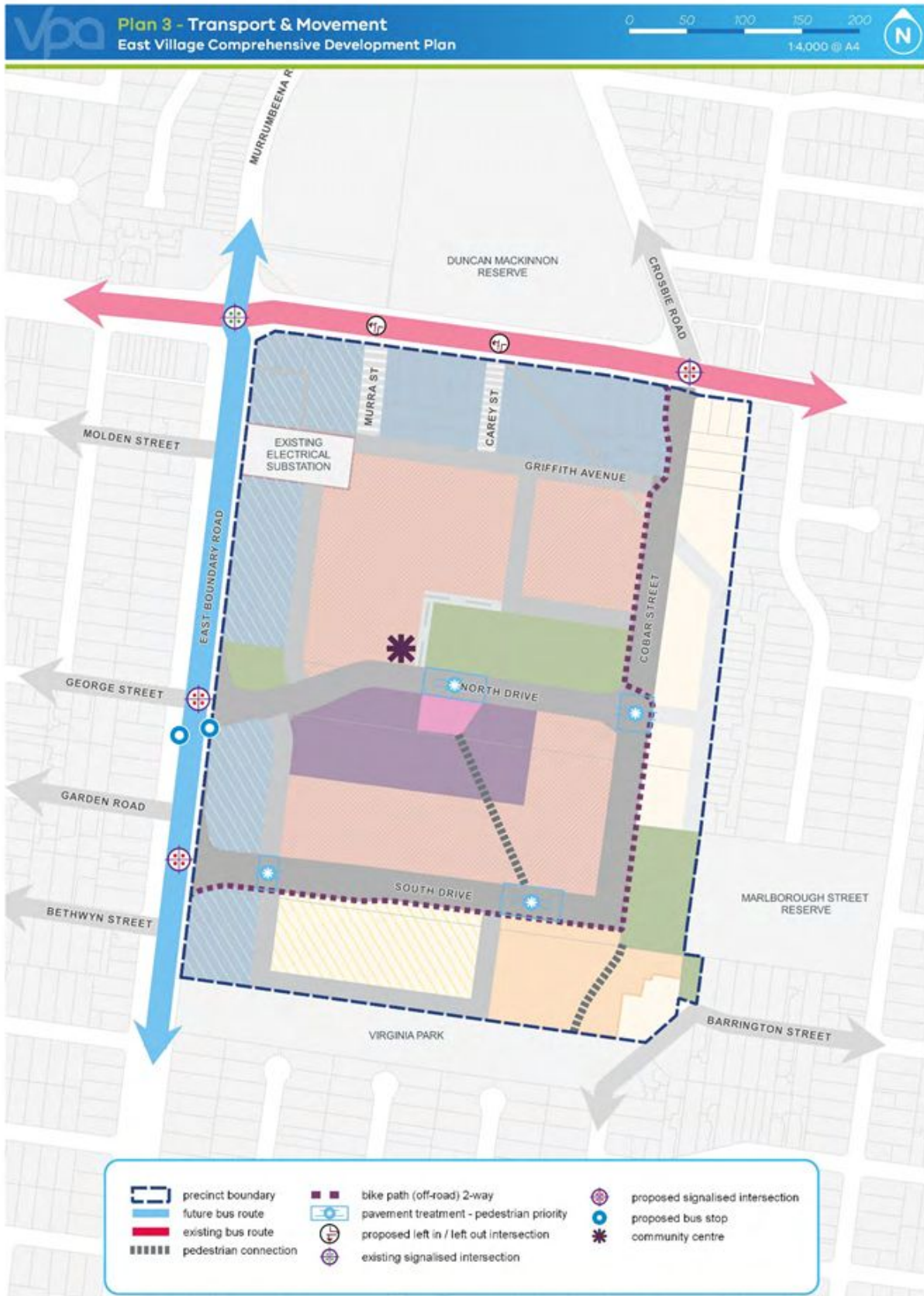
## 2.2.6 Landscape

IMPLEMENTATION ACTIONS													
<b>A43</b>	<p>The street tree planting should use species as follows:</p> <table> <tr> <th>Cross Section</th><th>Tree Species</th></tr> <tr> <td>Connector Street (27.0m)</td><td>Brachychiton acerifolius 'Jerilderie Red' (Flame Tree)</td></tr> <tr> <td>North Drive (23.0m)</td><td>Acer Rubrum (October Glory)</td></tr> <tr> <td>Local Access Street (17.0m)</td><td>Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'</td></tr> <tr> <td>Local Access Street (16.0m)</td><td>Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'</td></tr> <tr> <td>Laneway (9.0m)</td><td>Waterhouse floribunda (Weeping Lilly Pilly)</td></tr> </table>	Cross Section	Tree Species	Connector Street (27.0m)	Brachychiton acerifolius 'Jerilderie Red' (Flame Tree)	North Drive (23.0m)	Acer Rubrum (October Glory)	Local Access Street (17.0m)	Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'	Local Access Street (16.0m)	Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or Lagerstroemia indica x fauriei 'Tuscarora (Hot Pink)'	Laneway (9.0m)	Waterhouse floribunda (Weeping Lilly Pilly)
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Laneway (9.0m)	Waterhouse floribunda (Weeping Lilly Pilly)												
<b>A44</b>	Street trees must be planted on both sides of all new roads and streets at regular intervals appropriate to tree size at maturity, to the satisfaction of the responsible authority.												
<b>A45</b>	Consistent public lighting, furniture, informational and way-finding signage must be employed across the precinct in particular within the town square and along all major shared, pedestrian and cycle paths.												
<b>A46</b>	In parks, streets and the town square canopy trees should be planted that are suitable to local conditions and are capable of reaching a minimum height of 8m at maturity.												
<b>A47</b>	Retention of mature trees throughout the precinct is encouraged.												
<b>A48</b>	<p>The trees shown to be retained on Plan 1 must be retained. Any future design must ensure that the impact to the canopy of retained trees is kept to a minimum and does not encroach on the Tree Protection Zone (TPZ) of any trees to be retained. If it is not possible to keep construction out of the TPZ then encroachment must not exceed 10% of the TPZ area.</p> <p>Trees shown as 'Trees to be retained' on Plan 1 are those with a retention value of 'Very High' in Appendix 4 of the <i>Health and Condition Report for Victorian Planning Authority, Assessment of trees within Virginia Park Industrial Estate/East Village precinct, Bentleigh East (Homewood Consulting Pty Ltd, 14 September 2017)</i></p>												

## 2.2.7 Community Facilities

IMPLEMENTATION ACTIONS	
<b>A49</b>	<p>Community facilities should be designed to:</p> <ul style="list-style-type: none"> <li>Locate entries to be visible from a public street</li> <li>Locate communal outdoor areas away from main roads</li> <li>Allow for the safe and convenient access by all members of the community.</li> </ul>
<b>A50</b>	The future school should integrate into the surrounding community and seek to mitigate impacts on surrounding local road networks.





## 2.3 Integrated transport

### 2.3.1 Transport

IMPLEMENTATION ACTIONS	
A51	Bus stop facilities on East Boundary Road must be located in proximity to North Drive and on the same side of the street as the town square.
A52	Vehicular connections directly onto North Road or East Boundary Road should be avoided (other than those shown in the CDP). Interim access arrangements may be provided, to the satisfaction of VicRoads.
A53	Street blocks exceeding 100m must provide a minimum of one pedestrian through connection.
A54	Street blocks exceeding 200m in length must provide a minimum of two pedestrian through connections.
A55	Street networks within subdivisions should be designed to maximise the direct views to parks and key public spaces.
A56	Maximise on-street parking and tree planting on nature strips by minimising individual direct property access for vehicles through use of rear or side loaded lots and common parking areas.
A57	No direct vehicle access should be provided to connector streets and North Drive. Prioritise vehicle parking and access from local access streets (16.0m and 17.0m).
A58	Pick-up / drop-off of students to the future government school should be accommodated to occur from within the precinct.
A59	A connection from the south of the precinct to Cobar Street must not be made until the Cobar Street / North Road / Crosbie Road signalised intersection is constructed.

### 2.3.2 Walking and cycling

IMPLEMENTATION ACTIONS	
A60	<p>Design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:</p> <ul style="list-style-type: none"> <li>- Pedestrian paths of at least 1.8 metres in width on both sides of all streets and roads unless otherwise specified in this plan.</li> <li>- Shared paths or bicycle paths of 3.0 metres in width where shown on Plan 1 or as shown on the relevant cross sections illustrated at Appendix A or as specified in another requirement in the CDP.</li> <li>- Safe and convenient pedestrian and cycle crossing points of connector and local streets at all intersections and at key desire lines and locations of high amenity.</li> <li>- Safe pedestrian crossings of arterial roads at key intersections.</li> <li>- Pedestrian priority where local roads intersect with connector roads and across all car park entrances.</li> <li>- Pedestrian and cyclist priority crossings on all slip lanes.</li> <li>- Consistent line/lane marking, visual clues and signage identifying cycle priority routes.</li> <li>- Safe and convenient transition between on-and off-road bicycle networks.</li> </ul> <p>All to the satisfaction of the coordinating road authority and the responsible authority. Pedestrian priority should be given at all intersections through appropriate measures such as raised pedestrian crossings and side-street threshold treatment.</p>
A61	Pedestrian movements should be prioritised by providing clear links between key destinations within the precinct.
A62	Bicycle parking for the retail centre should be provided within the Town Square, and should be visible from North Drive.
A63	Bicycle parking and end of trip facilities must be provided in all commercial buildings.
A64	North-south pedestrian connectivity should be provided through the school grounds.

## 2.4 Integrated Water Management, Sustainability and Utilities Servicing

### 2.4.1 Integrated Water Management and Sustainability

IMPLEMENTATION ACTIONS	
A65	Stormwater runoff from new development must meet or exceed the performance objectives of the CSIRO <i>Best Practice Environmental Management Guidelines for Urban Stormwater</i> (1999) prior to discharge to receiving waterways, unless otherwise approved by Melbourne Water and the responsible authority.
A66	Quantity of stormwater runoff from development must not exceed the runoff generated from the pre-development site, to the satisfaction of the Responsible Authority and Melbourne Water.
A67	Design of stormwater drainage retarding and quality treatment infrastructure must be to the satisfaction of the Responsible Authority and Melbourne Water.
A68	The design and layout of roads, road reserves, and public open space should optimise water use efficiency and long-term viability of vegetation and public uses through the use of overland flow paths. Water Sensitive Urban Design initiatives such as rain gardens, and/or locally treated storm water for irrigation, are encouraged where practical.
A69	Developments should include Integrated Water Management systems to diversify water supply, reduce reliance on potable water and increase the utilisation of stormwater that contributes to a sustainable and green urban environment (e.g. stormwater harvesting, aquifer storage and recharge, grey water recycling).
A70	Development on land shown as Commercial North (subject to drainage control) on Plan 1 which increases building footprint area must demonstrate safe access / egress to the satisfaction of Melbourne Water. This may require access to be provided from Griffith Avenue, or an alternative path approved by Melbourne Water due to the existing depth of flood levels in Carey Street, Murra Street and North Road.
A71	Ecological Sustainable Development principles should be explored and encouraged in all development, such as the inclusion of: <ul style="list-style-type: none"> <li>- Material re-use and recycling;</li> <li>- Use of materials with reduced embodied energy;</li> <li>- Electrical self-generation, car charge schemes, smart grids and battery storage;</li> <li>- Use of UDIA Envirodevelopment Tool (or equivalent);</li> <li>- Measures that reduce the urban heat island effect; and</li> <li>- Waste management initiatives.</li> </ul>

### 2.4.2 Utilities Servicing

IMPLEMENTATION ACTIONS	
A72	All existing above-ground electricity cables on the land or on the same side as the land in an abutting road reserve less than 66kV voltage must be placed underground as part of the upgrade of existing roads.
A73	All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.
A74	Above-ground utilities should be located outside of key view lines and public open space reserves where possible, and appropriately screened.
A75	Above ground utilities (including substations and telecommunication facilities) should be identified at the subdivision design stage to ensure effective integration with the surrounding neighbourhood and to minimise amenity impacts.

## 2.5 Infrastructure & staging

### 2.5.1 Infrastructure delivery

IMPLEMENTATION ACTIONS	
A76	Where a street has already been constructed or approved for construction to a property boundary, subsequent development must connect with that street and adopt a consistent cross-section.
A77	Convenient and direct access to the road network must be provided through neighbouring properties where a property does not have access to the local or connector network, or signalised access to the arterial road network.

### 2.5.2 Development staging

IMPLEMENTATION ACTIONS	
A78	Development staging must provide for the timely provision and delivery of: <ul style="list-style-type: none"> <li>- Connector streets;</li> <li>- Street links between properties, constructed to the property boundary;</li> <li>- Public land areas, including open space reserves;</li> <li>- Connection of the on- and off-road pedestrian and bicycle network.</li> </ul>
A79	Staging will be determined largely by the development proposals on land within the precinct. Development applications must demonstrate how the development will: <ul style="list-style-type: none"> <li>- Integrate with adjoining developments, including the timely provision of road and walking/cycling path connections;</li> <li>- How local open space will be provided in the early stages of development;</li> <li>- Provide sealed road access to each new allotment and constructed to a residential standard.</li> <li>- Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.</li> </ul>

### 2.5.3 Precinct infrastructure plan

The Precinct Infrastructure Plan (PIP) sets out the infrastructure and services required to meet the needs of proposed development within the precinct. The infrastructure items and services are to be provided through a number of mechanisms including:

- Subdivision construction works by developers
- Agreement under section 173 of the Act
- Utility service provider requirements
- The DCP, including separate charge areas for the provision of residential and non-residential items (see DCP for details)
- Relevant development contributions from adjoining areas
- Capital works projects by Council, State government agencies and non-government organisations
- Works-in-kind (WIK) projects undertaken by developers on behalf of Council or State government agencies.

Table 3: Precinct Infrastructure Plan

Precinct Infrastructure Plan					
Project Category	DCP Project	Project Description	Lead Agency	Indicative Timing	Included in DCP?
<b>Road Projects</b>					
<b>Cobar Street Connector Road – between Griffith Avenue and North Road</b>	RD-01	Land and full construction of carriageway and road reserve.	GECC	M-L	Yes
<b>Intersection Projects</b>					
<b>North Road / East Boundary Road / Murrumbeena Road</b>	IN-01	Construction of interim configuration of 4 way intersection.	GECC	S	Yes
<b>Crosbie Road / Murrumbeena Road / Leila Road</b>	IN-02	Construction of 4 way signalised intersection	GECC	M-L	Yes
<b>Cobar Street / Crosbie Road / North Road</b>	IN-03	Land and construction for 4-lane arterial to 2-lane connector signalised intersection (4 way intersection).	GECC	M-L	Yes
<b>North Drive / East Boundary Road</b>	IN-04	Land and construction of 6-lane arterial to 2-lane connector signalised intersection (3 way intersection).	GECC	M	Yes
<b>South Drive / East Boundary Road</b>	IN-05	Land and construction of 6-lane arterial to 2-lane connector signalised intersection (3 way intersection).	GECC	S	Yes
<b>Murra Street / North Road</b>	IN-06	Land and construction of ultimate configuration.	GECC	L	Yes
<b>Carey Street / North Road</b>	IN-07	Land and construction of ultimate configuration	GECC	L	Yes
<b>Public Transport Projects</b>					
<b>Construction of bus stops on East Boundary Road / North Road</b>	-	Construction work and line marking to introduce bus stop adjacent to the precinct	TVV	M	No
<b>Open Space Improvements</b>					
<b>Virginia Park shared paths</b>	OS-01	Construction of shared user path and basic landscaping works between the precinct and Virginia Park.	GECC	M	Yes
<b>Central Park improvements</b>	OS-02	Improvement works.	GECC	S	Yes
<b>Community Infrastructure</b>					
<b>Community Centre</b>	CB-01	Land and construction or cash in-lieu for construction of a community centre including kindergarten and maternal child health facilities.	GECC	M	Yes
<b>Public School</b>	-	Land for a government 7-12 (secondary) school	DET	S	No
<b>Sporting Reserve Projects</b>					
<b>Marlborough Street Reserve (Soccer Fields and landscaping)</b>	SR-01	Construction or cash in lieu contribution equivalent to active sports facility at Marlborough Street Reserve	GECC	M	Yes
<b>Marlborough Street Reserve (Pavilion)</b>	SR-02	Construction or cash in lieu contribution equivalent to develop a sporting Pavilion associated with SR-01.	GECC	M	Yes
<b>Drainage</b>					
<b>Drainage works associated with Marlborough Street Reserve</b>	DR-01	Construction of drainage works within Marlborough Street Reserve.	GECC	S-M	Yes

GECC = Glen Eira City Council; TVV = Transport for Victoria; DET = Department of Education and Training S= Short; M = Medium; L = Long

### 3 LAND BUDGET

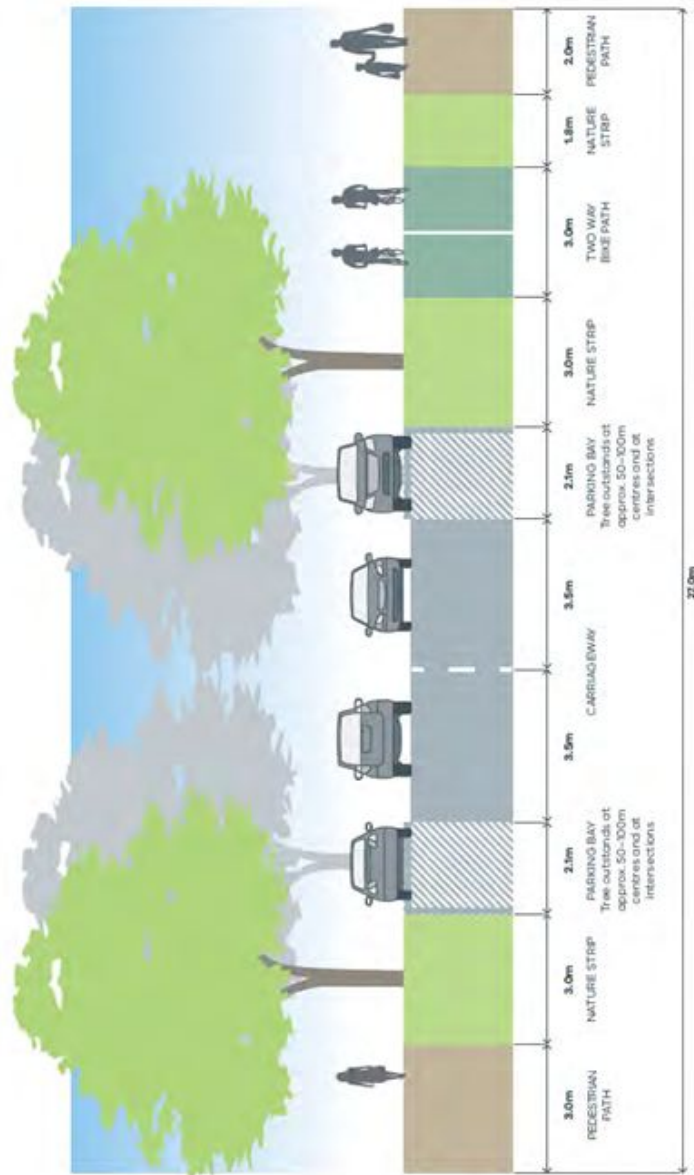
Table 3: Summary land use budget

Description	HECTARES	% OF TOTAL	% OF NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>24.59</b>		
<b>Transport</b>			
Existing Non-Arterial Road Reserve	0.90	3.7%	4.5%
DCP Land for Transport	0.20	0.8%	1.0%
<b>Sub-total Transport</b>	<b>1.10</b>	<b>4.5%</b>	<b>5.5%</b>
<b>Community and Education</b>			
Land for Future Government School	1.20	4.9%	6.1%
<b>Sub-total Community</b>	<b>1.20</b>	<b>4.9%</b>	<b>6.1%</b>
<b>Utilities</b>			
Utility Facility	0.43	1.7%	2.2%
<b>Sub-total Utility</b>	<b>0.43</b>	<b>1.7%</b>	<b>2.2%</b>
<b>Uncredited Open Space</b>			
Drainage Reserve	0.05	0.2%	0.2%
<b>Sub-total Uncredited Open Space</b>	<b>0.05</b>	<b>0.2%</b>	<b>0.2%</b>
<b>Credited Open Space</b>			
Local Park (via CI 53.01)	1.83	7.5%	9.2%
Urban Plaza (via CI 53.01)	0.15	0.6%	0.8%
<b>Sub-total Credited Open Space</b>	<b>1.98</b>	<b>8.1%</b>	<b>10.0%</b>
<b>Sub-total All Open Space</b>	<b>2.03</b>	<b>8.26%</b>	<b>10.2%</b>
<b>TOTAL NET DEVELOPABLE AREA - Ha</b>	<b>19.83</b>	<b>80.6%</b>	
<b>SUB-TOTAL NDA PER LAND USE</b>			
<b>Commercial</b>	<b>5.07</b>	<b>20.6%</b>	
<b>Mixed Use</b>	<b>8.32</b>	<b>33.8%</b>	
<b>Retail</b>	<b>1.50</b>	<b>6.1%</b>	
<b>Residential</b>	<b>4.92</b>	<b>20.0%</b>	
<b>TOTAL NET DEVELOPABLE AREA - Ha</b>	<b>19.81</b>	<b>80.6%</b>	
<b>DEVELOPMENT ASSUMPTIONS</b>			
Dwellings	3,000		dwelling units
Retail floorspace	12,000		m2 GLFA
Commercial floor space	80,000		m2 GLFA



## 4 STREET CROSS SECTIONS

### Connector Street - 27m - Bus Capable

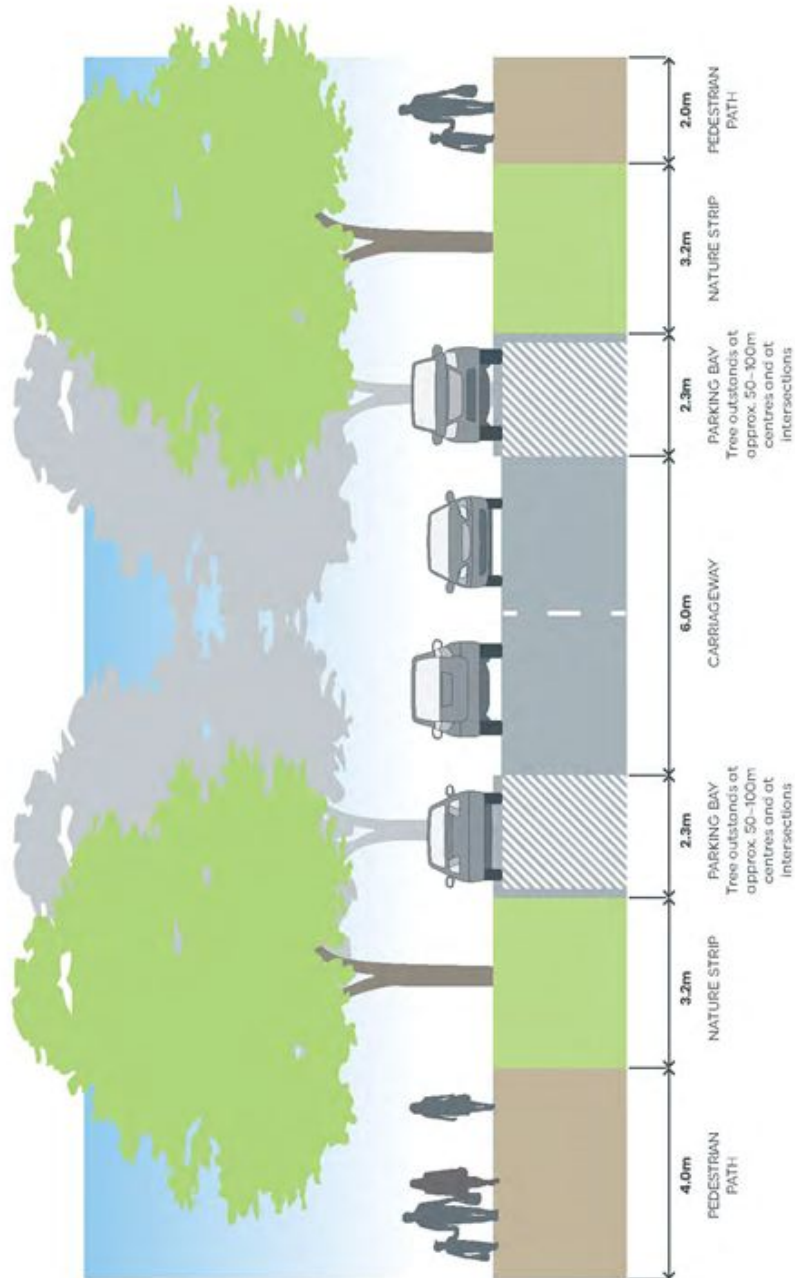


#### NOTES:

- Minimum street tree mature height: 15 metres.
- All kerbs are to be B2 Barrier Kerb.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bio-retention tree planter systems and/or median bio-retention swales. Such variations must be to the satisfaction of the responsible authority.



North Drive - 23m

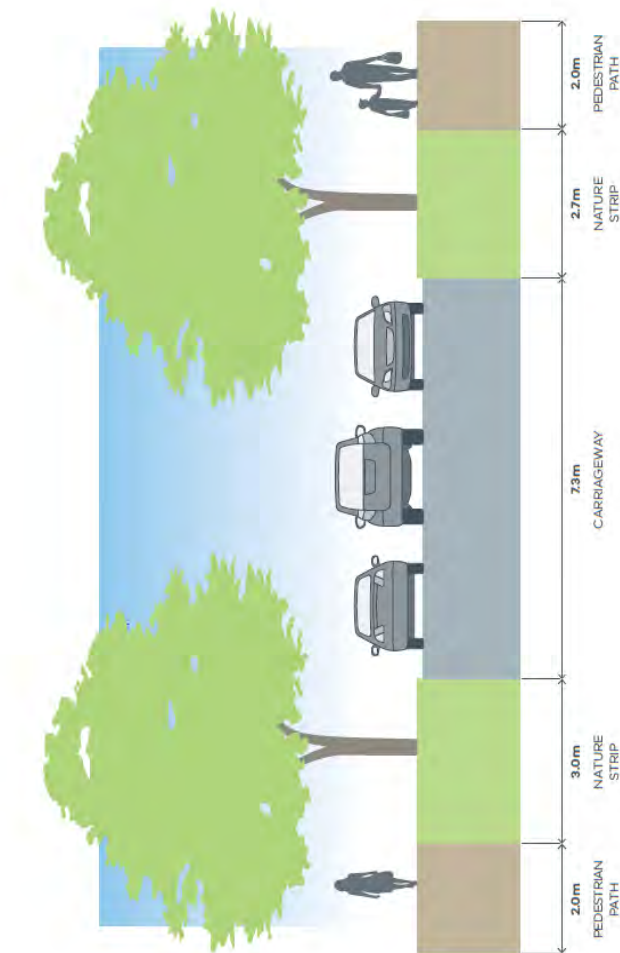


**NOTES:**

- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb
- Vergie widths may be reduced where roads about open space with the consent of the responsible authority.

**North Drive (23.0m)**

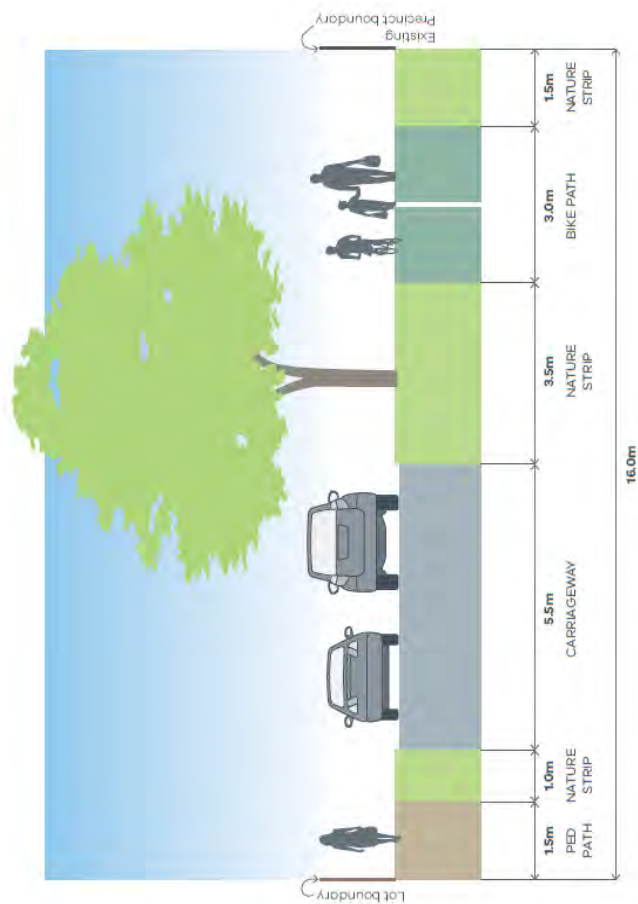
Local Access Street - 17m



NOTES:

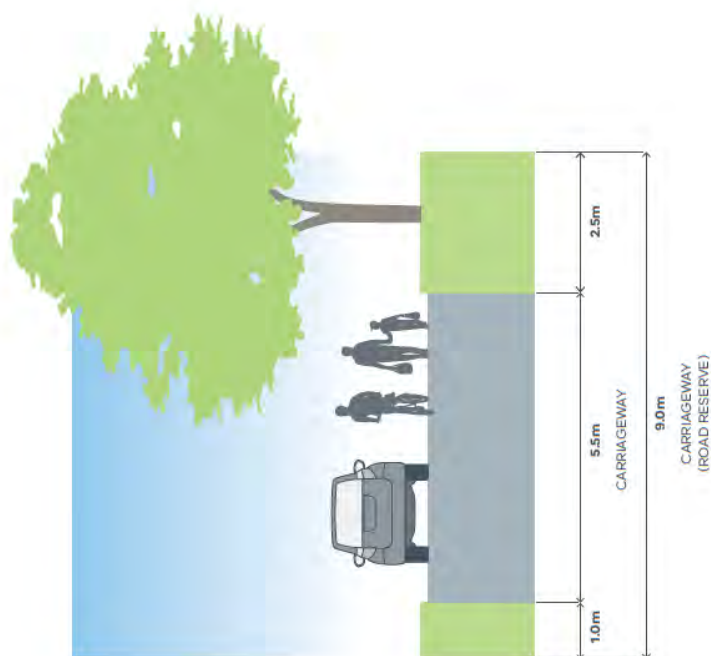
- Minimum street tree mature height 15 metres
- All kerbs are to be B2 Barrier Kerb

Local Access Street - 16m - Eastern Boundary



**Local Access Street (16.0m)**

Access Lane - 9m



## 5.0 REFERENCE DOCUMENT

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East Village Structure Plan 2018-2031

## 5 GLOSSARY

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### **Arterial Road**

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All declared arterials are managed by the State Government.

### **Co-Location**

Adjoining land uses to enable complementary programs, activities and services and shared use of resources and facilities. For example, the co-location of schools and active open space.

### **Land Budget Table**

A table setting out the total Precinct area, net developable area and constituent land uses proposed within the Precinct.

### **Local Parks (Credited Open Space)**

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

### **Net Developable Area**

Land in the Precinct available for private development including local streets. It is the precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

### **Public Open Space**

Has the same meaning as in the *Subdivision Act 1988*.

### **Uncredited Open Space**

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, conservation and heritage areas. This land may be used for a range of activities (e.g. walking paths, sports fields).





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## SCHEDULE 2 TO CLAUSE 37.02 COMPREHENSIVE DEVELOPMENT ZONE

Shown on the planning scheme map as **CDZ2**

### EAST VILLAGE COMPREHENSIVE DEVELOPMENT PLAN

#### Land

This schedule applies to land located at the corner of East Boundary Road and North Road in Bentleigh East as defined by the “East Village Comprehensive Development Plan, October 2018” (the CDP) incorporated in this scheme. The land is shown on the planning scheme maps as CDZ2.

#### Plan 1 to Schedule 2 to Clause 37.02



*Note: This plan is a reproduction of Plan 1 Future Urban Structure in the incorporated East Village CDP.*

## Purpose

To facilitate a transition in land use from industrial to mixed use.

To encourage high quality urban design and architecture that is environmentally sustainable, responsive to its environs, improves local accessibility and permeability through the precinct, and provides active edges throughout the precinct.

To create a vibrant, safe, diverse and attractive public environment.

To encourage the intensive development of the land for a mix of uses including retail, residential, office, education, community and civic.

To ensure that new sensitive uses do not unreasonably impact on the ongoing operations of existing industrial uses as the land use mix within the precinct transitions.

## 1.0

## Table of uses

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### Section 1 - Permit not required

Use	Condition
<b>Accommodation (other than Corrective institution and Residential hotel)</b>	Must be located in a residential area as shown on Plan 1; or Must be located in a mixed use area or retail area as shown on Plan 1: -with any frontage at ground floor level not exceeding 4 metres -must be located on the second floor or above. Must be no more than 3,000 dwellings in the CDP area.
<b>Animal keeping (other than Animal boarding)</b>	Must be no more than 2 animals.
<b>Art and craft centre</b> <b>Child care centre</b> <b>Education centre</b> <b>Exhibition centre</b>	Must not be located in a residential area as shown on Plan 1.
<b>Home based business</b>	
<b>Industry (other than Transfer station)</b>	Must be located in a mixed use area or commercial north area or commercial north (subject to drainage controls) as shown on Plan 1 Must not be a purpose listed in the table to Clause 52.10.
<b>Informal outdoor recreation</b> <b>Minor utility installation</b>	
<b>Medical centre</b>	The gross floor area must not exceed 250 square metres if located in a residential area as shown on Plan 1.
<b>Office (other than Medical centre)</b>	Must not be located in a residential area as shown on Plan 1.

Use	Condition
<b>Place of worship</b>	Must not be located in a residential area as shown on Plan 1.  The gross floor area of all buildings must not exceed 250 square metres.
<b>Research centre</b>	Must not be located in a residential area as shown on Plan 1.
<b>Restricted recreation facility</b>	Must not be located in a residential area as shown on Plan 1  The gross floor area of all buildings must not exceed 500 square metres.
<b>Retail premises (other than Adult sex product shop and Trade supplies)</b>	Must be located in the retail area as shown on Plan 1; or  Must be located in a mixed use area as shown on Plan 1 with a leasable floor area not exceeding 150 square metres.
<b>Veterinary centre</b>	Must not be located in a residential area as shown on Plan 1.  The gross floor area of all buildings must not exceed 250 square metres.
<b>Warehouse</b>	Must be located in a mixed use area, commercial north sub precinct, or commercial north (subject to drainage controls) as shown on Plan 1.  Must not be a purpose listed in the table to Clause 52.10.
<b>Any use listed in Clause 62.01</b>	Must meet the requirements of Clause 62.01.

## Section 2 - Permit required

Use	Condition
<b>Accommodation (other than Corrective institution and Residential hotel) where the Section 1 condition is not met</b>	Must not be located in commercial north, commercial north (subject to drainage controls) or commercial west sub precinct as shown on Plan 1.
<b>Industry (other than Transfer station) where the section 1 conditions are not met</b>	Must not be located in a residential area or commercial west sub precinct as shown on Plan 1.
<b>Trade supplies</b>	Must be located in commercial north area or commercial north (subject to drainage controls) as shown on Plan 1.
<b>Leisure and recreation (other than Informal outdoor recreation and Indoor recreation facility)</b>	Must not be located in a residential area as shown on Plan 1.

Use	Condition
<b>Place of assembly (other than Exhibition centre and Place of worship)</b>	
<b>Residential hotel</b>	
<b>Retail premises (other than Adult sex product shop, and Trade supplies) where the section 1 conditions are not met</b>	Must not be located in a residential area as shown on Plan 1.
<b>Any other use not in Section 1 or 3</b>	

### Section 3 - Prohibited

Use
<b>Adult sex product shop</b>
<b>Brothel</b>
<b>Corrective institution</b>
<b>Transfer station</b>
<b>Stone extraction</b>
<b>Major sport and recreation facility</b>
<b>Motor racing</b>

## 2.0

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### Use of land

#### Amenity of the neighbourhood

A use must not detrimentally affect the amenity of the neighbourhood, including through the:

- Transport of materials, goods or commodities to or from the land
- Appearance of any building, works or materials.
- Emission of noise, artificial light, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.

#### Application requirements

The following application requirements apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority.

- The purpose of the use and the types of activities which will be carried out.
- The likely number of employees
- The likely effects of the use on the local and regional traffic network;
  - The works, services or facilities required to cater for those effects so that the efficiency and safety of the traffic network is maintained; and
  - The proposed method of funding the required works, services or facilities.
  - The availability and capacity of the electricity, drainage, sewer water and digital networks; and
  - Any necessary upgrades to those networks; and
  - The proposed method of funding the upgrade works
- The likely effects, if any, on the neighbourhood, including noise levels, air-borne emissions and emissions to land and water, rubbish removal and storage, the hours of delivery and despatch of goods and materials, hours of operation and light spill, solar access and glare.

- The means of maintaining land not required for immediate use.
- If an industry or warehouse:
  - The type and quantity of goods to be stored, processed or produced.
  - Whether a Works Approval or Waste Discharge Licence is required from the Environment Protection Authority.
  - Whether a notification under the Occupational Health and Safety (Major Hazard Facilities) Regulations 2000 is required, a licence under the Dangerous Goods Act 1985 is required, or a fire protection quantity under the Dangerous Goods (Storage and Handling) Regulations 2000 is exceeded.

### Exemption from notice and review

An application for the use of land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act if it is generally consistent with the incorporated CDP.

### Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The incorporated CDP
- The effect that existing uses on adjoining or nearby land may have on the proposed use.
- The extent that the layout and design of the new use minimises the potential for off-site impacts, including from noise, fumes, odour or vibrations, ensuring that:
  - existing uses are not compromised by a new use, or
  - a new use is designed to address amenity impacts from, and to, existing uses.
- The availability and provision of utility services.
- The effect of traffic to be generated by the use on the capacity of the local and regional traffic network, particularly in relation to the ability of the Cobar Street / North Road / Crosbie Road to function effectively without signalisation.
- The interim use of those parts of the land not required for the proposed use.
- Whether the use is compatible with adjoining and nearby land uses.
- For non-residential uses, the proposed hours of operation, noise and any other likely off-site amenity impacts.

In addition to the relevant decision guidelines above, for an application to use land for a dwelling the responsible authority must consider the capacity of local utilities and community facilities to support the proposed number of dwellings.

## 3.0

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### Subdivision

A permit for subdivision must be generally consistent with the incorporated CDP.

### Drainage Strategy – South of Griffith Avenue

A permit must not be granted to subdivide land south of Griffith Avenue until a drainage strategy for all land within the precinct to the south of Griffith Avenue, has been prepared to the satisfaction of the responsible authority and Melbourne Water.

A drainage strategy must be designed to ensure that development of the precinct can meet the following requirements:

- No new lots created that are subject to inundation from 1% AEP flows (accounting for climate change scenarios).

- Any overland paths in road reserves meet Melbourne Water's floodway safety criteria for depth of flow and flow velocity
- Any overland flows be fully contained within reserves (roads, open space)
- Flooding cannot be increased either upstream or downstream of the precinct or for existing landholders
- The drainage network must have capacity for the 5% AEP flood

A drainage strategy may be amended to the satisfaction of the responsible authority and Melbourne Water.

A permit for subdivision must be consistent with any drainage strategy approved under this schedule.

A permit may be granted to subdivide land prior to the approval of a drainage strategy if, in the opinion of the responsible authority, the permit is consistent with the requirements listed in this clause.

### **Provision of affordable housing**

A permit must not be granted to subdivide land for residential development until the owner of the land enters into an agreement under section 173 of *the Act* that obligates the owner of the land to provide for either of the following:

- Transfer of land within the incorporated CDP area and with a planning permit/s for a minimum of one-hundred and fifty (150) dwellings, at nil consideration to a housing association or associations registered under the Housing Act 1983. Seventy five (75) dwellings are to be transferred prior to the development of one thousand five hundred (1500) dwellings within the incorporated CDP area and a further seventy five (75) dwellings are to be transferred prior to the development of two thousand one hundred (2100) dwellings within the incorporated CDP area; or
- The provision of affordable housing by any agreed alternative method consistent with the value of the above provision.
  - Where an alternative method is agreed, and the land owner has met all of its obligations under that method, that any obligation of the land owner to provide for affordable housing has been fully discharged.

This requirement does not apply if an agreement is registered on the land resulting from a buildings and works permit pursuant to Clause 37.02-4 and under this Schedule.

### **Standard of open space on transfer to municipal council**

All public open space which is to be provided to the Glen Eira City Council must be finished to a standard that satisfies the reasonable requirements of the Glen Eira City Council prior to the provision of the public open space, including:

- Removal of all existing, disused structures, foundations, pipelines and stockpiles;
- Clearing of rubbish, environmental weeds and rocks;
- Levelled, topsoiled and grassed with warm climate grass;
- Landscaped and or improved in accordance with the incorporated CDP.
- Provision of water tapping, potable, and where available recycled, water connection points;
- Sewer, gas and electricity connection points to land;
- A certificate of environmental audit for the land in accordance with Part IXD of the Environment Protection Act 1970

### **Works to be provided in association with development**

Development must provide and meet the total cost of delivering the following infrastructure, unless provided for in an incorporated development contributions plan:

- Connector streets and local streets;

- Local bus stop infrastructure where locations are agreed in writing by Public Transport Victoria;
- Landscaping, and where required by the municipal council, fencing of abutting streets and roads;
- Intersection works and traffic management measures along arterial roads, connector streets and local streets;
- Local shared, pedestrian and bicycle paths along local roads, connector streets, utilities easements, local streets, waterways and within local parks including intersections and barrier crossing points;
- Bicycle parking;
- Appropriately scaled lighting along all roads, major shared and pedestrian paths and traversing the open space network;
- Local drainage system and water quality systems.

#### **Construction of roads**

- Roads must be constructed in accordance with the incorporated CDP to the standards and cross-sections set out in the incorporated CDP.
- A shared road must be constructed to the north and west of the public open space known as Central Park as identified in the incorporated CDP prior to the development of the Central Park.

#### **Application requirements**

The following application requirements apply to an application for a permit for subdivision under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

- A written statement that sets out how the subdivision implements the incorporated CDP.
- A plan showing the location of public reserves or other land proposed to be provided to or vested in a Minister, municipal council or public authority.
- Plans showing the design of streets, paths, parks and any other relevant public facility or infrastructure shown in the CDP, shown in a development contributions plan, or that is necessary as a result of the development.
- A plan showing the proposed subdivision in the context of Plan 1 of the incorporated CDP or any other relevant plan in the incorporated CDP.
- A Public Infrastructure Plan which addresses the following:
  - What land may be affected or required for the provision of infrastructure works;
  - The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment;
  - What, if any, infrastructure set out in the development contributions plan applying to the land is sought to be provided as "works in lieu" subject to the consent of the collecting agency;
  - The provision of public open space and land for any community facilities; and
  - Any other matter relevant to the provision of public infrastructure required by the responsible authority.

An application for residential subdivision must include a site and context description and design response as required in Clause 56.

An application to subdivide land for an accommodation use, other than an application to subdivide land into lots each containing an existing dwelling or car parking space, must be accompanied by:



- A land budget table in the same format and methodology as those within the incorporated CDP applying to the land, setting out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields;
- A demonstration of how the property will contribute to the provision of 3,000 dwellings within the precinct;

#### **Exemption from notice and review**

An application for the subdivision of land is exempt from the notice requirements of Section 52(1)(a), (b) and (d), the decision requirements of Section 64(1), (2) and (3) and the review rights of Section 82(1) of the Act.

This does not apply to an application that proposes to move a street, public open space or trail shown on any plan in the incorporated CDP, from one lot to another lot in different ownership.

#### **Decision guidelines**

The following decision guidelines apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The incorporated CDP.
- The location and function of public reserves, road reserves and other public spaces.
- How any proposed public roads integrate with the surrounding road network.
- The effect of the subdivision on the redevelopment of the area in the long term.

## **4.0**

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### **Buildings and works**

A permit is required to construct a building or construct or carry out works.

A permit must be generally in accordance with the incorporated CDP and include any conditions or requirements set out in this schedule.

The development of land for the following must meet the requirements of Clause 55. This does not apply to a development of five or more storeys, excluding a basement:

- A dwelling if there is at least one dwelling existing on the lot
- Two or more dwellings on a lot
- A dwelling or extension of a dwelling if it is on common property
- A residential building or extension of a residential building

The development of one dwelling on a lot less than 300 square metres must meet the requirements of Clause 54.

An apartment development of five or more storeys, excluding a basement, must meet the requirements of Clause 58.

A permit is not required for the following:

- The construction or extension of one dwelling on a lot with an area of 300 square metres or more.
- Construction or carrying out works normal to a dwelling.
- Construction or extension of an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does not exceed 10 square metres and the maximum building height is not more than 3 metres above ground level.

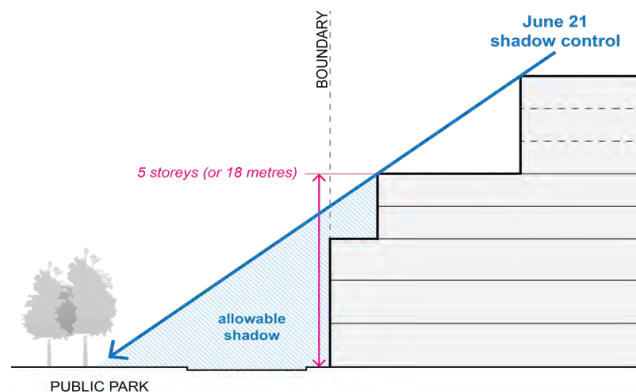
Or the following where located in a commercial/office area or retail area:

- The installation of an automatic teller machine.
- An alteration to an existing building façade provided:
  - The alteration does not include the installation of an external roller shutter.

- At least 80 per cent of the building facade at ground floor level is maintained as an entry or window with clear glazing.
- An awning that projects over a road if it is authorised by the relevant public land manager.

### Overshadowing of Public Realm

- Development must not cast a shadow over any part of Central Park as identified in the incorporated CDP between 10am and 3pm on 22 September.
- Development must not cast a shadow beyond the southern kerb-line of North Drive and South Drive as identified in the incorporated CDP between 10am and 3pm on 22 September.
- Development must not cast a shadow over at least 80% of the Town Square as identified in the incorporated CDP between 10am and 3pm on 22 September.
- Development should not cast a shadow over any part of Virginia Park and the Marlborough Street Reserve for at least 5 hours on 22 September.
- Development must not cast any shadow on more than 75% of the area of any public open space described in Plan 2 of the incorporated CDP between 11am and 2pm on 21 June the winter solstice.
- For any building or works above 5 storeys or 18 metres, adjoining west and north of the central park and town square must not cast additional shadow onto the park between 11am and 2pm on 21 June beyond any shadow cast by existing buildings and works.



- Development should not cast any unreasonable shadows over other public parks and gardens, pedestrian routes including streets and lanes and privately owned but publically accessible spaces.

### Drainage Strategy – South of Griffith Avenue

A permit must not be granted to construct a building or construct or carry out works on land south of Griffith Avenue until a drainage strategy for all land within the precinct to the south of Griffith Avenue, has been prepared to the satisfaction of the responsible authority and Melbourne Water.

A drainage strategy must be designed to ensure that development of the precinct can meet the following requirements:

- No new lots created that are subject to inundation from 1% AEP flows (accounting for climate change scenarios).
- Any overland paths in road reserves meet Melbourne Water's floodway safety criteria for depth of flow and flow velocity
- Any overland flows be fully contained within reserves (roads, open space)
- Flooding cannot be increased either upstream or downstream of the precinct or for existing landholders
- The drainage network must have capacity for the 5% AEP flood

A drainage strategy may be amended to the satisfaction of the responsible authority and Melbourne Water.

A permit to construct a building or construct or carry out works must be consistent with any drainage strategy approved under this schedule.

A permit may be granted to construct a building or construct or carry out works prior to the approval of a drainage strategy if, in the opinion of the responsible authority, the permit is consistent with the requirements listed in this clause.

### **Provision of affordable housing**

A permit must not be granted for residential development until the owner of the land enters into an agreement under section 173 of *the Act* that obligates the owner of the land to provide for either of the following:

- Transfer of land within the incorporated CDP area and with a planning permit/s for a minimum of one-hundred and fifty (150) dwellings, at nil consideration to a housing association or associations registered under the Housing Act 1983. Seventy five (75) dwellings are to be transferred prior to the development of one thousand five hundred (1500) dwellings within the incorporated CDP area and a further seventy five (75) dwellings are to be transferred prior to the development of two thousand one hundred (2100) dwellings within the incorporated CDP area; or
- The provision of affordable housing by any agreed alternative method consistent with the value of the above provision.
  - Where an alternative method is agreed, and the land owner has met all of its obligations under that method, that any obligation of the land owner to provide for affordable housing has been fully discharged.

This requirement does not apply if an agreement is registered on the land resulting from a subdivision permit pursuant to Clause 37.02-3 and under this Schedule.

### **Works to be provided in association with development**

Development must provide and meet the total cost of delivering the following infrastructure, unless provided for in an incorporated development contributions plan:

- Connector streets and local streets;
- Local bus stop infrastructure where locations are agreed in writing by Public Transport Victoria;
- Landscaping, and where required by the Glen Eira City Council, fencing of abutting streets and roads;
- Intersection works and traffic management measures along arterial roads, connector streets and local streets;
- Local shared, pedestrian and bicycle paths along local roads, connector streets, utilities easements, local streets, waterways and within local parks including intersections and barrier crossing points;
- Bicycle parking;

- Appropriately scaled lighting along all roads, major shared and pedestrian paths and traversing the open space network;
- Local drainage system and water quality systems.

### **Application requirements**

The following application requirements apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme and must accompany an application, as appropriate, to the satisfaction of the responsible authority:

An application to construct a building or construct or carry out works must be accompanied by the following information, as appropriate:

- A written statement that sets out how the development implements the incorporated CDP.
- A plan showing the proposed development in the context of Plan 1 of the incorporated CDP and the relevant precinct plans in the incorporated CDP.
- A land budget table in the same format and methodology as those within the incorporated CDP applying to the land, setting out the amount of land allocated to the proposed uses and expected population, dwelling and employment yields..
- A demonstration of how the development will contribute to the provision of 3,000 dwellings within the precinct, including a plan showing the location and total number of existing dwellings within the precinct.
- A feature survey and site reestablishment plan.
- A staging plan showing staging of the development/road construction/service provision/land release to ensure that it would be developed in an orderly way.
- A site analysis plan showing:
  - Existing conditions
  - The boundaries and dimensions of the site.
  - The location of existing buildings to be retained/demolished.
  - Relevant ground levels to AHD.
  - The location, height and purpose of buildings and works on adjoining land.
  - The location and height of all existing buildings on the land.
  - The location of existing services, easements and encumbrances on the land
  - The location of existing driveways, car parking and loading areas, including the allocation of existing parking spaces on the site
  - The location of private open space of adjoining properties.
- A design response plan drawn to scale which shows:
  - The boundaries and dimensions of the site.
  - Adjoining roads.
  - Relevant ground levels to AHD.
  - The layout of proposed buildings and works.
  - Proposed driveway, car parking and loading areas.
  - Proposed landscape areas.
  - Proposed external storage and waste treatment areas.
  - Areas not required for immediate use.
- Number of car parking spaces per dwelling and visitor car parking.
- Bicycle parking provision.
- Details of connections from any internal roads/accessways to existing roads and means of vehicular ingress and egress from the site.

- Elevation drawings to scale showing the colour and materials of all buildings and works.
- Details of measures to mitigate noise, odour, vibration and other amenity impacts.
- Shadow diagrams at 9am, 12pm midday and 3pm at September equinox and winter solstice.
- Schedule of construction materials, external finishes and colours.
- Plans showing the design of streets, paths, parks and any other relevant public facility or infrastructure shown in the CDP, shown in a development contributions plan, or that is necessary as a result of the development.
- A plan showing the proposed development in the context of Plan 1 of the incorporated CDP and any other relevant plan in the incorporated CDP.
- 3D images that depict the proposed development (taken from pedestrian eye-level) in the context of the adjacent (existing and approved/proposed) buildings. The photomontages / 3D images must be produced in colour and accurately depict the proposed palette of building materials and finishes
- For applications within the mixed use and retail areas, and commercial areas, 1:20 scale elevation drawings of the primary, ground floor (street) level façade, accompanied by a detailed materials schedule and written statement explaining how the design of the ground floor façade encourages pedestrian activity and informal surveillance of the street from within the building.
- Construction details of all drainage works, driveways, vehicle parking and loading areas.
- An arboricultural report.
- A landscape layout which includes the description of vegetation to be planted, the surfaces to be constructed, site works specification and method of preparing, draining, watering and maintaining the landscape area.
- A waste management plan which includes the following, as appropriate:
  - The location of waste storage facilities on site and on collection days, including bulk waste collection bins or approved alternative and recycling bins
  - The proposed method of waste collection (either private contractor or Glen Eira City Council). If private collection is proposed, it must incorporate recycling services and comply with the relevant EPA noise guideline relating to time of collection.
- A traffic, parking and access report which includes the following:
  - An assessment of the total vehicle movements to and from the entire precinct during peak periods.  
An assessment of the likely traffic impacts associated with the proposed development, including the ability of the Cobar Street / North Road / Crosbie Road to function effectively without signalisation. This is to include an assessment of the precinct's existing and the proposed development traffic generation during peak AM and PM period. Where the traffic generation is expected to exceed 2,000 vehicles accessing the site in the PM peak, the Cobar Street site access intersection should be implemented.
  - Traffic management works which may be necessary to accommodate the predicted traffic generated by the development;
  - An assessment of the proposed car parking provision including suitability of scale, location and capacity to service the anticipated car parking demand
- A site remediation strategy prepared by a suitably qualified professional that:
  - Demonstrates the proposed staging of development to accommodate any required remediation works and how any contamination is being managed to prevent any detrimental effect on the use and development of the subject land or adjoining land or on buildings and works; and

- Where applicable, provides recommendations regarding the suitability of the site for installation of underground water storage tanks
- A construction management plan which includes an assessment of the impacts of noise and vibration from the proposed development. The plan should demonstrate that existing residents in the vicinity of the development will experience a reasonable level of amenity during the construction phase.
- A Public Infrastructure Plan which addresses the following:
  - What land may be affected or required for the provision of infrastructure works;
  - The provision, staging and timing of road works internal and external to the land consistent with any relevant traffic report or assessment;
  - What, if any, infrastructure set out in the development contributions plan applying to the land is sought to be provided as "works in lieu" subject to the consent of the collecting agency;
  - The provision of public open space and land for any community facilities; and
  - Any other matter relevant to the provision of public infrastructure required by the responsible authority.

### **Neighbourhood and site description and design response**

An application for any of the following must be accompanied by a neighbourhood and site description and a design response as described in Clause 54.01 or 55.01, as appropriate:

- Construction or extension of one dwelling on a lot of less than 300 square metres.
- Construction of a dwelling if there is at least one dwelling existing on the lot.
- Construction of two or more dwellings on a lot.
- Extension of a dwelling if there are two or more dwellings on the lot.
- Construction or extension of a dwelling on common property.
- Construction or extension of a residential building.

### **Aboriginal Cultural Heritage Sensitivity**

- The land is within a mapped area of Cultural Heritage Sensitivity. Before the granting of a permit for buildings and works, a Cultural Heritage Management Plan must be submitted to the Responsible Authority, unless demonstrated to the Responsible Authority that there has been significant ground disturbance under the meaning of that term in the Cultural Heritage Regulations 2018.

### **Environmental site assessment – Commercial North**

An application to construct a building or construct or carry out works on land in the Commercial North sub-precinct or Commercial North (subject to drainage controls) shown on Plan 1 of this schedule must be accompanied by an Environmental Site Assessment (Detailed Site Investigation) prepared by a suitably qualified practitioner in contaminated land assessment, which takes account of the report titled *East Village Peer Review and Phase 1 Environmental Site Assessment* (Bluesphere Environmental, 25 July 2018) and provides information including:

- Further detailed assessment of potential contaminants on the relevant land;
- Clear advice on whether the environmental condition of the land is suitable for the proposed use
- Recommended remediation actions for any potentially contaminated land

The Environmental Site Assessment (Detailed Site Investigation) must be completed in accordance with the National Environment Protection (Assessment of Site Contamination) Measure (2013) and relevant Environment Protection Authority (EPA) legislation and guidance.

### **Amenity assessment – buildings associated with a sensitive use**

An application to construct a building associated with a sensitive use must be accompanied by an amenity assessment report that includes the following:

- acoustic assessment prepared by a suitably qualified professional. The assessment should provide recommendations on suitable design responses to ensure future occupants will experience an appropriate level of acoustic amenity within the proposed building;
- an assessment of other potential amenity impacts from nearby non-sensitive uses including fumes, odour, light spillage prepared by a suitably qualified professional. The assessment should provide recommendations on suitable design responses to ensure future occupants will experience an appropriate level of amenity within the proposed building

### **Acoustic assessment for development with a direct interface to electrical substation**

An application to construct a building on land with a direct interface to the electrical substation shown on Plan 1 of this schedule must be accompanied by an acoustic report prepared by a suitably qualified professional. The report should provide recommendations on suitable design responses that ensure future occupants will experience an appropriate level of acoustic amenity within the proposed building.

### **Sustainability management plan**

An application to construct an office or apartment building must be accompanied by a sustainability management plan prepared by a suitably qualified professional or other suitably skilled person that demonstrates to the satisfaction of the responsible authority:

- The adoption of best practice environmental management during construction including:
- Provision for the minimisation, re-use and recycling of materials and waste.
- The inclusion of energy efficient street lighting that makes optimum use of smart technology to minimise energy use.
- That the building will be designed to provide the opportunity for reduced energy and resource use by occupants including:
  - Maximise access to natural ventilation of interior spaces
  - Maximise direct daylight access and views to outdoor spaces
  - Minimise hard surfaces and maximise vegetated areas in spaces ancillary to the building
  - Passive design features to reduce heat gain in summer and maximise heat gain in winter
  - Energy efficient building services
  - Providing for on-site energy production
  - Maximise opportunities for water capture and re-use.
  - Use of the Green Star Design or UDIA's EnviroDevelop tool (or alternative tool as agreed by the responsible authority) for design and construction of all buildings.

### **Maintenance**

All buildings and works must be maintained in good order and appearance to the satisfaction of the responsible authority.



## Section 173 Agreement

Prior to commencement of works, the owner must enter into an agreement under section 173 of the Planning and Environment Act 1987 with the responsible authority, the Glen Eira City Council, and the landowners for the provision at the owner's cost including:

- Affordable housing
- Public open space
- Environmental sustainability controls
- Connector Roads
- Intersection delivery

The owner must pay all of the reasonable legal costs and expenses of the responsible authority, the Glen Eira City Council, for this agreement including its preparation, execution and registration on title.

## Decision guidelines

The following decision guidelines apply to an application for a permit under Clause 37.02, in addition to those specified in Clause 37.02 and elsewhere in the scheme which must be considered, as appropriate, by the responsible authority:

- The incorporated CDP.
- The extent that the layout and design of the new development minimises the potential for off-site impacts, including from noise, fumes, odour or vibrations, ensuring that:
  - existing uses are not compromised by a new development, or
  - a new development is designed to address amenity impacts from, and to, existing uses.
- For a building associated with a residential use, whether the building is designed to effectively mitigate noise, fumes, odour, vibration and other associated amenity impacts from non-residential uses.
- The movement of pedestrians and cyclists, and vehicles providing for supplies, waste removal, emergency services and public transport.
- The effect of traffic to be generated by the development on the capacity of the local and regional traffic network, particularly in relation to the ability of the Cobar Street / North Road / Crosbie Street to function effectively without signalisation. Signalisation is required when development in the Precinct exceeds 2,000 vehicles entering the Precinct at PM peak.
- The provision of car parking.
- How the design of ground level building facades contribute to a fine-grain built form and a pedestrian friendly, visually interesting streetscape.
- The streetscape, including the design of verandahs, access from the street front, protecting active frontages to pedestrian areas, the treatment of the fronts and backs of buildings and their appurtenances, illumination of buildings or their immediate spaces and the landscaping of land adjoining a road.
- The location of storage for rubbish and materials for recycling.
- Whether there are clearly defined responsibilities and legal mechanisms proposed for the maintenance of buildings, landscaping and paved areas.
- Consideration of the overlooking and overshadowing as a result of building or works affecting adjoining land in a General Residential Zone, Neighbourhood Residential Zone or Residential Growth Zone.
- The availability of and connection to services.

- The design of buildings to provide for solar access.
- The objectives, standards and decision guidelines of Clause 54 and Clause 55

## **5.0 Signs**

--/20--  
Proposed  
C155

Sign requirements are at Clause 52.05. All land located within a residential area is in Category 3. All land located within a commercial area, retail area or mixed use area is in Category 1. All other land is in Category 4.

## **6.0 Reference document**

--/20--Proposed C155

East Village Structure Plan 2018-2031

# East Village

## Development Contributions Plan



October 2018



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Table 1 provides an overview of the project categories, costs and charges levied by this Development Contributions Plan (DCP). A more detailed explanation of projects funded by this DCP, calculation of contributions, description and costs of projects is listed within this document.

**Table 1:** Overall Summary of Costs and Charges

SUMMARY - TOTAL COSTS LAND AND PROJECT		
Project Type	Total Costs of Projects	
Estimated Project Cost: Land	\$1,909,800	
Estimated Project Cost: Construction	\$58,742,221	
Total	\$60,652,021	
SUMMARY - TOTAL COSTS BY PROJECT TYPE		
Project Type	Total Costs of Projects	
Road Projects	\$733,229	
Intersection Projects	\$42,214,852	
Community Building Projects	\$5,710,278	
Sporting Reserve Projects	\$7,165,594	
Open Space Improvements	\$3,628,233	
Drainage Projects	\$1,199,835	
Total	\$60,652,021	
SUMMARY - TOTAL COSTS BY INFRASTRUCTURE CATEGORY		
Project Type	Total Costs of Projects	
Total - Development Infrastructure Levy (DIL)	\$58,157,065	
Total - Community Infrastructure Levy (CIL)	\$2,494,956	
Total	\$60,652,021	
SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE AREA		
Main Charge Area	Rate	
MCA1 (Residential)	\$10,403.45	per lot/dwelling
MCA1 (Retail)	\$1,074.20	per m2 GLFA
MCA1 (Commercial)	\$187.07	per m2 GLFA
MCA2 (Commercial)	\$96.14	per m2 GLFA
SUMMARY - COMMUNITY INFRASTRUCTURE LEVY (CIL) BY MAIN CHARGE AREA		
Charge area	Rate	
MCA1 (Residential)	\$831.65	per lot/dwelling
MCA1 (Retail)	N/A	
MCA1 (Commercial)	N/A	
MCA2 (Commercial)	N/A	

Plan 1: Precinct Boundary





# 1 INTRODUCTION

## 1.1 Site Description

The DCP applies to approximately 24 hectares of land fourteen kilometres south-east of the Melbourne CBD in Bentleigh East, within the municipality of Glen Eira City Council. The precinct is bounded to the north by North Road, the east by residential development the south by Virginia Park and the west by East Boundary Road.

## 1.2 Purpose

The East Village Development Contributions Plan (DCP) has been prepared by the Victorian Planning Authority (VPA) with the assistance of Glen Eira City Council (GECC), Government departments and agencies, service authorities and major stakeholders.

The East Village DCP:

- Outlines projects required to ensure that future residents, visitors and workers within East Village can be provided with timely access to the community services and transport necessary to support a future mixed use area;
- Establishes a framework for development proponents to make a financial contribution towards the cost of identified infrastructure projects;
- Ensures that the cost of providing new infrastructure and services is shared equitably between various development proponents and the wider community;
- Provides the details of the calculation of financial contributions that must be made by future developments towards the nominated projects;
- Provides developers, investors and local communities with certainty about development contribution requirements and how they will be administered.

## 1.3 Report Basis

The DCP document comprises six parts:

### PART 1 - Strategic Basis

Part 1 explains the strategic basis for the DCP, including information about the East Village Precinct.

### PART 2 – Infrastructure Projects

Part 2 outlines the projects to be funded by the DCP.

### PART 3 - Calculation of Contributions

Part 3 sets out how the development contributions are calculated and costs apportioned.

### PART 4 - Development Contributions Plan Administration and Implementation

Part 4 focuses on administration and implementation of the DCP

### PARTS 5 & 6 - Other Information

Section 5.0 and section 6.0 provide other supporting information.



## 1.4 Strategic Basis

The strategic basis for the DCP is established by the State and Local Planning Policy Framework of the Glen Eira Planning Scheme. Key documents are:

- The State Planning Policy Framework set out in the Glen Eira Planning Scheme;
- Plan Melbourne 2017-2050;
- Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans;
- The Local Planning Policy Framework of the Glen Eira Planning Scheme;
- East Village Comprehensive Development Plan (CDP);
- Reports from the Standard Development Contributions Advisory Committee and the Government response to the recommendations of the Advisory Committee
- Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contribution Plans.

These documents set out a broad, long term vision for the development of East Village and its surrounds.

## 1.5 Planning and Environment Act 1987

The DCP has been prepared in accordance with Part 3B of the *Planning and Environment Act 1987* (the Act) and has been developed in line with the State and Local Planning Policy Framework of the Glen Eira Planning Scheme as well as Victorian Government guidelines. It is consistent with the Minister for Planning's Directions on Development Contributions made under section 46M(1) of the Act and has had regard to the Victorian Government's Development Contribution Plan Guidelines.

The DCP provides for the charging of a Development Infrastructure Levy pursuant to section 46J(a) of the Act: towards works, services or facilities. It also provides for the charging of a Community Infrastructure Levy pursuant to section 46J(b) of the Act as some items are classified as community infrastructure under the Act.

The DCP is implemented in the Glen Eira Planning Scheme through Schedule 1 to the DCP Overlay (DCPO1) which applies to the area shown in Plan 1.

The DCP forms part of the Glen Eira Planning Scheme pursuant to section 46I of the Act and is an incorporated document under Clause 81 of the Glen Eira Planning Scheme.

Plan 2: Future Urban Structure



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## 1.6 East Village Comprehensive Development Plan (CDP)

The East Village CDP sets the vision for how land should be developed, illustrates the future urban structure and describes the objectives to be achieved by the future development.

The CDP applies to 24 hectares of land as shown on Plan 1. The summary land budget for East Village is listed at

Table 10 and parcel specific land budget is listed in Table 15 in Appendix 1.

The DCP has a strong relationship to the CDP, as the East Village CDP provides the rationale and justification for infrastructure items that have been included within the DCP. The future urban structure for the East Village CDP is illustrated in Plan 2.

Accordingly, the DCP is an implementation based planning tool which identifies the infrastructure items required by the new community and apportions the cost of this infrastructure in an equitable manner across the plan area.

## 1.7 The Area to Which the DCP Applies

The East Village DCP applies to the same area as the East Village CDP. Two Main Charge Areas (MCAs) are identified for East Village is based on the predominant development outcomes:

- MCA1: Commercial, Retail, Residential
- MCA2: Commercial

The MCAs defined the geographic area from which a given item of infrastructure will draw most of its use.

A breakdown of the MCAs is provided in Table 2. The Main Charge Areas are shown in Plan 3.

Table 2: Main Charge Areas

CHARGE AREA	Label	Units	Measure
MCA1	Residential	3,000	dwelling units/lots
	Commercial	70,000	m2 gross leasable floorspace
	Retail	12,000	m2 gross leasable floorspace
MCA2	Commercial	10,000	m2 gross leasable floorspace

Plan 3: Main Charge Areas



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## 1.8 Infrastructure items included in the DCP

The need for the infrastructure set out in this DCP has been determined according to the anticipated development scenario for East Village as described in the East Village CDP.

Infrastructure items can be included in a DCP if the proposed development of an area is likely to create the need for infrastructure. New development does not have to trigger the need for new items in its own right. An item can be included in a DCP regardless of whether it is within or outside the DCP area.

Before inclusion in this DCP, all items have been assessed to ensure they have a relationship or nexus to proposed development in the East Village CDP. A new development is deemed to have a nexus with an item if the future residents are expected to make use of that item.

A summary of how each item relates to projected urban renewal development is set out below and individual item use apportionments are identified in Table 12.

The items that have been included in this DCP all have the following characteristics; namely they:

- Are essential to the health, safety and well-being of the community;
- Will be used by a broad cross-section of the community;
- Reflect the vision and strategic aspirations as expressed in the East Village Comprehensive Development Plan;
- Are not recurrent items; and
- Are the basis for the future development of an integrated network.

## 1.9 Items Not Included in the DCP

### Developer Works

The following items are not included in the DCP. They must be provided by developers as a matter of course and/or pursuant to agreements with servicing agencies in implementing the East Village CDP:

- Internal streets and associated traffic management measures, including streets on the edge of the East Village CDP, except where specified as DCP projects;
- Intersections connecting the development to the existing and planned road network, except where specified as DCP projects;
- Water, sewerage, underground power, gas, and telecommunications services;
- Stormwater drainage and water quality works, except where specified as DCP projects;
- Local pathways and connections to the regional and/or district pathway network;
- Basic levelling, seeding, water tapping and landscaping of local parks;
- Local park masterplans and any agreed associated works required by the CDP;
- Council's plan checking and supervision costs; and
- Bus stops.

The items listed above are considered to be normal to the construction of a development and are not considered to warrant cost sharing arrangements beyond those set out in this DCP.

They may be further addressed and defined by an agreement under Section 173 of the Act and/or conditions in planning permits.

Upgrade of the existing road network to an urban standard will be implemented through subdivision permit conditions to the satisfaction of the responsible authority, except where specified as a DCP project.

### Public Open Space Contributions

This DCP does not provide funding towards the cost of land for local parks (credited open space). Local Parks are provided through Clause 53.01 of the Glen Eira Planning Scheme.

### Affordable Housing

This DCP does not provide funding towards the cost of land for affordable housing. Affordable housing for the precinct will be provided through a separate agreement between the landowners and council.



## 2 INFRASTRUCTURE PROJECTS

### 2.1 Infrastructure Project Categories

The DCP uses a project identification system of project category and sequential number in its tables and plans. The following types of projects are included in the DCP (refer to Plans 4-9):

- RD – Road Projects;
- IN – Intersection Projects;
- SR – Sporting Reserve Projects
- CI – Community Buildings Projects; and
- DR – Drainage Projects.

#### Road Projects

The road project funded by the CDP is shown on Plan 4. It does not include works and pavement for controlled intersections.

Table 3: Road projects

DCP Project ID	Project Title Project Description	Charge areas contributing	Indicative provision trigger
RD-01	Cobar Street Connector 1 - Construction	MCA1 MCA2	Concurrent with provision of IN-3C



Plan 4: Road Projects



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## Intersection Projects

The intersection projects funded by the DCP are based on the transport network depicted in Plan 5, and comprise:

- Construction of controlled intersection works and/or;
- Land for the construction of the intersection.

The detail of the intersections is further described in Appendix 2.

Table 4: Intersection Projects

Project ID	Project Title Project Description	Charge areas contributing	Indicative provision trigger
IN-1C	North Road & East Boundary Road <i>Construction</i>	MCA1 MCA2	Once the precinct achieves a net increase in the existing traffic volumes it generates.
IN-2C	Crosbie Road/ Murrumbena Road/ Leila Road <i>Construction</i>	MCA1 MCA2	At the time of delivery of IN-3C
IN-3L	Cobar St & Crosbie Rd & North Road <i>Land</i>	MCA1 MCA2	At time of subdivision or redevelopment of adjacent site
IN-3C	Cobar St & Crosbie Rd & North Road <i>Construction</i>	MCA1 MCA2	Once the traffic generated by the precinct exceeds 2,000 vehicle movements in the peak hour.
IN-4L	North Drive & East Boundary Road <i>Land</i>	MCA1	At time of subdivision
IN-4C	North Drive & East Boundary Road <i>Construction</i>	MCA1	At time of subdivision
IN-5L	South Drive & East Boundary Road <i>Land</i>	MCA1	At time of subdivision
IN-5C	South Drive & East Boundary Road <i>Construction</i>	MCA1	At time of subdivision
IN-6L	North Road & Murra Street <i>Land</i>	MCA1 MCA2	At time of subdivision or redevelopment of adjacent site
IN-6C	North Road & Murra Street <i>Construction</i>	MCA1 MCA2	Once the land is available and traffic volumes are deemed to require the infrastructure.
IN-7L	North Road & Carey Street <i>Land</i>	MCA1 MCA2	At time of subdivision or redevelopment of adjacent site
IN-7C	North Road & Carey Street <i>Construction</i>	MCA1 MCA2	Once the land is available and traffic volumes are deemed to require the infrastructure.

Plan 5: Intersection Projects



## Community Building Project

The community building project funded by the DCP, as shown on Plan 6 is:

Table 5: Community Building Projects

Project ID	Project Title Project Description	Charge areas contributing	Indicative provision trigger
CB1-C	Community Facility <i>Construction of Community Centre</i>	MCA1	Once population growth is deemed to require the infrastructure

Plan 6: Community Facility Project





## Sporting Reserve Projects

The Sporting Reserve Projects funded by the DCP, as shown on

Plan 7, are:

Table 6: Sporting Reserve Projects

Project ID	Project Title Project Description	Charge areas contributing	Indicative provision trigger
SR1	Marlborough Street Reserve Construction of soccer fields and landscaping Development of sporting surface and landscaping	MCA1	At time of subdivision

Plan 7: Sporting Reserve Projects



## Open Space Improvement Projects

The Open Space Improvement Projects funded by the DCP, as shown on Plan 8, are:

Table 7: Open Space Improvement Projects

Project ID	Project Title Project Description	Charge areas contributing	Indicative provision trigger
OS-1	Virginia Park landscaping and shared user path	MCA1	Once population growth is deemed to require the infrastructure
OS-2	Central Park Improvements - Construction	MCA1	Once population growth is deemed to require the infrastructure

Plan 8: Open Space Improvement Projects



## Drainage Projects

The Drainage Project funded by the DCP, as shown on Plan 9, is:

Note, the costing of the drainage solution (identified as Option 3 in the *Stormwater Drainage Assessment Report, East Village, Cardno*, 27 April 2018) is subject to functional design and will be updated prior to Gazettal of this DCP.

Table 8: Drainage Projects

Project ID	Project Title Project Description	Charge areas contributing	Indicative provision trigger
DR-01	Drainage works	MCA1	At time of subdivision

Plan 9: Drainage Reserve Projects



## 2.2 Project Timing

Each item in the DCP has an assumed indicative provision timing as specified in Tables 3 - 8. The timing of the provision of the items in this DCP is consistent with information available at the time that the DCP was prepared.

Council as the Collecting Agency, will monitor and assess the required timing for individual items and have regard to its capital works program and indicative provision timing.

The Collecting Agency may consider alternatives to the priority delivery of works or land where:

- Infrastructure is to be constructed / provided by development proponents as works or land in kind, as agreed by the Collecting Agency;
- Network priorities require the delivery of works or land to facilitate broader road network connections. The Collecting Agency may seek an amendment to the DCP to adjust indicative provision triggers as part of the five-year review (or earlier if justified). Any adjustment would also need to be consistent with any implementation agreement entered into under Section 173 of the Act.

All items in the DCP will be provided as soon as is practicable and as soon as sufficient contributions are available, consistent with Section 4.1 of this report and acknowledging the Development Agency's capacities to provide the balance of funds not recovered by this DCP.

## 2.3 Distinction between Development Infrastructure and Community Infrastructure

In accordance with the Act and the Ministerial Direction on Development Contributions pursuant to Section 46J of the Act, the DCP makes a distinction between 'development' and 'community' infrastructure.

In accordance with the *Ministerial Direction on the Preparation and Content of Development Contributions Plans and Ministerial Reporting Requirements for Development Contributions Plans, Part A: Ministerial Direction* (2016), the Development Infrastructure Levy may fund:

- Acquisition of land for:
  - roads
  - public transport corridors
  - drainage
  - public open space, and
  - community facilities, including, but not limited to, those listed under clause 5(f).
- Construction of roads, including the construction of bicycle and foot paths, and traffic management and control devices.
- Construction of public transport infrastructure, including fixed rail infrastructure, railway stations, bus stops and tram stops.
- Basic improvements to public open space, including earthworks, landscaping, fencing, seating and playground equipment.
- Drainage works.
- Buildings and works for or associated with the construction of:
  - a maternal and child health care centre
  - a child care centre
  - a kindergarten, or
  - any centre which provides these facilities in combination.

Community infrastructure includes projects involving the construction of buildings or facilities used for community and social purposes that fall outside of those able to be funded under the development infrastructure levy.



The timing of payment of contributions is linked to the type of infrastructure in question. The community infrastructure levy contributions are made by the home builder at the time of building approval (unless an alternative time is agreed between the collecting agency and a development proponent). Community infrastructure levy contributions will be paid for at a “per lot/dwelling” rate.

Section 46L of the *Planning and Environment Act 1987* currently stipulates that the amount that may be contributed under a community infrastructure levy is no more than \$1,150 per lot or dwelling. Both the maximum levy amount and the payable dwelling amount will be adjusted annually using the Producer Price Index for Non-Residential Building Construction in Victoria. The Index is published by the Australian Bureau of Statistics.

The Department of Environment, Land, Water and Planning will publish the adjusted maximum levy amount that will apply to new DCPs on its website on 1 July each year. The Act also requires a collecting agency (normally the council) to publish the adjusted payable dwelling levy amount for each approved DCP on its website on or before 1 July each year. The new levy amount will be applicable to the release of the remaining lots/dwellings.

The Governor in Council may from time to time, by Order published in the Government Gazette, vary the maximum amount that may be collected by the Community Infrastructure Levy (CIL).

The project listed in Table 9 is deemed to be community infrastructure levy project, and therefore levied separately to the DCP.

**Table 9:** Community Infrastructure Levy Project

Project ID	Project Title Project Description	Charge areas contributing	Indicative provision trigger
SR2	Marlborough Street Reserve Pavilion <i>Construction of Pavilion</i>	MCA1	Once population growth is deemed to require the infrastructure

Table 10: Summary Land Use Budget

Description	HECTARES	% OF TOTAL	% OF NDA
<b>TOTAL PRECINCT AREA (ha)</b>	<b>24.59</b>		
<b>Transport</b>			
Existing Non-Arterial Road Reserve	0.90	3.7%	4.5%
DCP Land for Transport	0.20	0.8%	1.0%
<b>Sub-total Transport</b>	<b>1.10</b>	<b>4.5%</b>	<b>5.5%</b>
<b>Community and Education</b>			
Land for Future Government School	1.20	4.9%	6.1%
<b>Sub-total Community</b>	<b>1.20</b>	<b>4.9%</b>	<b>6.1%</b>
<b>Utilities</b>			
Utility Facility	0.43	1.7%	2.2%
<b>Sub-total Utility</b>	<b>0.43</b>	<b>1.7%</b>	<b>2.2%</b>
<b>Uncredited Open Space</b>			
Drainage Reserve	0.05	0.2%	0.2%
<b>Sub-total Uncredited Open Space</b>	<b>0.05</b>	<b>0.2%</b>	<b>0.2%</b>
<b>Credited Open Space</b>			
Local Park (via CI 53.01)	1.83	7.5%	9.2%
Urban Plaza (via CI 53.01)	0.15	0.6%	0.8%
<b>Sub-total Credited Open Space</b>	<b>1.98</b>	<b>8.1%</b>	<b>10.0%</b>
<b>Sub-total All Open Space</b>	<b>2.03</b>	<b>8.26%</b>	<b>10.2%</b>
<b>TOTAL NET DEVELOPABLE AREA - Ha</b>	<b>19.83</b>	<b>80.6%</b>	

SUB-TOTAL NDA PER LAND USE			
<b>Commercial</b>	5.07	<b>20.6%</b>	
<b>Mixed Use</b>	8.32	<b>33.8%</b>	
<b>Retail</b>	1.50	<b>6.1%</b>	
<b>Residential</b>	4.92	<b>20.0%</b>	
<b>TOTAL NET DEVELOPABLE AREA - Ha</b>	<b>19.81</b>	<b>80.6%</b>	

DEVELOPMENT ASSUMPTIONS			
Dwellings	3,000		dwelling units
Retail floorspace	12,000		m2 GLFA
Commercial floor space	80,000		m2 GLFA
Sub-Total Commercial (MCA1)	70,000		m2 GLFA
Sub-Total Commercial (MCA2)	10,000		m2 GLFA

### 3 CALCULATION OF CONTRIBUTIONS

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The general cost apportionment method includes the following steps:

- Setting projected dwelling (lot) and non-residential floorspace yields (refer

- Table 10);
- Calculation of equivalence ratios between each of the major land uses (Table 11);
- Calculation of projects costs, including construction and land costs (refer Table 12);
- Summary of costs payable for each infrastructure project (refer Table 13);
- Charges for contributions levies against infrastructure types (refer
- Table 14).

### 3.1 Calculation of Projected Dwelling (Lot) and Floorspace Projections

The following section sets out the projected dwelling (lot) and non-residential floorspace projections for the DCP. Equivalence ratios are then calculated to quantify the impacts of non-residential gross leasable floorspace areas to a common metric, the dwelling unit.

#### Projected Dwelling and Floorspace Yields

In this DCP, development infrastructure contributions are dependent on each property's individual development outcomes. The NDA for each of the major land uses in the DCP has been assessed as set out in

Table 10 and for each property in Appendix 1.

For the purposes of this DCP, Net Developable Area (NDA) is defined as the total amount of land within the area of the East Village CDP that is made available for the development (of residential, or non-residential employment uses) including lots and local streets. It is the total precinct area minus land for open space, community buildings (including schools), encumbered land and arterial roads. Any additional small local parks defined at the subdivision stage are included in the NDA.

Using the NDA for each property and the predominant land uses applied by the Comprehensive Development Plan's Future Urban Structure (Plan 2), projections were made for the main development outcomes for each of the major land use outcomes:

- **MCA1:** Residential (dwellings/lots), Commercial (Gross leasable floor area, GLFA) and retail (Gross leasable floor area, GLFA)
- **MCA2:** Commercial (Gross leasable floor area, GLFA)

Estimates of property-specific NDA are listed in Appendix 1.

## Equivalence Ratios

Each development type (residential, retail and commercial) places a different demand on the infrastructure required to be provided by this DCP. While residential development in urban renewal areas generally imposes a need for transport, community, recreation and public realm improvements, non-residential development is generally assumed to only generate a need for transport infrastructure. This DCP also attributes some open space upgrades to non-residential land uses to acknowledge their likely significant use by the worker population.

In this DCP, residential development outcomes are quantified by dwelling yields, while non-residential development types (retail and commercial) are quantified according to GLFA (in m<sup>2</sup>). A metric, the 'equivalence ratio', is used to standardise all development outcomes to a common 'equivalence unit'.

If a typical medium-density dwelling is set as one equivalence unit, then it is necessary to calculate an 'equivalence ratio' for each of the relevant non-residential development types. In this scenario, the equivalence ratio is the GLFA (in m<sup>2</sup>) for each non-residential development type that places demand on infrastructure equivalent to that created by a single medium-density residential dwelling.

In calculating equivalence ratios for each non-residential development type, it has been assumed that non-residential development generates demand for transport projects, but not for community building or sporting reserve projects.

The following method has been used to calculate equivalence ratios for East Village (See also Table 11):

- Determine the PM peak hour traffic movements generated by a single (medium-density) dwelling;
- Determine the PM peak hour traffic movements generated by each square metre of gross floorspace for each non-residential development type;
- Calculate the ratio of traffic movements to each dwelling unit, or each m<sup>2</sup> of gross floorspace, for each land use respectively;
- Standardise the non-residential ratios to the dwelling ratio, and
- Multiply the standardised ratio by the number of dwellings or floorspace to determine dwelling equivalent units

Table 11: Calculation of Equivalence Ratios

ITEMS ATTRIBUTABLE TO MAIN CHARGE AREA 1 AND 2							
Land Use Type	Number	Unit of Measure	PM Peak Traffic Movements	Total Traffic Movements PM Peak	Dwelling Equivalence ratio	Dwelling Equivalent Units	% Dwelling Equivalent Units
Residential	3,000	dwelling / units	0.38 per dwelling	1178	1.000	3,000	41.9%
Retail	12,000	m2 gross leasable floorspace	6.4 per 100m2	768	0.652	1,956	27.3%
Commercial	70,000	m2 gross leasable floorspace	1.08 per 100m2	756	0.642	1,925	26.9%
Commercial	10,000	m2 gross leasable floorspace	1.08 per 100m2	108	0.092	275	3.8%
						7,156	100.0%
ITEMS ATTRIBUTABLE TO MAIN CHARGE AREA 1 ONLY							
Land Use Type	Number	Unit of Measure	PM Peak Traffic Movements	Total Traffic Movements PM Peak	Dwelling Equivalence ratio	Dwelling Equivalent Units	% Dwelling Equivalent Units
Residential	3,000	dwelling / units	0.38 per dwelling	1178	1.000	3,000	43.6%
Retail	12,000	m2 gross leasable floorspace	6.4 per 100m2	768	0.652	1,956	28.4%
Commercial	70,000	m2 gross leasable floorspace	1.08 per 100m2	756	0.642	1,925	28.0%
						6,881	100.0%

## 3.2 Calculation of Contributions Charges

### Calculation of Costs

Each infrastructure project has been assigned a land and/or construction cost. These costs are listed in Table 12. Project construction cost sheets have been prepared by GTA Consultants for intersection projects based on the outputs of the *East Village Integrated Transport Assessment* (GTA, September 2018), and in consultation with Glen Eira City Council, VicRoads and the VPA (refer to Appendix 2).

Community Building, Sporting Reserve and Open Space Improvements construction cost sheets were prepared by Prowse Quantity Surveyors Pty Ltd based on the findings of the *East Village Community and Recreation Needs Assessment* (ASR Research, September 2018) and in consultation with Glen Eira City Council and the VPA (refer to Appendix 3).

Drainage project construction cost sheets have been prepared by Cardno Engineers for drainage projects based on the outputs of the *Stormwater Drainage Assessment Report* (Cardno, April 2018) and in consultation with the VPA and Melbourne Water (refer to appendix 4). The drainage costs will be confirmed following the completion of functional designs for the proposed drainage solution (prior to Gazettal of Amendment C155 to Glen Eira Planning Scheme).

Table 12: Calculation of Construction and Land Costs by Project

Project No. and Infrastructure Category	Project	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction	% Apportioned to DCP (Internal Use)	Land Cost Attributable to MCA	Construction Cost Attributable to MCA	Total Cost Attributable to MCA	Cost Attributable to Residential (MCA1)	Cost Per Dwelling Residential (MCA1)	Cost Attributable to Commercial (MCA1)	Cost Per Dwelling equivalent to Commercial (MCA1)	Cost Attributable to Commercial (MCA2)	Cost Per Dwelling equivalent Commercial (MCA2)	Cost Attributable to Retail (MCA1)	Cost Per Dwelling equivalent Retail (MCA1)
									41.92%	3000	26.90%	1923.3	3.84%	275.0	27.33%	1955.9
	<b>Road Projects</b>															
RD-1 Development	Cobar Street Connector 1 - Construction	\$ -	\$ 733,229	\$ 733,229	100%	\$ -	\$ 733,229	\$ 733,229	\$ 307,382	\$ 102.46	\$ 197,267	\$ 102.46	\$ 28,181	\$ 102.46	\$ 200,398	\$ 102.46
	<b>Sub-Total Road Projects</b>	\$ -	\$ 733,229	\$ 733,229		\$ -	\$ 733,229	\$ 733,229	\$ 307,382	\$ 102	\$ 197,267	\$ 102	\$ 28,181	\$ 102	\$ 200,398	\$ 102
	<b>Intersection Projects</b>															
IN-1C Development	North Road & East Boundary Road - Construction		\$ 6,931,914	\$ 6,931,914	100%	\$ -	\$ 6,931,914	\$ 6,931,914	\$ 2,905,977	\$ 968.66	\$ 1,864,956	\$ 968.66	\$ 266,422	\$ 968.66	\$ 1,894,559	\$ 968.66
IN-2C Development	Crosbie Road & Murrumbidgee Road & Leila Road - Construction		\$ 1,794,934	\$ 1,794,934	100%	\$ -	\$ 1,794,934	\$ 1,794,934	\$ 752,467	\$ 250.82	\$ 482,908	\$ 250.82	\$ 68,987	\$ 250.82	\$ 490,573	\$ 250.82
IN-3L Development	Cobar St & Crosbie Rd & North Road - Land	\$ 639,500			100%	\$ 639,500	\$ -	\$ -	\$ 268,089	\$ 89.36	\$ 172,051	\$ 89.36	\$ 24,579	\$ 89.36	\$ 174,781	\$ 89.36
IN-3C Development	Cobar St & Crosbie Rd & North Road - Construction		\$ 10,613,737	\$ 11,253,237	100%	\$ -	\$ 10,613,737	\$ 11,253,237	\$ 4,449,460	\$ 1,483.15	\$ 2,855,511	\$ 1,483.15	\$ 407,930	\$ 1,483.15	\$ 2,900,836	\$ 1,483.15
IN-4L Development	North Drive & East Boundary Road - Land	\$ 238,700			100%	\$ 238,700	\$ -	\$ -	\$ 104,067	\$ 34.69	\$ 66,786.53	\$ 34.69			\$ 67,846.63	\$ 34.69
IN-4C Development	North Drive & East Boundary Road - Construction		\$ 5,876,141	\$ 6,114,841	100%	\$ -	\$ 5,876,141	\$ 6,114,841	\$ 2,561,841.00	\$ 853.95	\$ 1,644,102	\$ 853.95			\$ 1,670,198.55	\$ 853.95
IN-5L Development	South Drive & East Boundary Road - Land	\$ 480,300			100%	\$ 480,300			\$ 209,398.00	\$ 69.80	\$ 134,384	\$ 69.80			\$ 136,517.54	\$ 69.80
IN-5C Development	South Drive & East Boundary Road - Construction		\$ 11,338,844	\$ 11,819,144	100%	\$ -	\$ 11,338,844	\$ 11,819,144	\$ 4,943,433.73	\$ 1,647.81	\$ 3,172,526	\$ 1,647.81			\$ 3,222,883.79	\$ 1,647.81
IN-6L Development	North Road & Murra Street - Land	\$ 204,800			100%	\$ 204,800	\$ -		\$ 85,855.66	\$ 28.62	\$ 55,099	\$ 28.62	\$ 7,871		\$ 55,974	\$ 28.62
IN-6C Development	North Road & Murra Street - Construction		\$ 1,817,111	\$ 2,021,911	100%	\$ -	\$ 1,817,111	\$ 2,021,911	\$ 761,764	\$ 253.92	\$ 488,874	\$ 253.92	\$ 69,839	\$ 253.92	\$ 496,634	\$ 253.92
IN-7L Development	North Road & Carey Street - Land	\$ 346,500			100%	\$ 346,500			\$ 145,259	\$ 48.42	\$ 93,222	\$ 48.42	\$ 13,317	\$ 48.42	\$ 94,702	\$ 48.42
IN-7C Development	North Road & Carey Street - Construction		\$ 1,932,371	\$ 2,278,871	100%	\$ -	\$ 1,932,371	\$ 2,278,871	\$ 810,083	\$ 270.03	\$ 519,883	\$ 270.03	\$ 74,269	\$ 270.03	\$ 526,135	\$ 270.03
	<b>Sub-Total Intersection Projects</b>	\$ 1,909,800	\$ 40,305,052	\$ 42,214,852		\$ 1,909,800	\$ 40,305,052	\$ 42,214,852	\$ 17,997,694	\$ 5,999.23	\$ 11,550,303	\$ 5,999.23	\$ 933,214.81	\$ 3,364.37	\$ 11,733,641	\$ 5,999.23

Continued next page.



Project No. and Infrastructure Category	Project	Estimated Project Cost: Land	Estimated Project Cost: Construction	Total Estimated Project Cost: Land & Construction	% Apportioned to DGP (Internal Use)	Land Cost Attributable to MCA	Construction Cost Attributable to MCA	Total Cost Attributable to MCA	Cost Attributable to Residential (MCA1)	Cost Per Dwelling Residential (MCA1)	Cost Attributable to Commercial (MCA1)	Cost Per Dwelling equivalent to Commercial (MCA1)	Cost Attributable to Commercial (MCA2)	Cost Per Dwelling equivalent Commercial (MCA2)	Cost Attributable to Retail (MCA1)	Cost Per Dwelling equivalent Retail (MCA1)
									41.92%	3000	26.90%	1925.3	3.84%	275.0	27.33%	1955.9
	<b>Community Building Projects</b>															
CB1-C Community	Community Centre - Construction	\$ -	\$ 5,710,278	\$ 5,710,278	100%	\$ -	\$ 5,710,278	\$ 5,710,278	\$ 5,710,278	\$ 1,903.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub-Total Community Building Projects	\$ -	\$ 5,710,278	\$ 5,710,278		\$ -	\$ 5,710,278	\$ 5,710,278	\$ 5,710,278	\$ 1,903.43	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Sporting Reserve Projects</b>															
SR1 Development	Sporting Reserve - Construction of soccer fields and landscaping	\$ -	\$ 4,670,638	\$ 4,670,638	100%	\$ -	\$ 4,670,638	\$ 4,670,638	\$ 4,670,638	\$ 1,556.88	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
SR2 Development	Sporting Reserve - Construction of Pavilion	\$ -	\$ 2,494,956	\$ 2,494,956	100%	\$ -	\$ 2,494,956	\$ 2,494,956	\$ 2,494,956	\$ 831.65	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Sub-Total Sporting Reserve Projects	\$ -	\$ 7,165,594	\$ 7,165,594		\$ -	\$ 7,165,594	\$ 7,165,594	\$ 7,165,594	\$ 2,388.53	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	<b>Open Space Improvements</b>															
OS-1 Development	Virginia Park landscaping and shared user path	\$ -	\$ 743,647	\$ 743,647	100%	\$ -	\$ 743,647	\$ 743,647	\$ 743,647	\$ 248	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
OS-2 Development	Central Park Improvements - Construction	\$ -	\$ 2,884,586	\$ 2,884,586	100%	\$ -	\$ 2,884,586	\$ 2,884,586	\$ 1,257,603	\$ 419	\$ 807,086.24	\$ 419.20	\$ -	\$ -	\$ 819,897	\$ 419.20
	Sub-Total Open Space Projects	\$ -	\$ 3,628,233	\$ 3,628,233		\$ -	\$ 3,628,233	\$ 3,628,233	\$ 2,001,250	\$ 667.08	\$ 807,086	\$ 419.20	\$ -	\$ -	\$ 819,897	\$ 419.20
	<b>Drainage Projects</b>															
DR-01 Development	Drainage works	\$ -	\$ 1,199,835	\$ 1,199,835	100%	\$ -	\$ 1,199,835	\$ 1,199,835	\$ 523,096.09	\$ 174.37	\$ 335,705.13	\$ 174.37	\$ -	\$ -	\$ 341,033.78	\$ 174.37
	Sub-Total Drainage Projects	\$ -	\$ 1,199,835	\$ 1,199,835		\$ -	\$ 1,199,835	\$ 1,199,835	\$ 523,096	\$ 174.37	\$ 335,705	\$ 174.37	\$ -	\$ -	\$ 341,034	\$ 174.37
	<b>TOTALS</b>	\$ 1,909,800	\$ 58,742,221	\$ 60,652,021		\$ 1,909,800	\$ 58,742,221	\$ 60,652,021	\$ 33,705,293	\$ 11,235.10	\$ 12,890,361	\$ 6,695.26	\$ 961,395.85	\$ 3,466.83	\$ 13,894,970	\$ 6,695.26

	Cost per Dwelling Residential (MCA1)	Cost per Dwelling Retail (MCA1)	Cost per Dwelling Commercial (MCA1)	Cost per Dwelling Commercial (MCA2)
TOTAL COMMUNITY INFRASTRUCTURE LEVY	\$831.65			
TOTAL DEVELOPMENT INFRASTRUCTURE LEVY	\$10,403.45			
PER m2 FLOORSPACE (DIL)		\$1,074.20	\$187.07	\$96.14

## Cost Apportionment

Two MCAs are identified for East Village based on the predominant development outcomes:

- MCA1:
  - Retail gross leasable floorspace (m2)
  - Commercial gross leasable floorspace (m2)
  - Residential dwellings / lots;
- MCA2:
  - Commercial gross leasable floorspace (m2)

This DCP apportions a charge to all new development within the MCA according to each site's projected shared use of an identified infrastructure item. Since development contributions charges are levied prior to construction, a measure of actual use by individual development sites is not possible. Therefore, costs must be shared in accordance with the projected development outcomes and estimated shared use of each infrastructure project.

This DCP calculates what each new development should pay towards provision of each identified infrastructure project. This is the total cost of the item (after deducting other funding sources and making allowance for any external demand) divided by the total demand units (dwellings, or non-residential floorspace) for each of the main charge areas.

In selecting items, consideration has been given to ensure they are not already wholly funded through another contribution mechanism, such as Developer Works construction requirement as set out in Section 1.9, an existing local DCP, an agreement under section 173 of the Act, or as a condition on an existing planning permit.

The balance of the cost of the items not recovered under this DCP will be funded by alternative sources such as Council rates or state funding.

## Public open space contributions

The overall NDA has been adjusted to allow for public open space provision. Local parks are provided through Clause 53.01 of the Glen Eira Planning Scheme and no contribution for local parks are included in this DCP.

This DCP levies a contribution towards construction works at a sporting reserve within and external to the precinct.

Appendix 1 provides further information on how land has been allocated for open space purposes and how it relates to the NDA.

## Land Valuation

Areas of land required to be provided through the DCP were identified in detailed drawings based on information drawn from the East Village CDP. A description of the area of land was provided to Westlink Consulting, a registered valuer, to assess the land value for each property that is contributing public land required by the DCP.

These land values were then used to determine the value for each land component of all projects included in this DCP (See Table 12).

## External Use

No allowance has been made for external use of the projects identified in this DCP, so no external apportionment has been factored in the DCP.

### 3.3 Summary of Costs

Table 13 sets out a summary of costs payable for each infrastructure category.

Table 13: Summary of Costs

SUMMARY - TOTAL COSTS LAND AND PROJECT	
Project Type	Total Costs of Projects
Estimated Project Cost: Land	\$1,909,800
Estimated Project Cost: Construction	\$58,742,221
<b>Total</b>	<b>\$60,652,021</b>
SUMMARY - TOTAL COSTS BY PROJECT TYPE	
Project Type	Total Costs of Projects
Road Projects	\$733,229
Intersection Projects	\$42,214,852
Community Building Projects	\$5,710,278
Sporting Reserve Projects	\$7,165,594
Open Space Improvements	\$3,628,233
Drainage Projects	\$1,199,835
<b>Total</b>	<b>\$60,652,021</b>
SUMMARY - TOTAL COSTS BY INFRASTRUCTURE CATEGORY	
Project Type	Total Costs of Projects
Total - Development Infrastructure Levy (DIL)	\$58,157,065
Total - Community Infrastructure Levy (CIL)	\$2,494,956
<b>Total</b>	<b>\$60,652,021</b>

### 3.4 Summary of Contributions

Table 14 sets out charges payable for each development outcome.

Table 14: Summary of contributions rates for development outcomes

SUMMARY - DEVELOPMENT INFRASTRUCTURE LEVY (DIL) BY MAIN CHARGE AREA		
Main Charge Area	Rate	
MCA1 (Residential)	\$10,403.45	per lot/dwelling
MCA1 (Retail)	\$1,074.20	per m2 GLFA
MCA1 (Commercial)	\$187.07	per m2 GLFA
MCA2 (Commercial)	\$96.14	per m2 GLFA
SUMMARY - COMMUNITY INFRASTRUCTURE LEVY (CIL) BY MAIN CHARGE AREA		
Charge area	Rate	
MCA1 (Residential)	\$831.65	per lot/dwelling
MCA1 (Retail)	N/A	
MCA1 (Commercial)	N/A	
MCA2 (Commercial)	N/A	

## 4 ADMINISTRATION & IMPLEMENTATION

This section details how the DCP will be administered and includes the timing of payment, provision of works and land “in kind” and how the DCP fund will be managed in terms of reporting, indexation and review periods.

The Development Infrastructure Levy (DIL) for the East Village DCP applies to subdivision and/or development of land. Glen Eira City Council will be both the Collecting Agency and the Development Agency for the purposes of this DCP.

### 4.1 Payment of Contributions Levies and Payment Timing

#### Development Infrastructure Levy

##### For subdivision of land and buildings

A development infrastructure levy must be paid to the Collecting Agency for the land, after certification of the relevant plan of subdivision but not more than 21 days prior to the issue of Statement of Compliance in respect to the relevant plan or, otherwise included in an implementation agreement under Section 173 of the Act.

Where the subdivision is to be developed in stages, the infrastructure levy for the stage to be developed may only be paid to the Collecting Agency within 21 days prior to the issue of a Statement of Compliance. Additionally, a Schedule of Development Contributions must be submitted with each stage of the plan of subdivision. This Schedule must show the amount of the development contributions payable for each stage and the value of the contributions made in respect of prior stages to the satisfaction of the Collecting Agency or, otherwise included in an implementation agreement under Section 173 of the Act.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Act in respect of the proposed works and/or provision of land in kind to specific requirements.

##### For development of land where no subdivision is proposed

Provided an infrastructure levy has not already been paid on the subject land, an infrastructure levy must be paid to the Collecting Agency. Payments must be in accordance with the provisions of the approved DCP for each demand unit (per dwelling/lot/floorspace) proposed to be developed prior to the commencement of any development (i.e. development includes buildings, car park, access ways, landscaping and ancillary components).

The Collecting Agency may require that Development Infrastructure Levy contributions be made at either the planning permit or building permit stage.

If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Act or propose another arrangement acceptable to the Collecting Agency in respect of the proposed works and/or land to be provided in kind.

##### Where no planning permit is required

The following requirement applies where no planning permit is required. The land may only be used and developed subject to the following requirements being met:

- Prior to the commencement of any development, a development infrastructure levy must be paid to the Collecting Agency in accordance with the provisions of the Development Contribution Plan for the land unless some other arrangement has been agreed to by Collecting Agency in a Section 173 agreement.
- If the Collecting Agency agrees to works and/or provision of land in lieu of the payment of the infrastructure levy, the land owner must enter into an agreement under Section 173 of the Act in respect of the proposed works or provision of land which are proposed to be provided in kind.

## Works in Kind

The Collecting Agency may permit development proponents to undertake works in lieu of cash payments, providing that:

- The works constitute projects funded by the DCP;
- The Collecting Agency agrees that the timing of the works would be consistent with priorities in this DCP;
- The development proponent complies with appropriate tendering, documentation, supervision and related provisions;
- Works must be provided to a standard that generally accords with the DCP, unless an alternative is agreed by the Collecting Agency and the Development Agency;
- Detailed design must be approved by the Collecting Agency and the Development Agency and must generally accord with the standards outlined in the DCP unless an alternative is agreed by the Collecting Agency and the Development Agency;
- The construction of works must be completed to the satisfaction of the Collecting Agency and the Development Agency;
- There should be no negative financial impact on the DCP to the satisfaction of the Collecting Agency;
- In particular, the works will only be accepted in lieu of a financial contribution required by the DCP to the extent that they constitute part or all of the design of the infrastructure item and reduce the cost to complete that design, to the satisfaction of the Collecting Agency. Temporary works will not be accepted as works in kind.

Where the Collecting Agency agrees that works are to be provided by a development proponent in lieu of cash contribution (subject to the arrangements specified above):

- The credit for the works provided (unless an alternative approach is agreed with the Collecting Agency) shall equal the final cost of the works up to the maximum identified in the DCP, taking into account the impact of indexation, or to an alternative figure approved by the Collecting Agency;
- The value of works provided in accordance with the principle outlined above will be offset against the development contributions liable to be paid by the development proponent;
- No further financial contributions will be required until the agreed value of any credits are used.

## Credit for Over Provision

Where the Collecting Agency agrees that a development proponent can deliver an infrastructure item (either works and/or land), the situation may arise where the developer makes a contribution with a value that exceeds that required by the DCP.

In such a case the developer may be entitled to credits against other projects in the DCP to the extent of the excess contribution. Alternatively, a developer may seek an agreement with the Collecting Agency to provide a reimbursement where an over-contribution has been made.

The details of credits and reimbursements for construction will need to be negotiated with, and agreed to by the Collecting Agency. The value of credits and reimbursements for the transfer of land will need to be at the values that are outlined in this DCP, subject to revaluation and indexation of the land according to Section 4.3.

## 4.2 Funds Administration

The administration of the development contributions made under the DCP will be held until required for provision of the items in that class of development (transport, community buildings or sporting reserves). Details of funds received and expenditures will be held by the Collecting Agency in accordance with the provisions of the Local Government Act 1993 and the Act.

The administration of contributions made under the DCP will be transparent and demonstrate the:

- Amount and timing of funds collected;
- Source of the funds collected;
- Amount and timing of expenditure on specific projects;
- Project on which the expenditure was made;
- Account balances for individual project classes;
- Details of works-in-kind arrangements for project provision;
- Pooling or quarantining of funds to deliver specific projects where applicable.

The Collecting Agency will provide for regular monitoring, reporting and review of the monies received and expended in accordance with this DCP.

The Collecting Agency will establish interest bearing accounts and all monies held in these accounts will be used solely for the provision of infrastructure as itemised in this DCP, as required under Section 46Q of the Act.

Should the Collecting Agency resolve to not proceed with any of the infrastructure projects listed in this DCP, the funds collected for these items will be used for the provision of alternative works in the same infrastructure class as specified in this DCP. Such funds may also be used for the provision of additional works, services or facilities where approved by the Minister responsible for the Act, or will be refunded to owners of land subject to these infrastructure charges.

### 4.3 Construction and Land Value Costs Indexation

Capital costs of all infrastructure items, including land are in 2018 dollars (June quarter) and will be adjusted by the Collecting Agency annually for inflation.

In relation to the costs of infrastructure items other than land, the cost must be adjusted according to the following methods:

- Roads and intersections – in line with the Australian Bureau of Statistics Producer Price Indexes, Road and Bridge Construction Index, Victoria.
- All other infrastructure items - in line with the Australian Bureau of Statistics Producer Price Indexes, Non-Residential Building Construction Index, Victoria.

Land values will be adjusted on 1 July every second year following a revaluation by a registered valuer of properties with land required by the DCP. Within 14 days of the revaluation, the Collecting Agency will publish the amended contributions on the Collecting Agency's website.

### 4.4 Development Contributions Plan Review Period

This DCP adopts a long-term outlook for development. It takes into account planned future development in the East Village CDP Area. The 'full development' horizon of land within the current precinct to the year 2036 has been adopted for this DCP.

This DCP commenced on the date when it was first incorporated into the Glen Eira Planning Scheme through Amendment C155.

This DCP will end within 20 years from the date upon which this DCP is first incorporated into the Glen Eira Planning Scheme, when the DCP is removed from the Planning Scheme.

The DCP is expected to be revised and updated every five years (or more frequently if required). This will require an amendment to the Glen Eira Planning Scheme to replace this document with an alternative, revised document. Any review will need to have regard to any arrangements (e.g. Section 173 agreements under the Act) for the implementation of this DCP.

This review is anticipated to include:

- Updates to any aspect of the plans as required;
- Review of projects required, as well as their costs and scope (as relevant) and indicative provision trigger;
- Review of estimated dwellings and retail and commercial floorspace (this will also be required if the CDP is subject to a substantive amendment); and
- Review of land values for land to be purchased through the plan.

#### 4.5 Adjustment to the scope of DCP projects

While the infrastructure projects in the DCP have been costed to a typical level of detail, all of them will require a detailed design process prior to construction.

As part of detailed design, the Council or a development proponent with the consent of the Council may amend or modify some aspects of projects, so long as they are still generally in accordance with the CDP and any direction regarding the scope outlined in the DCP.

A development proponent may also propose material changes to the use and development of land from that contemplated in the CDP, leading to an increased requirement for infrastructure. In these cases there should be no negative impact on the DCP by requirement for the developer to bear the additional costs associated with the provision of the infrastructure item over and above the standard required by the DCP.

Where the Council or another agency seeks to change the scope of a DCP infrastructure item to meet changing standards imposed by adopted policy or a public regulatory agency, such changes of standards and the resulting cost changes should normally be made through a change to the DCP at the time of a regular review of the DCP.

Where, after the DCP has been approved, a Council or other agency proposes changes to the scope of a DCP infrastructure item for reasons other than changes in standards imposed by policy or regulation the net cost increases resulting from the change should normally be met by the agency requesting the change.

#### 4.6 Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)

Glen Eira City Council is the Collecting Agency pursuant to section 46K(1)(fa) of the Act which means that it is the public authority to whom all levies are payable. As the Collecting Agency, Glen Eira City Council is responsible for the administration of this DCP and also its enforcement pursuant to section 46QC of the Act.

#### 4.7 Development Agency (Agency Responsible for Works)

Glen Eira City Council is the Development Agency and is responsible for the provision of the designated infrastructure projects which are funded under the DCP and the timing of all works. In the future the designated Development Agency for several intersection infrastructure projects may change from Glen Eira City Council to VicRoads. However, any such transfer of responsibility would be dependent upon written agreement from VicRoads.

#### 4.8 Implementation Mechanism

Under Section 46P of the Act, the Collecting Agency may accept the provision of land, works, services or facilities by the applicant in part or full satisfaction of the amount of levy payment. This can be agreed with the Collection Agency before or after the application for the permit is made or before the development is carried out.

To coordinate the provision of infrastructure, Schedule 2 to the Comprehensive Development Zone (CDZ2) for the East Village CDP requires an application for subdivision or development to be accompanied by a Public Infrastructure Plan (PIP) to the satisfaction of the Responsibility Authority. The PIP needs to show the location,



type, staging and timing of infrastructure on the land as identified in the East Village CDP or reasonably required as a result of the subdivision or development of the land and address the following:

- Stormwater drainage and water quality works;
- Road works internal or external to the land consistent with any relevant traffic report or assessment;
- The reserving or encumbrance of land for infrastructure, including for public open space and community facilities;
- Any infrastructure works which an applicant proposes to provide in lieu of development contributions in accordance with the East Village DCP;
- The effects of the provision of infrastructure on the land or any other land;
- Any other relevant matter related to the provision of infrastructure reasonably as required by the Responsible Authority.

Through the approval of these agreements, Glen Eira City Council (acting as the Collecting Agency) will consider if and what infrastructure should be provided as works-in-kind under this DCP in accordance with Section 46P of the Act. The agreement must include a list of the DCP infrastructure projects which the Collecting Agency has agreed to in writing, and detailing if the projects are to be provided as works and/or land in lieu.

## 5 OTHER INFORMATION

### Acronyms

'the Act'	Planning and Environment Act 1987
CDP	Comprehensive Development Plan
CIL	Community Infrastructure Levy
DCP	Development Contributions Plan
DIL	Development Infrastructure Levy
GLFA	Gross Leasable Floor Area
Ha	Hectare
GECC	Glen Eira City Council
MCA	Main Catchment Area
MCH	Maternal & Child Health
NDA	Net Developable Area
PIP	Precinct Infrastructure Plan
Sqm	Square Metres
VPA	Victorian Planning Authority

### Glossary

#### Arterial Road

A higher order road providing for moderate to high volumes at relatively high speeds typically used for inter-suburban journeys and linking to freeways, and identified under the Road Management Act 2004. All declared arterials are managed by the State Government.

#### Collecting Agency

A person/authority specified in a development contributions plan as a person/authority to whom a community infrastructure levy or development infrastructure levy is payable.

#### Community Infrastructure

Infrastructure provided by government or non-government organisations for accommodating a range of community support services, programs and activities. This includes facilities for education and learning (e.g. government and non-government schools, universities, adult learning centres); early years (e.g. preschool, maternal and child health, childcare); health and community services (e.g. hospitals, aged care, doctors, dentists, family and youth services, specialist health services); community (e.g. civic centres, libraries, neighbourhood houses); arts and culture (e.g. galleries, museums, performance space); sport, recreation and leisure (e.g. swimming pools); justice (e.g. law courts); voluntary and faith (e.g. places of worship) and emergency services (e.g. police, fire and ambulance stations).

#### Connector Street

A lower order street providing for low to moderate volumes and moderate speeds, linking local streets to the arterial network managed by the relevant local council (See Table C1 in clause 56).

#### Development Agency

A person/authority specified in a Development Contributions Plan as a person/authority responsible for the provision of works, services or facilities or for the plan preparation costs for which a community infrastructure levy or development infrastructure levy or part of a levy is payable.

#### Development Contributions Plan

Document that sets out the contributions expected from each individual landowner to fund infrastructure and services. Refer to Part 3B of the *Planning and Environment Act 1987*.

#### Housing Density (Net)

The number of houses divided by net developable area

### **Land Budget Table**

A table setting out the total Precinct area, net developable area and constituent land uses proposed within the Precinct.

### **Local Parks (Credited Open Space)**

Open space that is set aside for parks, gardens, linear corridors, conservation bushlands, nature reserves, public squares and community gardens that are made available for passive recreation, play and unstructured physical activity including walking, cycling, hiking, revitalisation, contemplation and enjoying nature.

### **Lot**

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan.

### **Net Developable Area**

Total amount of land within the Precinct that is made available for development of housing and employment buildings, including lots and local streets. Total Precinct area minus community facilities, schools and educational facilities and open space, arterial roads and encumbered land. Small local parks defined at subdivision stage are included in net developable area.

### **Public Open Space**

Land that is set aside in the Precinct structure plan for public recreation or public resort, or as parklands, or for similar purposes. Incorporates active and passive open space.

### **Sporting Reserves**

Land set aside for the specific purpose of formal/organised club based sports.

### **Town Centre**

Provide the focus for business, services, commercial and retail based employment and social interaction. They are where people shop, work, meet, relax and live. They are well-served by public transport, they range in size and intensity of use. In the growth areas, these are referred to as principal activity centres, major activity centres, neighbourhood activity centres and local centres.

### **Uncredited Open Space**

Land that is constrained for development purposes. Includes easements for power/transmission lines, sewers, gas, waterways, drainage, retarding basins/wetlands, landfill, conservation and heritage areas. This land may be used for a range of activities (e.g. walking paths, sports fields).

## 6 APPENDICES

### Appendix 1 - Parcel Specific Land Budget

Detailed information on the developable area for each property is included in the land use budget plan (Plan 10) and in the parcel specific land use budget (Table 15).

Plan 10: Land Use Budget Plan



Table 15: Parcel Specific Land Use Budget

VPA PARCEL ID		Transport		Community and Education		Uncredited Open Space		Credited Open Space			NDA (SQM)	COMMERCIAL NDA (SQM)	MIXED USE NDA (sqm)	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
				Community	Education			Local Open Space								
	TOTAL LAND AREA (SQM)	Existing Road Reserve	DCP Land for Transport	DCP Land for Community Facilities	Land for Future Government School	Utility	Drainage	Local Park (via CI 53.01)	Town Square (via CI 53.01)	Local Open Space (% NDA)						
1	34,131.96	0.00	48.97	0.00	10,519.27	0.00	0.00	0.00	0.00	0.0%	23,563.72	5,085.02	0.00	0.00	18,478.70	23,563.72
2	164.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	164.48	164.48	0.00	0.00	0.00	164.48
3	69,058.71	0.00	1,002.08	0.00	1,480.06	0.00	0.00	5,967.78	0.00	9.8%	60,608.79	9,340.41	29,631.05	10,622.48	10,862.08	60,456.02
4	129.86	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	129.86	129.86	0.00	0.00	0.00	129.86
5	12.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.61	12.61	0.00	0.00	0.00	12.61
6	319.91	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	319.91	319.91	0.00	0.00	0.00	319.91
7	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74
8	12.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.76	12.76	0.00	0.00	0.00	12.76
9	215.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	215.98	215.98	0.00	0.00	0.00	215.98
10	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74
11	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74
12	205.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	205.51	205.51	0.00	0.00	0.00	205.51
13	261.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	261.60	261.60	0.00	0.00	0.00	261.60
14	286.59	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	286.59	286.59	0.00	0.00	0.00	286.59
15	12.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.73	12.73	0.00	0.00	0.00	12.73
16	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74
17	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74

VPA PARCEL ID		Transport		Community and Education		Uncredited Open Space		Credited Open Space			NDA (SQM)	COMMERCIAL NDA (SQM)	MIXED USE NDA (sqm)	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
				Community	Education			Local Open Space								
	TOTAL LAND AREA (SQM)	Existing Road Reserve	DCP Land for Transport	DCP Land for Community Facilities	Land for Future Government School	Utility	Drainage	Local Park (via CI 53.01)	Town Square (via CI 53.01)	Local Open Space (% NDA)						
18	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74
19	14.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	14.61	14.61	0.00	0.00	0.00	14.61
20	14.48	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	14.48	14.48	0.00	0.00	0.00	14.48
21	130.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	130.75	130.75	0.00	0.00	0.00	130.75
22	702.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	702.38	702.38	0.00	0.00	0.00	702.38
23	19,786.99	0.00	300.92	0.00	0.00	0.00	0.00	1,486.35	1,500.00	18.1%	16,499.71	1,183.88	7,871.46	4,377.52	3,066.85	16,499.71
24	12.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.73	12.73	0.00	0.00	0.00	12.73
25	12.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.71	12.71	0.00	0.00	0.00	12.71
26	2,579.27	0.00	8.56	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	2,570.72	2,570.72	0.00	0.00	0.00	2,570.72
27	720.80	0.00	284.24	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	436.57	436.57	0.00	0.00	0.00	436.57
28	732.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	732.18	732.18	0.00	0.00	0.00	732.18
29	12.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.73	12.73	0.00	0.00	0.00	12.73
30	15.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	15.28	15.28	0.00	0.00	0.00	15.28
31	12.72	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.72	12.72	0.00	0.00	0.00	12.72
32	12.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.70	12.70	0.00	0.00	0.00	12.70
33	12.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.68	12.68	0.00	0.00	0.00	12.68
34	42,978.21	0.00	78.45	0.00	0.00	0.00	0.00	4,103.83	0.00	10.6%	38,795.93	9,477.87	29,318.06	0.00	0.00	38,795.93
35	12.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.67	12.67	0.00	0.00	0.00	12.67
36	15.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	15.26	15.26	0.00	0.00	0.00	15.26

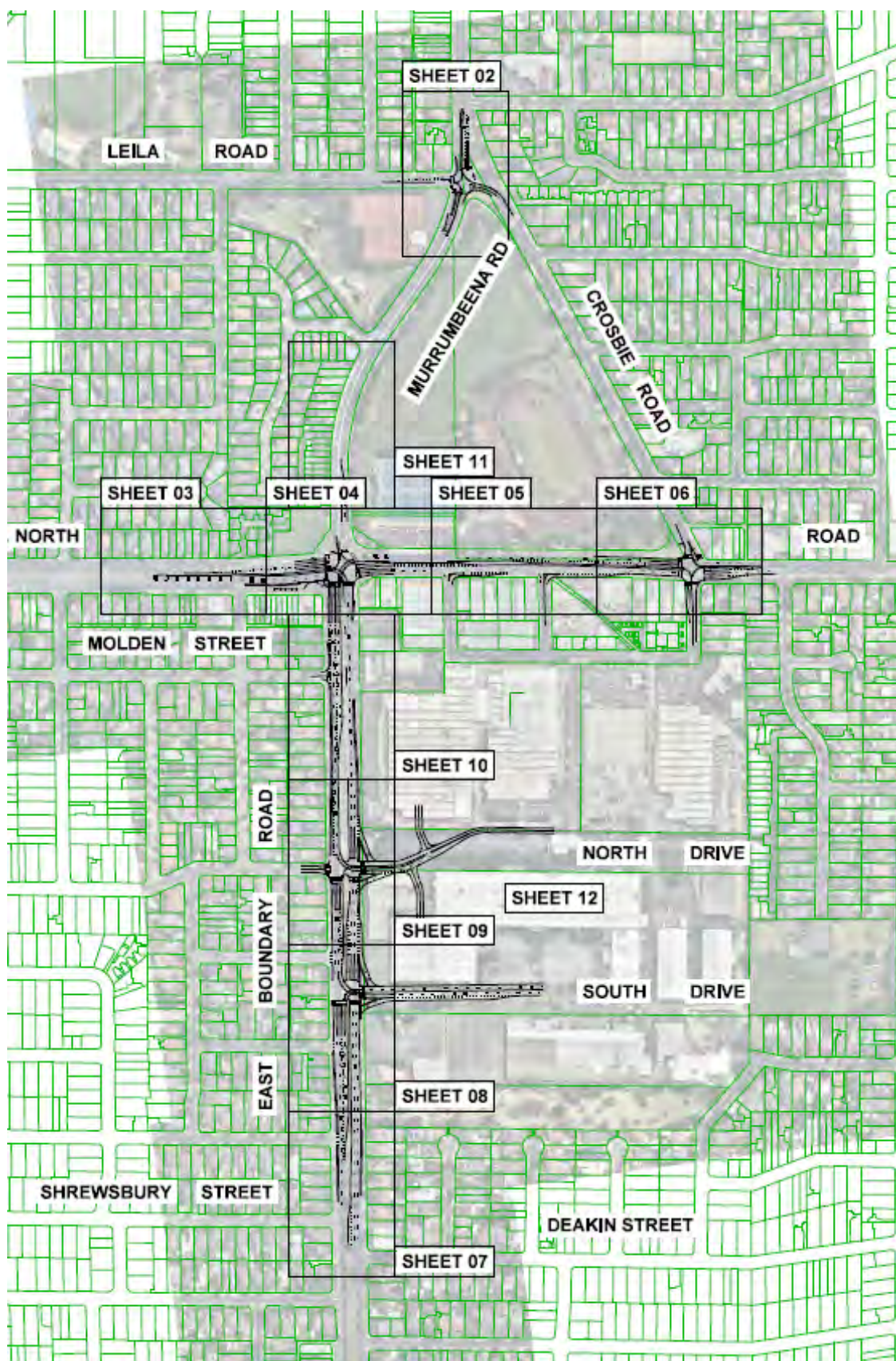
VPA PARCEL ID		Transport		Community and Education		Uncredited Open Space		Credited Open Space			NDA (SQM)	COMMERCIAL NDA (SQM)	MIXED USE NDA (sqm)	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
				Community	Education			Local Open Space								
	TOTAL LAND AREA (SQM)	Existing Road Reserve	DCP Land for Transport	DCP Land for Community Facilities	Land for Future Government School	Utility	Drainage	Local Park (via CI 53.01)	Town Square (via CI 53.01)	Local Open Space (% NDA)						
37	12.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.65	12.65	0.00	0.00	0.00	12.65
38	728.61	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	728.61	728.61	0.00	0.00	0.00	728.61
39	12.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.63	12.63	0.00	0.00	0.00	12.63
40	12.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.62	12.62	0.00	0.00	0.00	12.62
41	12.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.47	12.47	0.00	0.00	0.00	12.47
42	751.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	751.68	751.68	0.00	0.00	0.00	751.68
43	2,667.39	0.00	174.69	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	2,492.70	2,492.70	0.00	0.00	0.00	2,492.70
44	730.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	730.71	730.71	0.00	0.00	0.00	730.71
45	794.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	794.09	794.09	0.00	0.00	0.00	794.09
46	742.47	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	742.47	742.47	0.00	0.00	0.00	742.47
47	748.51	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	748.51	748.51	0.00	0.00	0.00	748.51
48	741.73	0.00	36.92	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	704.81	704.81	0.00	0.00	0.00	704.81
49	569.59	0.00	40.36	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	529.24	529.24	0.00	0.00	0.00	529.24
50	733.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	733.33	733.33	0.00	0.00	0.00	733.33
51	702.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	702.16	702.16	0.00	0.00	0.00	702.16
52	751.51	0.00	20.10	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	731.42	731.42	0.00	0.00	0.00	731.42
53	721.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	721.30	721.30	0.00	0.00	0.00	721.30
54	168.49	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	168.49	168.49	0.00	0.00	0.00	168.49
55	190.27	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	190.27	190.27	0.00	0.00	0.00	190.27



VPA PARCEL ID		Transport		Community and Education		Uncredited Open Space		Credited Open Space			NDA (SQM)	COMMERCIAL NDA (SQM)	MIXED USE NDA (sqm)	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
				Community	Education			Local Open Space								
	TOTAL LAND AREA (SQM)	Existing Road Reserve	DCP Land for Transport	DCP Land for Community Facilities	Land for Future Government School	Utility	Drainage	Local Park (via CI 53.01)	Town Square (via CI 53.01)	Local Open Space (% NDA)						
56	710.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	710.19	710.19	0.00	0.00	0.00	710.19
57	2,913.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	2,913.33	2,913.33	0.00	0.00	0.00	2,913.33
58	705.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	705.65	705.65	0.00	0.00	0.00	705.65
59	1,418.06	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	1,418.06	1,418.06	0.00	0.00	0.00	1,418.06
60	203.63	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	203.63	203.63	0.00	0.00	0.00	203.63
61	599.65	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	599.65	599.65	0.00	0.00	0.00	599.65
62	199.80	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	199.80	199.80	0.00	0.00	0.00	199.80
63	529.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	529.42	529.42	0.00	0.00	0.00	529.42
64	35,839.40	0.00	0.00	0.00	0.00	0.00	471.87	6,112.25	0.00	20.9%	29,255.28	0.00	16,392.42	0.00	12,862.86	29,255.28
65	12.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.87	12.87	0.00	0.00	0.00	12.87
66	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74
67	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.74	12.74	0.00	0.00	0.00	12.74
68	12.87	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	12.87	12.87	0.00	0.00	0.00	12.87
69	657.31	0.00	0.00	0.00	0.00	0.00	0.00	657.31	0.00	0.0%	0.00	0.00	0.00	0.00	0.00	0.00
70	546.62	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	546.62	0.00	0.00	0.00	546.62	546.62
71	538.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	538.19	0.00	0.00	0.00	538.19	538.19
72	495.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	495.19	0.00	0.00	0.00	495.19	495.19
73	765.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	765.02	0.00	0.00	0.00	765.02	765.02
74	750.70	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	750.70	0.00	0.00	0.00	750.70	750.70

VPA PARCEL ID		Transport		Community and Education		Uncredited Open Space		Credited Open Space			NDA (SQM)	COMMERCIAL NDA (SQM)	MIXED USE NDA (sqm)	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
				Community	Education			Local Open Space								
	TOTAL LAND AREA (SQM)	Existing Road Reserve	DCP Land for Transport	DCP Land for Community Facilities	Land for Future Government School	Utility	Drainage	Local Park (via CI 53.01)	Town Square (via CI 53.01)	Local Open Space (% NDA)						
75	801.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	801.57	0.00	0.00	0.00	801.57	801.57
76	188.78	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	188.78	188.78	0.00	0.00	0.00	188.78
77	191.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	191.23	191.23	0.00	0.00	0.00	191.23
	232,565.45	0.00	1,995.28	0.00	11,999.33	0.00	471.87	18,327.53	1,500.00	10.00%	198271.44	50737.91	83212.99	15000.00	49167.77	198118.67
78	4,296.22	0.00	0.00	0.00	0.00	4296.22	0.00	0.00	0.00	0.0%	0	0.00	0.00	0.00	0.00	0.00
R1	443.53	443.53	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	0	0.00	0.00	0.00	0.00	0.00
R2 - MURRA STREET	1,342.08	1342.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	0	0.00	0.00	0.00	0.00	0.00
R3 - GRIFFITH AVENUE	4,192.08	4192.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	0	0.00	0.00	0.00	0.00	0.00
R4 - COBAR STREET	1,333.76	1333.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	0	0.00	0.00	0.00	0.00	0.00
R5	475.19	455.64	19.55	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	0	0.00	0.00	0.00	0.00	0.00
R6 - CAREY STREET	1,212.49	1212.47	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.0%	0	0.00	0.00	0.00	0.00	0.00
	13,295.35	8,979.56	19.57	0.00	0.00	4,296.22	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.00	0.00	0.00
	245,860.80	8,979.56	2,014.85	0.00	11,999.33	4,296.22	471.87	18,327.53	1,500.00	10.00%	198,271.44	50,737.91	83,212.99	15,000.00	49,167.77	198,118.67

## **Appendix 2 –Project Cost Sheets for Road and Intersection projects**

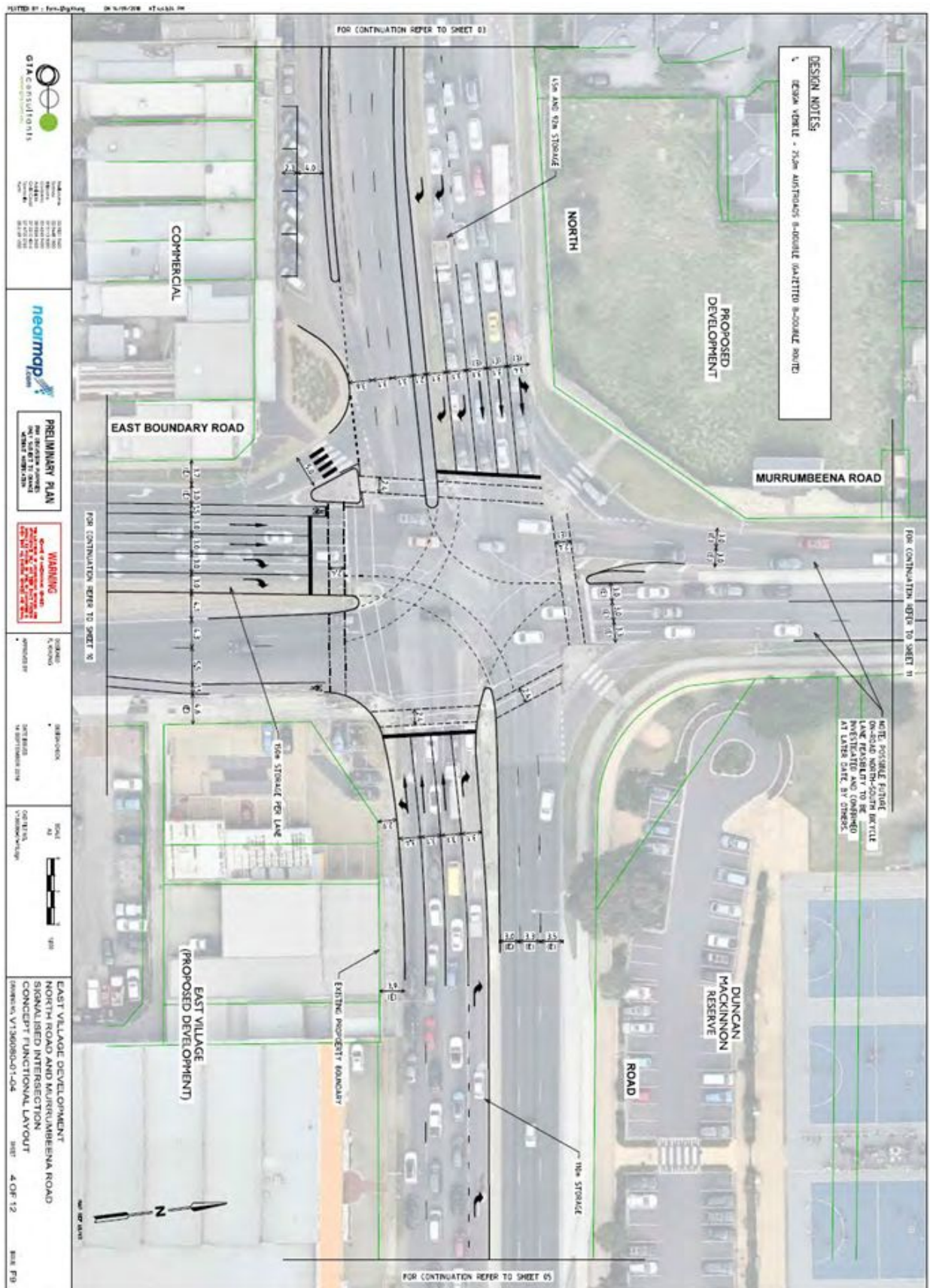






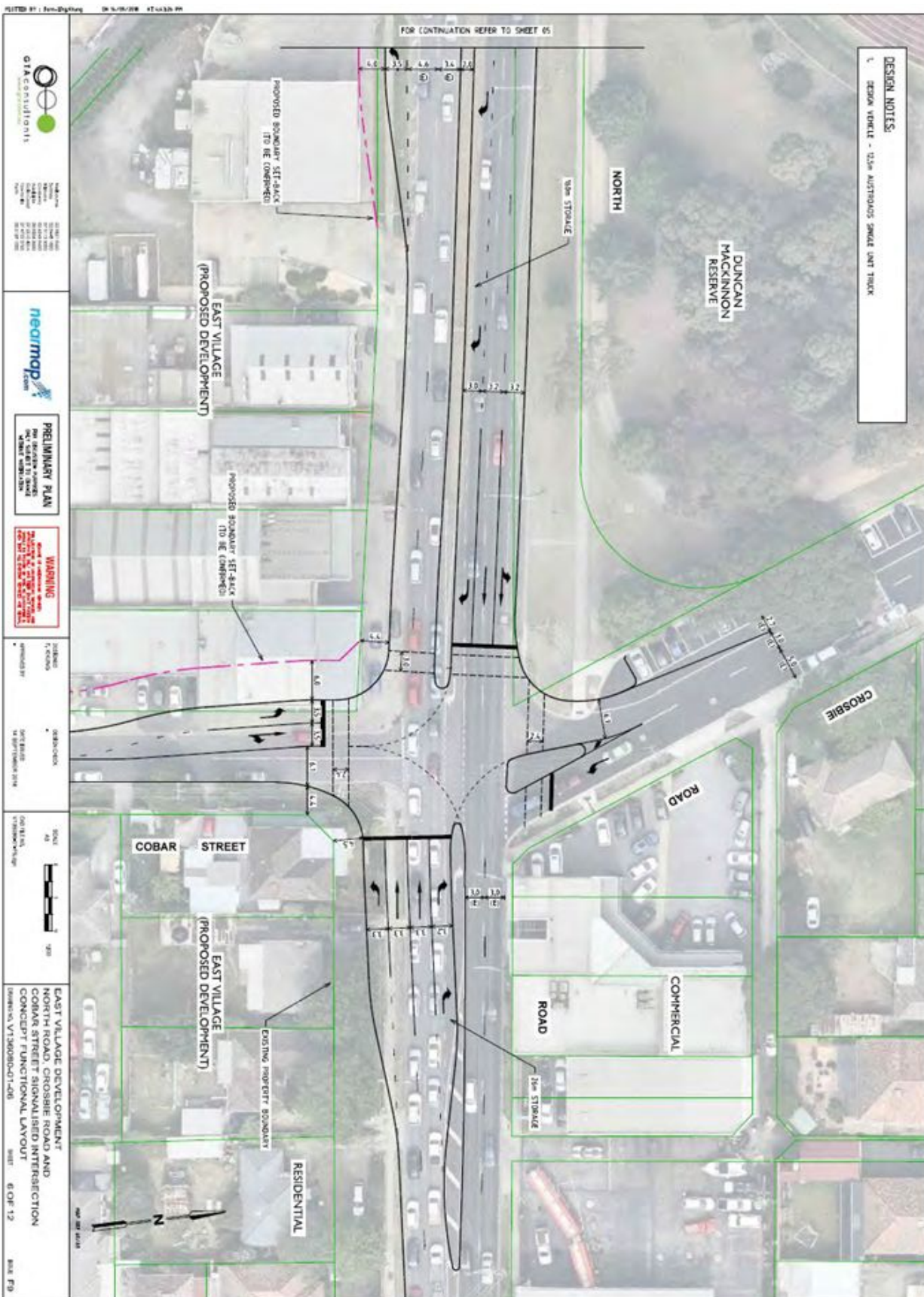






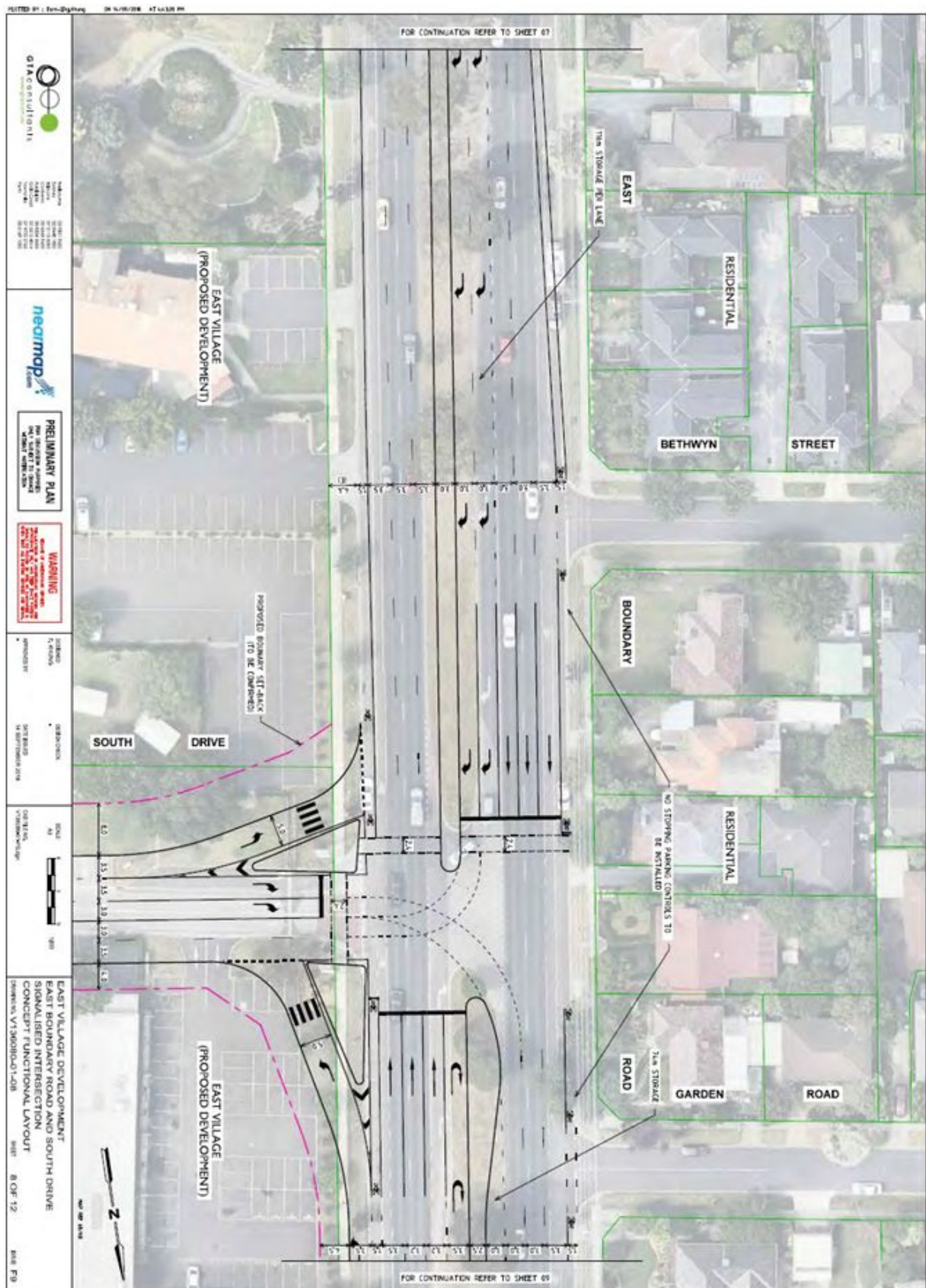






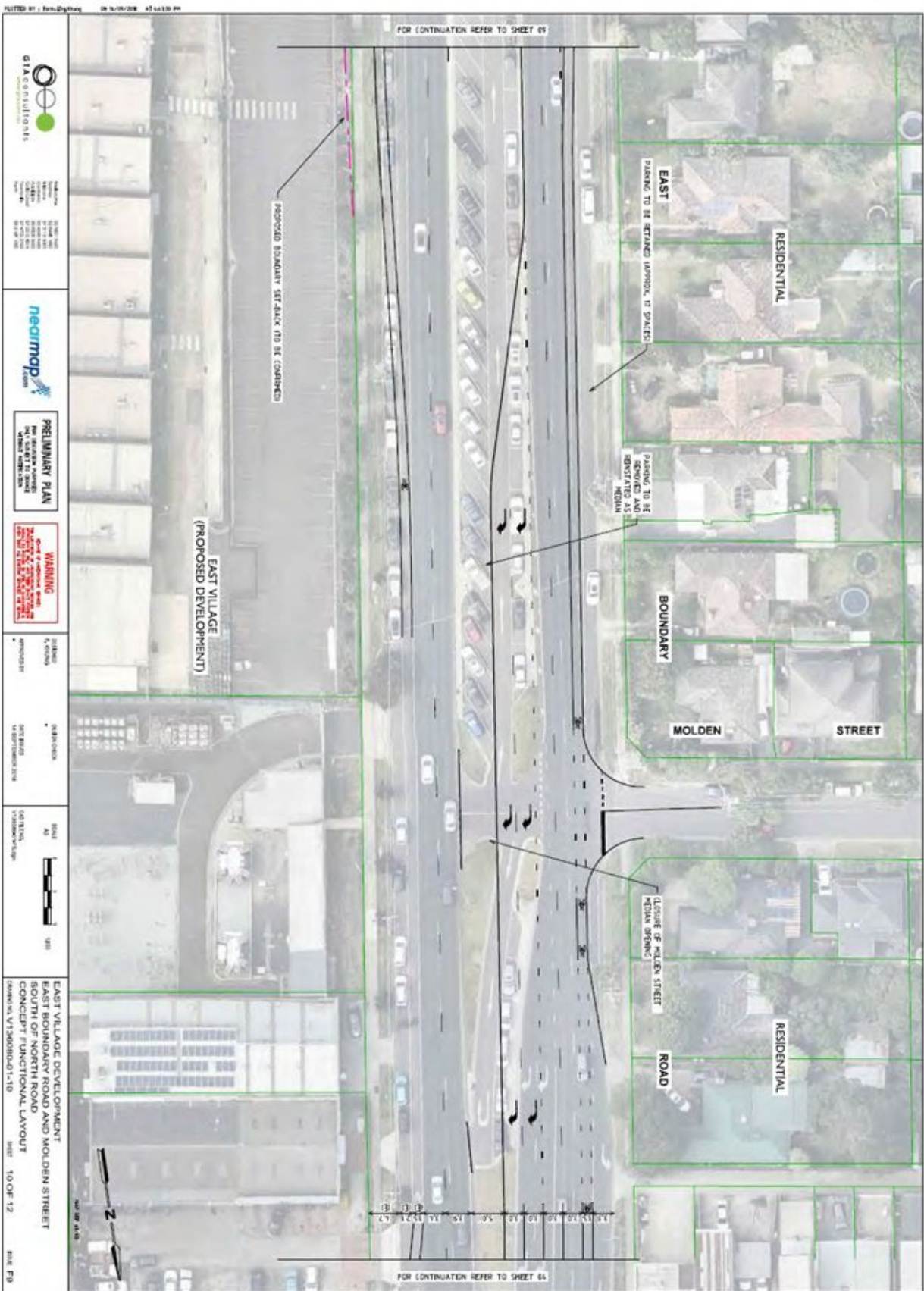








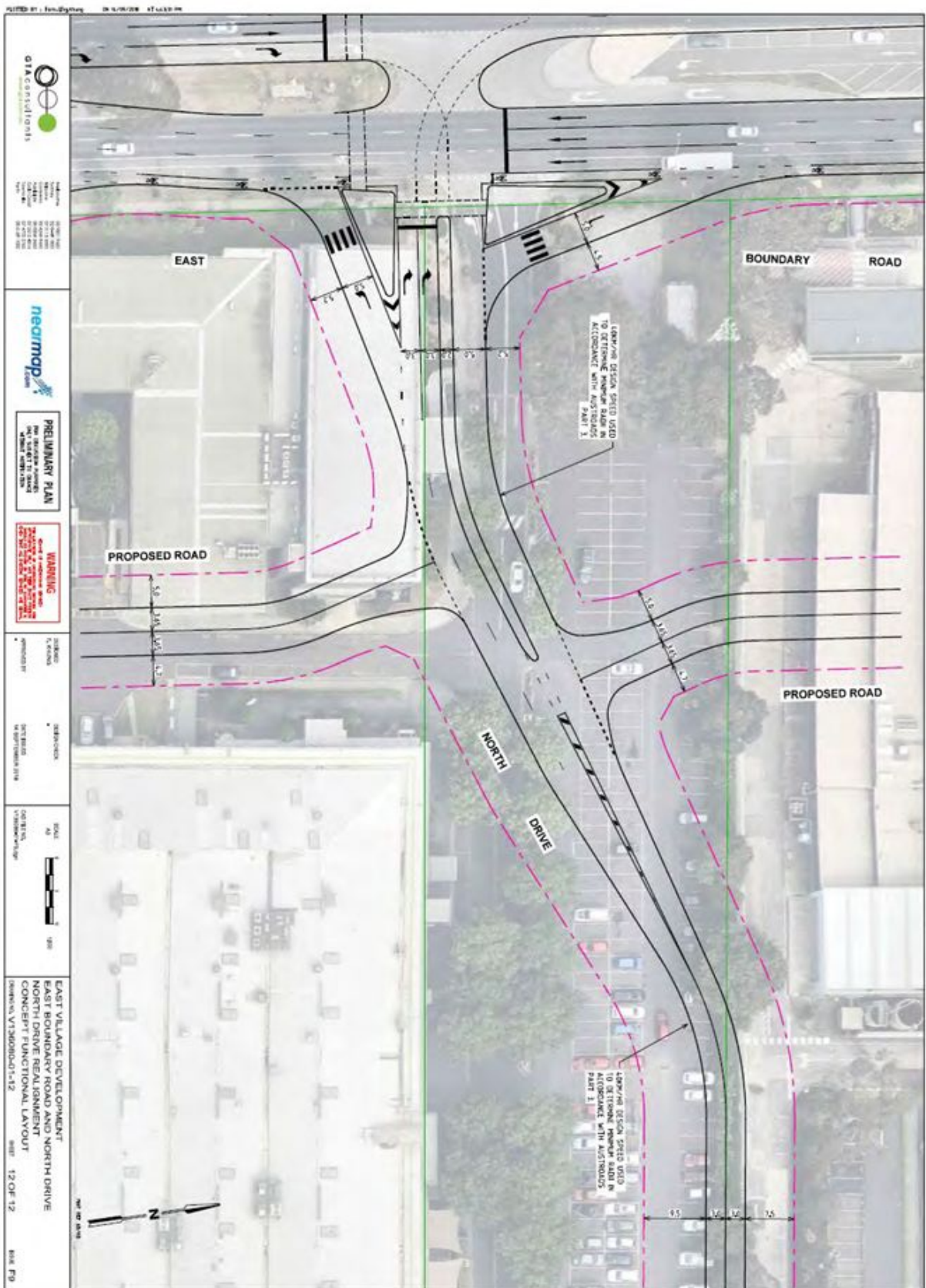












V136081: East Village external Road works - Stage 1N - North Road/Murrumbidgee Rd/East Boundary Rd intersection  
Civil Construction  
Date 24/09/2018

Basis of Estimate  
This cost estimate is based on GTA drawing V136081-01 - 01, 03 to 04 and 11 - issue F9 dated 14/09/2018

East Village external Road works - Stage 1N1						
Item	Description	Quantity	Unit	Rate	Amount	Comments
1.0	SITEWORKS AND EARTHWORKS					
1.1	Site preparation	1	Item	\$ 15,000.00	\$ 15,000.00	
1.2	Earthworks	650	m³	\$ 80.00	\$ 52,000.00	
1.3	Subgrade improvement	300	m²	\$ 150.00	\$ 45,000.00	
1.4	Service proving works	1	Item	\$ 30,000.00	\$ 30,000.00	
2.0	ROAD PAVEMENT					
2.1	Asphalt Pavement - 715mm depth pavement for primary arterial road	1480	m²	\$ 220.00	\$ 325,600.00	Narrow Widening - Deep strength asphalt pavement
2.2	Asphalt resheet works with type V asphalt	3000	m²	\$ 70.00	\$ 210,000.00	Type V asphalt within the braking zone or intersection
2.3	Asphalt resheet works with type H asphalt	3300	m²	\$ 50.00	\$ 165,000.00	Other areas
3.0	CONCRETE WORKS					
3.1	Kerb and Channel	860	Lm	\$ 100.00	\$ 86,000.00	
3.2	Pedestrian & Cycle Paths	280	m²	\$ 135.00	\$ 37,800.00	
3.3	Concrete median works	550	m²	\$ 150.00	\$ 82,500.00	
3.4	Pram ramp works	14	Item	\$ 2,500.00	\$ 35,000.00	All of the pram ramps need to be constructed in accordance with DDA requirements
4.0	DRAINAGE					
4.1	Drainage - pipes	60	Lm	\$ 250.00	\$ 15,000.00	
4.2	Drainage - pits	5	Item	\$ 2,500.00	\$ 12,500.00	
4.3	Drainage - Sub-soil drainage	1500	Lm	\$ 65.00	\$ 97,500.00	pavement interface also require SSD
4.4	Drainage - Miscellaneous (Description)	1	Item	\$ 10,000.00	\$ 10,000.00	Additional protection above Melbourne pipe/Pits
5.0	TRAFFIC					
5.1	Traffic Signals - East Boundary Road/ North Road/ Murrumbidgee Road	1	Item	\$ 350,000.00	\$ 350,000.00	Significant traffic Signal works on all three legs
5.2	Traffic Safety (barriers etc)	1	Item	\$ 30,000.00	\$ 30,000.00	Provisional allowance
6.0	LANDSCAPE					
6.1	Trees		Item	\$ 1,200.00	\$ -	
6.2	Landscaping - median works	330	m²	\$ 80.00	\$ 26,400.00	
6.3	Landscaping - batter and back of kerb works	450	m²	\$ 65.00	\$ 29,250.00	
7.0	STREET LIGHTING					
7.1	Street Lighting	7	Item	\$ 18,000.00	\$ 126,000.00	Intersection and median lights
8.0	MISCELLANEOUS					
8.1	Line marking	1	Item	\$ 12,000.00	\$ 12,000.00	
8.2	Regulatory Signage	1	Item	\$ 15,000.00	\$ 15,000.00	
8.3	Works maintenance - up to 1 year	1	Item	\$ 40,000.00	\$ 40,000.00	
8.4	Landscape maintenance - 1yr/2 summers	1	Item	\$ 20,000.00	\$ 20,000.00	including traffic Management
8.5	Traffic signals 10 year Maintenance Fee	1	Item	\$ 100,000.00	\$ 100,000.00	
9.0	OTHER					
9.1	Telestra services relocation/ Protection works	1	Item	\$ 1,800,000.00	\$ 1,800,000.00	Email confirmation for full works only
9.2	NBN services relocation/Protection works	1	Item	\$ 320,000.00	\$ 320,000.00	Verbal confirmation for full external road works only
9.3	Optus services relocation/Protection works	1	Item	\$ 120,000.00	\$ 120,000.00	This is a broad level estimate only, subject to verification by authority
9.4	Gas services relocation/Protection works	1	Item	\$ 60,000.00	\$ 60,000.00	This is a broad level estimate only, subject to verification by authority
9.5	Nextgen communication services relocation/Protection works	1	Item	\$ 120,000.00	\$ 120,000.00	This is a broad level estimate only, subject to verification by authority
9.6	Water and Sewer services relocation/Protection works	1	Item	\$ 250,000.00	\$ 250,000.00	This is a broad level estimate only, subject to verification by authority
9.7	Electrical services relocation/Protection works	1	Item	\$ 250,000.00	\$ 250,000.00	Verbal confirmation for full works only
	SUB-TOTAL WORKS				\$ 4,907,550.00	
10.00	DELIVERY					
10.1	Council Fees	3.25	%		\$ 159,493.38	
10.2	VicRoads Fees	1	%		\$ 49,075.50	
10.3	Traffic Management	5	%		\$ 245,377.50	
10.4	Environmental Management	0.5	%		\$ 24,537.75	
10.5	Survey/Design	5	%		\$ 245,377.50	
10.6	Supervision & Project Management	9	%		\$ 441,679.50	
10.7	Site Establishment	2.5	%		\$ 122,688.75	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%		\$ 736,132.50	
	SUB-TOTAL DELIVERY				\$ 2,024,364.38	
11	TOTAL ESTIMATED COST				\$ 6,931,914.38	



V136081: East Village external road works - Stage IN2 - Murrumbidgee Road/Crosbie Road/Lella Road Intersection

Civil Construction

Date 24/09/2018

Basis of Estimate

This cost estimate is based on GTA drawing V136081-01 - 01 and 02 - Issue F9 dated 14/09/2018

East Village external road works - Stage IN2 (F9 version)					
Item	Description	Quantity	Unit	Rate	Amount
1.0	SITEWORKS AND EARTHWORKS				
1.1	Site preparation	1	Item	\$ 15,000.00	\$ 15,000.00
1.2	Earthworks	20	m <sup>3</sup>	\$ 80.00	\$ 1,600.00
1.3	Subgrade improvement		m <sup>2</sup>	\$ 150.00	\$ -
1.4	Service proving works	1	Item	\$ 10,000.00	\$ 10,000.00
2.0	ROAD PAVEMENT				
2.1	Asphalt Pavement - 715mm depth pavement for primary arterial road	220	m <sup>2</sup>	\$ 220.00	\$ 48,400.00
2.2	Asphalt redress works with type V asphalt	2250	m <sup>2</sup>	\$ 70.00	\$ 157,500.00
2.3	Asphalt redress works with type H asphalt		m <sup>2</sup>	\$ 50.00	\$ -
3.0	CONCRETE WORKS				
3.1	Kerb and Channel	290	Lm	\$ 100.00	\$ 29,000.00
3.2	Pedestrian & Cycle Paths		m <sup>2</sup>	\$ 135.00	\$ -
3.3	Concrete median works	140	m <sup>2</sup>	\$ 150.00	\$ 21,000.00
3.4	Pavement ramp works	8	Items	\$ 2,500.00	\$ 20,000.00
4.0	DRAINAGE				
4.1	Drainage - pipes	50	Lm	\$ 250.00	\$ 12,500.00
4.2	Drainage - pits	8	Item	\$ 2,500.00	\$ 20,000.00
4.3	Drainage - Sub-soil drainage	400	Lm	\$ 65.00	\$ 26,000.00
4.4	Drainage - Miscellaneous (Description)	1	Item	\$ 10,000.00	\$ 10,000.00
5.0	TRAFFIC				
5.1	Traffic Signals - Murrumbidgee Road/Crosbie Road/Lella Road	1	Item	\$ 400,000.00	\$ 400,000.00
5.7	Traffic Safety (barriers etc)	1	Item	\$ 20,000.00	\$ 20,000.00
6.0	LANDSCAPE				
6.1	Trees		Item	\$ 1,200.00	\$ -
6.2	Landscaping - median works		m <sup>2</sup>	\$ 80.00	\$ -
6.3	Landscaping - batter and back of kerb works	350	m <sup>2</sup>	\$ 65.00	\$ 22,750.00
7.0	STREET LIGHTING				
7.1	Street Lighting	8	Item	\$ 18,000.00	\$ 144,000.00
8.0	MISCELLANEOUS				
8.1	Line marking	1	Item	\$ 8,000.00	\$ 8,000.00
8.2	Regulatory Signage	1	Item	\$ 10,000.00	\$ 10,000.00
8.3	Works maintenance - up to 1 year	1	Item	\$ 20,000.00	\$ 20,000.00
8.4	Landscape maintenance - 1yr/2 summers	1	Item	\$ 5,000.00	\$ 5,000.00
8.5	Traffic signals 10 year Maintenance Fee	1	Item	\$ 100,000.00	\$ 100,000.00
9.0	OTHERS				
9.1	Telstra services relocation/Protection works	1	Item	\$ 40,000.00	\$ 40,000.00
9.2	NBN services relocation/Protection works	1	Item	\$ -	\$ -
9.3	Optus services relocation/Protection works	1	Item	\$ -	\$ -
9.4	Gas services relocation/Protection works	1	Item	\$ 70,000.00	\$ 70,000.00
9.5	Nestgen communication services relocation/Protection works	1	Item	\$ -	\$ -
9.6	Water and Sewer services relocation/Protection works	1	Item	\$ 40,000.00	\$ 40,000.00
9.7	Electrical services relocation/Protection works	1	Item	\$ 20,000.00	\$ 20,000.00
	SUB-TOTAL WORKS				\$ 1,270,750.00
10.00	DELIVERY				
10.1	Council Fees	3.25	%		\$ 41,299.38
10.2	VicRoads Fees	1	%		\$ 12,707.50
10.3	Traffic Management	5	%		\$ 63,537.50
10.4	Environmental Management	0.5	%		\$ 6,353.75
10.5	Survey/Design	5	%		\$ 63,537.50
10.6	Supervision & Project Management	9	%		\$ 114,367.50
10.7	Site Establishment	2.5	%		\$ 31,768.75
10.8	Contingency- Overall (Item 1.1 to 9.7)	15	%		\$ 190,612.50
	SUB-TOTAL DELIVERY				\$ 524,184.38
11	TOTAL ESTIMATED COST				\$ 1,794,934.38

# V136081: East Village external Road works - Stage IN3 - North Road/Crosbie Rd/Corbar Street intersection

Civil Construction

Date: 24/09/2018

## Basis of Estimate

This cost estimate is based on GTA drawing V136081-01 - 01 and 06 - issue F9 dated 14/09/2018

East Village external Road works - Stage IN3						
Item	Description	Quantity	Unit	Rate	Amount	Comments
1.0	SITEWORKS AND EARTHWORKS					
1.1	Site preparation	1	Item	\$ 30,000.00	\$ 30,000.00	
1.2	Earthworks	2350	m³	\$ 80.00	\$ 188,000.00	
1.3	Subgrade improvement	320	m²	\$ 150.00	\$ 48,000.00	
1.4	Service proving works	1	Item	\$ 35,000.00	\$ 35,000.00	
2.0	ROAD PAVEMENT					
2.1	Asphalt Pavement - 713mm depth pavement for primary arterial road	1210	m²	\$ 220.00	\$ 266,200.00	Narrow Widening - Deep strength asphalt pavement
2.3	Asphalt resheet works with type V asphalt	2380	m²	\$ 70.00	\$ 166,600.00	Type V asphalt within the braking zone or intersection
2.4	Asphalt resheet works with type H asphalt	250	m²	\$ 50.00	\$ 12,500.00	Other areas
3.0	CONCRETE WORKS					
3.1	Kerb and Channel	830	Lm	\$ 100.00	\$ 83,000.00	
3.2	Pedestrian & Cycle Paths	1200	m²	\$ 135.00	\$ 162,000.00	
3.3	Concrete median works	200	m²	\$ 150.00	\$ 30,000.00	
3.4	Pram ramp works	10	Item	\$ 2,500.00	\$ 25,000.00	All of the pram ramps need to be constructed in accordance with DDA requirements
4.0	DRAINAGE					
4.1	Drainage - pipes	400	Lm	\$ 250.00	\$ 100,000.00	
4.2	Drainage - pits	20	Item	\$ 2,500.00	\$ 50,000.00	
4.3	Drainage - Sub-soil drainage	1630	Lm	\$ 65.00	\$ 107,250.00	pavement interface also require SSD
4.4	Drainage - Miscellaneous (Description)	1	Item	\$ 15,000.00	\$ 15,000.00	Additional protection above Melbourne pipe/Pits
5.0	TRAFFIC					
5.5	Traffic Signals - North Road/ Crosbie Road	1	Item	\$ 330,000.00	\$ 330,000.00	Significant traffic Signal works on all three legs
5.7	Traffic Safety	1	Item	\$ 90,000.00	\$ 90,000.00	Provisional allowance
6.0	LANDSCAPE					
6.1	Trees	1	Item	\$ 1,200.00	\$ -	
6.2	Landscaping - median works	120	m²	\$ 80.00	\$ 9,600.00	
6.3	Landscaping - batter and back of kerb works	600	m²	\$ 65.00	\$ 39,000.00	
7.0	STREET LIGHTING					
7.1	Street Lighting	8	Item	\$ 18,000.00	\$ 144,000.00	Intersection and median lights
8.0	MISCELLANEOUS					
8.1	Line marking	1	Item	\$ 15,000.00	\$ 15,000.00	
8.2	Regulatory Signage	1	Item	\$ 18,000.00	\$ 18,000.00	
8.3	Works maintenance - up to 1 year	1	Item	\$ 50,000.00	\$ 50,000.00	
8.4	Landscape maintenance - 1yr/2 summers	1	Item	\$ 20,000.00	\$ 20,000.00	Including traffic Management
8.5	Traffic signals 10 year Maintenance Fee	1	Item	\$ 100,000.00	\$ 100,000.00	
9.0	OTHER					
9.1	Telstra services relocation/ Protection works	1	Item	\$ 3,300,000.00	\$ 3,300,000.00	Email confirmation
9.2	NBN services relocation/Protection works	1	Item	\$ 550,000.00	\$ 550,000.00	Verbal confirmation for full works only
9.3	Optus services relocation/Protection works	1	Item	\$ 80,000.00	\$ 80,000.00	This is a broad level estimate only, subject to verification by authority
9.4	Gas services relocation/Protection works	1	Item	\$ 100,000.00	\$ 100,000.00	This is a broad level estimate only, subject to verification by authority
9.5	Wardgen communication services relocation/Protection works	1	Item	\$ 100,000.00	\$ 100,000.00	This is a broad level estimate only, subject to verification by authority
9.6	Water and Sewer services relocation/Protection works	1	Item	\$ 300,000.00	\$ 300,000.00	This is a broad level estimate only, subject to verification by authority
9.7	Electrical services relocation/Protection works	1	Item	\$ 450,000.00	\$ 450,000.00	Verbal confirmation for full works only
	SUB-TOTAL WORKS				\$ 7,514,150.00	
10.00	DELIVERY					
10.1	Council Fees	3.15	%		\$ 244,209.38	
10.2	VicRoads Fees	1	%		\$ 75,141.50	
10.3	Traffic Management	5	%		\$ 375,707.50	
10.4	Environmental Management	0.5	%		\$ 37,570.75	
10.5	Survey/Design	5	%		\$ 375,707.50	
10.6	Supervision & Project Management	9	%		\$ 676,273.50	
10.7	Site Establishment	2.5	%		\$ 187,833.75	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%		\$ 1,127,122.50	
	SUB-TOTAL DELIVERY				\$ 3,099,586.88	
11	TOTAL ESTIMATED COST				\$ 10,613,736.88	



**V136081: East Village external Road works - Stage IN4 - East Boundary Rd and North Drive intersection works**

Civil Construction

Date 24/09/2018

**Basis of Estimate**

This cost estimate is based on GTA drawing V136081-01 - 01 and 09 to 10 - issue P9 dated 14/09/2018

East Village external Road works - Stage IN4						
Item	Description	Quantity	Unit	Rate	Amount	Comments
<b>1.0</b>	<b>SITEWORKS AND EARTHWORKS</b>					
1.1	Site preparation	1	item	\$ 28,000.00	\$ 28,000.00	
1.2	Earthworks	1300	m <sup>3</sup>	\$ 80.00	\$ 104,000.00	
1.3	Subgrade improvement	350	m <sup>3</sup>	\$ 150.00	\$ 52,500.00	
1.4	Service proving works	1	item	\$ 25,000.00	\$ 25,000.00	
<b>2.0</b>	<b>ROAD PAVEMENT</b>					
	Asphalt Pavement - 713mm depth pavement for primary					
2.1	arterial road	1830	m <sup>2</sup>	\$ 220.00	\$ 407,000.00	Narrow Widening - Deep strength asphalt pavement
2.3	Asphalt resheet works with type V asphalt	3400	m <sup>2</sup>	\$ 76.00	\$ 258,000.00	Type V asphalt within the braking zone or intersection
2.4	Asphalt resheet works with type H asphalt	2500	m <sup>2</sup>	\$ 50.00	\$ 125,000.00	Other areas
<b>3.0</b>	<b>CONCRETE WORKS</b>					
3.1	Kerb and Channel	320	lm	\$ 100.00	\$ 32,000.00	
3.2	Pedestrian & Cycle Paths	250	m <sup>2</sup>	\$ 135.00	\$ 33,750.00	
3.3	Concrete median works	120	m <sup>2</sup>	\$ 150.00	\$ 18,000.00	
3.4	Prem ramp works	10	item	\$ 2,500.00	\$ 25,000.00	All of the prem ramps need to be constructed in accordance with DDA requirements
<b>4.0</b>	<b>DRAINAGE</b>					
4.1	Drainage - pipes	350	lm	\$ 230.00	\$ 80,500.00	
4.2	Drainage - pits	12	item	\$ 2,500.00	\$ 30,000.00	
4.3	Drainage - Sub-soil drainage	700	lm	\$ 65.00	\$ 45,500.00	pavement interface also require SSD
4.4	Drainage - Miscellaneous (Description)	1	item	\$ 10,000.00	\$ 10,000.00	Additional protection above Melbourne pipe/pits
<b>5.0</b>	<b>TRAFFIC</b>					
5.1	Traffic Signals - East Boundary Road/ North Drive	1	item	\$ 400,000.00	\$ 400,000.00	New intersection
5.2	Traffic Safety (barriers etc)	1	item	\$ 40,000.00	\$ 40,000.00	Provisional allowance
<b>6.0</b>	<b>LANDSCAPE</b>					
6.1	Trees	3	item	\$ 1,200.00	\$ 3,600.00	
6.2	Landscaping - median works	800	m <sup>2</sup>	\$ 80.00	\$ 64,000.00	
6.3	Landscaping - batter and back of kerb works	250	m <sup>2</sup>	\$ 65.00	\$ 16,250.00	
<b>7.0</b>	<b>STREET LIGHTING</b>					
7.1	Street Lighting	7	item	\$ 18,000.00	\$ 126,000.00	Intersection and median lights
<b>8.0</b>	<b>MISCELLANEOUS</b>					
8.1	Line marking	1	item	\$ 12,000.00	\$ 12,000.00	
8.2	Regulatory Signage	1	item	\$ 12,000.00	\$ 12,000.00	
8.3	Works maintenance - up to 1 year	1	item	\$ 35,000.00	\$ 35,000.00	
8.4	Landscape maintenance - 1yr/2 summers	1	item	\$ 5,000.00	\$ 5,000.00	Including traffic Management
8.5	Traffic signals 10 year Maintenance Fee	1	item	\$ 100,000.00	\$ 100,000.00	
<b>9.0</b>	<b>OTHER</b>					
9.1	Telstra services relocation/ Protection works	1	item	\$ 1,000,000.00	\$ 1,000,000.00	Email confirmation
9.2	NBN services relocation/Protection works	1	item	\$ 100,000.00	\$ 100,000.00	Verbal confirmation for full works only
9.3	Optus services relocation/Protection works	1	item	\$ 30,000.00	\$ 30,000.00	This is a guess estimate only and waiting for authority responses
9.4	Gas services relocation/Protection works	1	item	\$ 600,000.00	\$ 600,000.00	This is a guess estimate only and waiting for authority responses
9.5	Nextgen communication services relocation/Protection works	1	item	\$ 35,000.00	\$ 35,000.00	This is a guess estimate only and waiting for authority responses
9.6	Water and Sewer services relocation/Protection works	1	item	\$ 150,000.00	\$ 150,000.00	This is a guess estimate only and waiting for authority responses
9.7	Electrical services relocation/Protection works	1	item	\$ 150,000.00	\$ 150,000.00	Verbal confirmation for full works only
	<b>SUB-TOTAL WORKS</b>				\$ 4,160,100.00	
<b>10.00</b>	<b>DELIVERY</b>					
10.1	Council Fees	3.25	%		\$ 135,203.25	
10.2	VicRoads Fees	1	%		\$ 41,601.00	
10.3	Traffic Management	5	%		\$ 208,005.00	
10.4	Environmental Management	0.5	%		\$ 20,800.50	
10.5	Survey/Design	3	%		\$ 208,005.00	
10.6	Supervision & Project Management	9	%		\$ 374,409.00	
10.7	Site Establishment	2.5	%		\$ 104,002.50	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%		\$ 624,015.00	
	<b>SUB-TOTAL DELIVERY</b>				\$ 1,716,041.25	
<b>11</b>	<b>TOTAL ESTIMATED COST</b>				\$ 5,876,141.25	

V136081: East Village external Road works - Stage INS - East Boundary Rd and South Drive intersection works  
Civil Construction  
Date: 24/09/2018

**Basis of Estimate**

This cost estimate is based on GTA drawing V136081-01 - 01 and 07 to 08 - Issue F9 dated 14/09/2018

East Village external Road works - Stage INS					
Item	Description	Quantity	Unit	Rate	Amount
<b>1.0 SITEWORKS AND EARTHWORKS</b>					
1.1	Site preparation	1	Item	\$ 35,000.00	\$ 35,000.00
1.2	Earthworks	1800	m <sup>3</sup>	\$ 80.00	\$ 144,000.00
1.3	Subgrade improvement	380	m <sup>3</sup>	\$ 150.00	\$ 57,000.00
1.4	Service proving works	1	Item	\$ 45,000.00	\$ 45,000.00
<b>2.0 ROAD PAVEMENT</b>					
2.1	Asphalt Pavement - 713mm depth pavement for primary arterial road	3100	m <sup>2</sup>	\$ 220.00	\$ 682,000.00
2.3	Asphalt resheet works with type V asphalt	3630	m <sup>2</sup>	\$ 70.00	\$ 255,500.00
2.4	Asphalt resheet works with type H asphalt	5600	m <sup>2</sup>	\$ 50.00	\$ 280,000.00
<b>3.0 CONCRETE WORKS</b>					
3.1	Kerb and Channel	1400	Lm	\$ 100.00	\$ 140,000.00
3.2	Pedestrian & Cycle Paths	1900	m <sup>2</sup>	\$ 133.00	\$ 255,500.00
3.3	Concrete median works	1100	m <sup>2</sup>	\$ 150.00	\$ 165,000.00
3.4	Pram ramp works	10	Item	\$ 2,500.00	\$ 25,000.00
<b>4.0 DRAINAGE</b>					
4.1	Drainage - pipes	920	Lm	\$ 250.00	\$ 230,000.00
4.2	Drainage - pits	45	Item	\$ 2,500.00	\$ 112,500.00
4.3	Drainage - Sub-soil drainage	5500	Lm	\$ 65.00	\$ 357,500.00
4.4	Drainage - Miscellaneous (Description)	1	Item	\$ 15,000.00	\$ 15,000.00
<b>5.0 TRAFFIC</b>					
5.1	Traffic Signals - East Boundary Road/ South Drive	1	Item	\$ 350,000.00	\$ 350,000.00
5.2	Traffic Signals - Pedestrian operated Signal 190m South of Shrewsbury Street	1	Item	\$ 100,000.00	\$ 100,000.00
5.3	Traffic Safety (barriers etc)	1	Item	\$ 120,000.00	\$ 120,000.00
<b>LANDSCAPE</b>					
6.1	Trees	40	Item	\$ 1,200.00	\$ 48,000.00
6.2	Landscaping - median works	2500	m <sup>2</sup>	\$ 80.00	\$ 200,000.00
6.3	Landscaping - better and back of kerb works	2100	m <sup>2</sup>	\$ 65.00	\$ 136,500.00
<b>7.0 STREET LIGHTING</b>					
7.1	Street Lighting	20	Item	\$ 18,000.00	\$ 360,000.00
<b>8.0 MISCELLANEOUS</b>					
8.1	Line marking	1	Item	\$ 15,000.00	\$ 15,000.00
8.2	Regulatory Signage	1	Item	\$ 18,000.00	\$ 18,000.00
8.3	Works maintenance - up to 1 year	1	Item	\$ 45,000.00	\$ 45,000.00
8.4	Landscape maintenance - 1yr/2 summers	1	Item	\$ 25,000.00	\$ 25,000.00
8.5	Traffic signals 10 year Maintenance Fee	1	Item	\$ 100,000.00	\$ 100,000.00
<b>9.0 OTHER</b>					
9.1	Telstra services relocation/ Protection works	1	Item	\$ 1,100,000.00	\$ 1,100,000.00
9.2	NBN services relocation/Protection works	1	Item	\$ 300,000.00	\$ 300,000.00
9.3	Optus services relocation/Protection works	1	Item	\$ 70,000.00	\$ 70,000.00
9.4	Gas services relocation/Protection works	1	Item	\$ 1,500,000.00	\$ 1,500,000.00
9.5	Nextgen communication services relocation/Protection works	1	Item	\$ 60,000.00	\$ 60,000.00
9.6	Water and Sewer services relocation/Protection works	1	Item	\$ 250,000.00	\$ 250,000.00
9.7	Electrical services relocation/Protection works	1	Item	\$ 400,000.00	\$ 400,000.00
<b>SUB-TOTAL WORKS</b>					\$ 8,027,500.00
<b>10.0 DELIVERY</b>					
10.1	Council Fees	3.25	%		\$ 260,893.75
10.2	VicRoads Fees	1	%		\$ 80,275.00
10.3	Traffic Management	5	%		\$ 401,375.00
10.4	Environmental Management	0.5	%		\$ 40,137.50
10.5	Survey/Design	5	%		\$ 401,375.00
10.6	Supervision & Project Management	9	%		\$ 722,475.00
10.7	Site Establishment	2.5	%		\$ 200,687.50
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%		\$ 1,204,125.00
<b>SUB-TOTAL DELIVERY</b>					\$ 3,311,343.75
<b>11 TOTAL ESTIMATED COST</b>					\$ 11,338,843.75



**V136081: East Village external Road works - Stage IN6 - North Road, North Road/Murra Street intersection**

Civil Construction

Date: 24/09/2018

**Basis of Estimate**

This cost estimate is based on GTA drawing V136081-01 - 01 and 03 - issue F9 dated 14/07/2018

East Village external Road works - Stage IN6						
Item	Description	Quantity	Unit	Rate	Amount	Comments
<b>1.0 SITEWORKS AND EARTHWORKS</b>						
1.1	Site preparation	1	Item	\$ 10,000.00	\$ 10,000.00	
1.2	Earthworks	400	m <sup>3</sup>	\$ 80.00	\$ 32,000.00	
1.3	Subgrade improvement	0	m <sup>2</sup>	\$ 150.00	\$ -	
1.4	Service proving works	1	Item	\$ 15,000.00	\$ 15,000.00	
<b>2.0 ROAD PAVEMENT</b>						
2.1	Asphalt Pavement - 715mm depth pavement for primary arterial road	130	m <sup>2</sup>	\$ 220.00	\$ 28,600.00	Narrow Widening - Deep strength asphalt pavement
2.2	Asphalt resheet works with type V asphalt	0	m <sup>2</sup>	\$ 70.00	\$ -	Type V asphalt within the braking zone or intersection
2.3	Asphalt resheet works with type H asphalt	300	m <sup>2</sup>	\$ 50.00	\$ 15,000.00	Other areas
<b>3.0 CONCRETE WORKS</b>						
3.1	Kerb and Channel	305	Lm	\$ 100.00	\$ 30,500.00	
3.2	Pedestrian & Cycle Paths	200	m <sup>2</sup>	\$ 135.00	\$ 27,000.00	
3.3	Concrete median works	205	m <sup>2</sup>	\$ 150.00	\$ 30,750.00	
3.4	Pram ramp works	2	Item	\$ 2,500.00	\$ 5,000.00	All of the pram ramps need to be constructed in accordance with ODA requirements
<b>4.0 DRAINAGE</b>						
4.1	Drainage - pipes	80	Lm	\$ 250.00	\$ 20,000.00	
4.2	Drainage - pits	6	Item	\$ 2,500.00	\$ 15,000.00	
4.3	Drainage - Sub-soil drainage	470	Lm	\$ 65.00	\$ 30,550.00	pavement interface also require SSD
4.4	Drainage - Miscellaneous (Description)	1	Item	\$ 5,000.00	\$ 5,000.00	Additional protection above Melbourne pipe/Pits
<b>5.0 TRAFFIC</b>						
5.1	Traffic Safety	1	Item	\$ 20,000.00	\$ 20,000.00	Provisional allowance
<b>6.0 LANDSCAPE</b>						
6.1	Trees		Item	\$ 1,200.00	\$ -	
6.2	Landscaping - median works	60	m <sup>2</sup>	\$ 80.00	\$ 4,800.00	
6.3	Landscaping - better end back of kerb works	250	m <sup>2</sup>	\$ 65.00	\$ 16,250.00	
<b>7.0 STREET LIGHTING</b>						
7.1	Street Lighting	3	Item	\$ 18,000.00	\$ 54,000.00	Intersection and median lights
<b>8.0 MISCELLANEOUS</b>						
8.1	Line marking	1	Item	\$ 6,000.00	\$ 6,000.00	
8.2	Regulatory Signage	1	Item	\$ 6,000.00	\$ 6,000.00	
8.3	Works maintenance - up to 1 year	1	Item	\$ 15,000.00	\$ 15,000.00	
8.4	Landscape maintenance - 1yr/2 summers	1	Item	\$ 10,000.00	\$ 10,000.00	Including traffic Management
<b>9.0 OTHER</b>						
9.1	Telstra services relocation/ Protection works	1	Item	\$ 550,000.00	\$ 550,000.00	Email confirmation
9.2	NBN services relocation/Protection works	1	Item	\$ 100,000.00	\$ 100,000.00	Verbal confirmation for full works only
9.3	Optus services relocation/Protection works	1	Item	\$ 30,000.00	\$ 30,000.00	This is a broad level estimate only, subject to verification by authority
9.4	Gas services relocation/Protection works	1	Item	\$ 30,000.00	\$ 30,000.00	This is a broad level estimate only, subject to verification by authority
9.5	Nextgen communication services relocation/Protection works	1	Item	\$ 30,000.00	\$ 30,000.00	This is a broad level estimate only, subject to verification by authority
9.6	Water and Sewer services relocation/Protection works	1	Item	\$ 50,000.00	\$ 50,000.00	This is a broad level estimate only, subject to verification by authority
9.7	Electrical services relocation/Protection works	1	Item	\$ 100,000.00	\$ 100,000.00	Verbal confirmation for full works only
<b>SUB-TOTAL WORKS</b>					\$ 1,286,450.00	
<b>10.0 DELIVERY</b>						
10.1	Council Fees	3.25	%		\$ 41,809.63	
10.2	VicRoads Fees	1	%		\$ 12,864.50	
10.3	Traffic Management	5	%		\$ 64,322.50	
10.4	Environmental Management	0.5	%		\$ 6,432.25	
10.5	Survey/Design	5	%		\$ 64,322.50	
10.6	Supervision & Project Management	9	%		\$ 115,780.50	
10.7	Site Establishment	2.5	%		\$ 32,161.25	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%		\$ 192,967.50	
<b>SUB-TOTAL DELIVERY</b>					\$ 530,660.63	
<b>11 TOTAL ESTIMATED COST</b>					\$ 1,817,110.63	

V136081: East Village external Road works - Stage IN7 - North Road, North Road/Carey Street intersection  
Civil Construction  
Date 24/09/2018

**Basis of Estimate**

This cost estimate is based on GTA drawing V136081-01 - 01 and 03 to part of 06 - issue F9 dated 14/09/2018

East Village external Road works - Stage IN7						
Item	Description	Quantity	Unit	Rate	Amount	Comments
2.0	SITEWORKS AND EARTHWORKS					
2.1	Site preparation	1	Item	\$ 10,000.00	\$ 10,000.00	
2.2	Earthworks	400	m <sup>3</sup>	\$ 80.00	\$ 32,000.00	
2.3	Subgrade improvement	0	m <sup>3</sup>	\$ 150.00	\$ -	
2.4	Service proving works	1	Item	\$ 15,000.00	\$ 15,000.00	
2.0	ROAD PAVEMENT					
2.1	Asphalt Pavement - 713mm depth pavement for primary arterial road	250	m <sup>2</sup>	\$ 220.00	\$ 55,000.00	Narrow Widening - Deep strength asphalt pavement
2.2	Asphalt resheet works with type V asphalt	0	m <sup>2</sup>	\$ 70.00	\$ -	Type V asphalt within the braking zone or intersection
2.3	Asphalt resheet works with type H asphalt	350	m <sup>2</sup>	\$ 50.00	\$ 17,500.00	Other areas
3.0	CONCRETE WORKS					
3.1	Kerb and Channel	250	Lm	\$ 100.00	\$ 25,000.00	
3.2	Pedestrian & Cycle Paths	180	m <sup>2</sup>	\$ 135.00	\$ 24,300.00	
3.3	Concrete median works	260	m <sup>2</sup>	\$ 150.00	\$ 39,000.00	
3.4	Fram ramp works	2	Item	\$ 2,500.00	\$ 5,000.00	All of the fram ramps need to be constructed in accordance with DDA requirements
4.0	DRAINAGE					
4.1	Drainage - pipes	110	Lm	\$ 250.00	\$ 27,500.00	
4.2	Drainage - pits	8	Item	\$ 2,500.00	\$ 20,000.00	
4.3	Drainage - Sub-soil drainage	460	Lm	\$ 65.00	\$ 29,900.00	pavement interface also require SSD
4.4	Drainage - Miscellaneous (Description)	1	Item	\$ 3,000.00	\$ 3,000.00	Additional protection above Melbourne pipe/Pits
5.0	TRAFFIC					
5.1	Traffic Safety	1	Item	\$ 25,000.00	\$ 25,000.00	Provisional allowance
6.0	LANDSCAPE					
6.1	Trees		Item	\$ 1,200.00	\$ -	
6.2	Landscaping - median works	120	m <sup>2</sup>	\$ 80.00	\$ 9,600.00	
6.3	Landscaping - batter and back of kerb works	250	m <sup>2</sup>	\$ 65.00	\$ 16,250.00	
7.0	STREET LIGHTING					
7.1	Street Lighting	4	Item	\$ 18,000.00	\$ 72,000.00	Intersection and median lights
8.0	MISCELLANEOUS					
8.1	Line marking	1	Item	\$ 8,000.00	\$ 8,000.00	
8.2	Regulatory Signage	1	Item	\$ 7,000.00	\$ 7,000.00	
8.3	Works maintenance - up to 1 year	1	Item	\$ 15,000.00	\$ 15,000.00	
8.4	Landscape maintenance - 1yr/2 summers	1	Item	\$ 10,000.00	\$ 10,000.00	Including traffic Management
9.0	OTHER					
9.1	Telstra services relocation/ Protection works	1	Item	\$ 600,000.00	\$ 600,000.00	Email confirmation
9.2	NBN services relocation/Protection works	1	Item	\$ 80,000.00	\$ 80,000.00	Verbal confirmation for full works only
9.3	Optus services relocation/Protection works	1	Item	\$ 20,000.00	\$ 20,000.00	This is a broad level estimate only, subject to verification by authority
9.4	Gas services relocation/Protection works	1	Item	\$ 30,000.00	\$ 30,000.00	This is a broad level estimate only, subject to verification by authority
9.5	Natgas communication services relocation/Protection works	1	Item	\$ 20,000.00	\$ 20,000.00	This is a broad level estimate only, subject to verification by authority
9.6	Water and Sewer services relocation/Protection works	1	Item	\$ 50,000.00	\$ 50,000.00	This is a broad level estimate only, subject to verification by authority
9.7	Electrical services relocation/Protection works	1	Item	\$ 100,000.00	\$ 100,000.00	Verbal confirmation for full works only
	SUB-TOTAL WORKS				\$ 1,368,050.00	
10.0	DELIVERY					
10.1	Council Fees	3.25	%		\$ 44,461.63	
10.2	VicRoads Fees	1	%		\$ 13,680.50	
10.3	Traffic Management	5	%		\$ 68,402.50	
10.4	Environmental Management	0.5	%		\$ 6,840.25	
10.5	Survey/Design	5	%		\$ 68,402.50	
10.6	Supervision & Project Management	9	%		\$ 123,124.50	
10.7	Site Establishment	2.5	%		\$ 34,201.25	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%		\$ 205,207.50	
	SUB-TOTAL DELIVERY				\$ 564,320.63	
11	TOTAL ESTIMATED COST				\$ 1,932,370.63	



**V136081: East Village external Road works - Stage RD1 - Corbar Street extension**

Civil Construction

Date 24/09/2018

**Basis of Estimate**

This cost estimate is based on GTA drawing V136081-01 - 01 and part of 06 - issue F9 dated 14/07/2018

East Village external Road works - Stage RD1						
Item	Description	Quantity	Unit	Rate	Amount	Comments
1.0	SITEWORKS AND EARTHWORKS					
1.1	Site preparation	1	Item	\$ 15,000.00	\$ 15,000.00	
2.0	ROAD PAVEMENT					
2.1	Cober Street Road works from North Road to Griffith Avenue	100	Lm	\$ 3,000.00	\$ 300,000.00	New Road towards proposed site
4.0	DRAINAGE					
4.1	Drainage - pipes	210	Lm	\$ 250.00	\$ 52,500.00	
4.2	Drainage - pits	15	Item	\$ 2,500.00	\$ 37,500.00	
4.3	Drainage - Sub-soil drainage	220	Lm	\$ 65.00	\$ 14,300.00	pavement interface also require SSD
6.0	LANDSCAPE					
6.1	Landscaping - better and back of kerb works	320	m²	\$ 65.00	\$ 20,800.00	
7.0	STREET LIGHTING					
7.1	Street Lighting	3	Item	\$ 18,000.00	\$ 54,000.00	Median lights
8.0	MISCELLANEOUS					
8.1	Works maintenance - up to 1 year	1	Item	\$ 15,000.00	\$ 15,000.00	
8.2	Landscape maintenance - 1yr/2 summers	1	Item	\$ 10,000.00	\$ 10,000.00	including traffic Management
9.0	OTHER					
	<b>SUB-TOTAL WORKS</b>				\$ 519,100.00	
10.00	DELIVERY					
10.1	Council Fees	3.25	%		\$ 16,870.75	
10.2	VicRoads Fees	1	%		\$ 5,191.00	
10.3	Traffic Management	5	%		\$ 25,955.00	
10.4	Environmental Management	0.5	%		\$ 2,595.50	
10.5	Survey/Design	5	%		\$ 25,955.00	
10.6	Supervision & Project Management	9	%		\$ 46,719.00	
10.7	Site Establishment	2.5	%		\$ 12,977.50	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%		\$ 77,865.00	
	<b>SUB-TOTAL DELIVERY</b>				\$ 214,128.75	
11	<b>TOTAL ESTIMATED COST</b>				\$ 733,228.75	

**Assumptions and exclusions:**

- Design and documentation fees or authority fees, charges, levies and overview including insurances and bank guarantees have been included as per VPA recommended percentages.
- Approximate cost of protection and/or relocation of underground services during construction is included (broad level)
- A 30% contingency has been applied to the engineer's opinion of probable costs based on the information from Concept Functional layout
- This engineers opinion of probable cost is based on the drawings listed above and further changes may arise following subsequent additional investigations and detailed design development.
- Specific construction works including rock boring, rock blasting or rock excavation and removal have been excluded as geotechnical conditions are yet to be confirmed.
- This estimate also excludes allowance for abnormal weather conditions.
- GST is excluded.
- Land acquisition is excluded
- Price escalation is excluded.
- The above opinion of probable costs should be considered current to the date of the document only. GTA Consultants cannot provide any form of assurance that the costings provided will not change due to changes in design and/or future costs of materials. The future outcome may vary, and this variation may be material.

This potential for variation should be considered in any circumstances where the costings are to be used for high level budgeting purposes, even in the short term.

Any party requiring detailed costing for quoting or construction purposes should seek a detailed cost estimate from a suitably qualified quantity surveyor.



## **Appendix 3 – Project Cost Sheets for Community Infrastructure**



**PROWSE QUANTITY SURVEYORS PTY LTD**  
ABN 83 097 049 548 ACN 097 049 548

**PRELIMINARY**  
FOR DISCUSSION ONLY

**EAST VILLAGE STRATEGIC SITE**  
**Community Infrastructure Design & Costings**  
**Item 1 - Marlborough Street Reserve - Soccer Fields**

DATE 8/08/2018

REF 12918/F

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL COST
	<b>Item 1 - Marlborough Street Reserve - Soccer Fields</b>				
	Soccer Fields (130x65m) - Synthetic turf	NO			1,921,000
	<i>Including the following:</i>				
	- Synthetic playing surface, including sub-base				
	- Run off area				
	- Goals & perimeter fencing (1.2m h)				
	- Line marking				
	- Interchange shelters				
	Training lights (per field) - (Conduits only)	NO	1	120,000	120,000
	150 Lux light poles (say 6 no.)	NO	6	40,000	240,000
	<b>Site Works</b>				
	Site preparation & clean up (By others)	ITEM			-
	- Trimming of subgrade	M2	23,000	5	115,000
	Roads, footpaths and paved areas	ITEM			110,000
	- Asphalt Carpark (Not required)	NOTE			-
	- Pedestrian gravel footpath (approx. 3m wide)	M2	1,900	80	152,000
	Boundary walls, fences and gates	ITEM			110,000
	Outbuildings and covered ways	ITEM			70,000
	Landscaping and Improvements				
	- Garden bed, incl. tree & shrubs	M2	4,000	65	260,000
	- Lawn, incl. topsoil & grass	M2	8,800	8	70,400
	<b>External Services</b>				
	External stormwater drainage	ITEM			90,000
	External sewer drainage - Assume nil	ITEM			-
	External water supply	ITEM			60,000
	External gas reticulation - Assume nil	ITEM			-
	External fire protection - Assume nil	ITEM			-
	External light & power	ITEM			60,000
	External communications - Assume nil	ITEM			-

**SUB-TOTAL** \$ **3,378,400**

PRELIMINARIES (Included Above)	- %	\$ -
COST ESCALATION TO TENDER (Included Above)	- %	\$ -
COST ESCALATION DURING CONSTRUCTION (Included Above)	- %	\$ -
COUNCIL FEES	3.25 %	\$ 109,798
AUTHORITY FEES	1.00 %	\$ 33,784
TRAFFIC MANAGEMENT	2.00 %	\$ 67,568
ENVIRONMENTAL MANAGEMENT	0.50 %	\$ 16,892
SURVEY/DESIGN	5.00 %	\$ 168,920
SUPERVISION & PROJECT MANAGEMENT	9.00 %	\$ 304,056
SITE ESTABLISHMENT	2.50 %	\$ 84,460
CONTINGENCY	15.00 %	\$ 506,760
LOOSE FURNITURE & EQUIPMENT (Excluded)	ITEM	\$ -

**ANTICIPATED TOTAL PROJECT COST (Excluding GST)** \$ **4,670,638**

(Fixed Price Contract - August 2018)



**PROWSE QUANTITY SURVEYORS PTY LTD**  
ABN 83 097 049 548 ACN 097 049 548

**PRELIMINARY**  
FOR DISCUSSION ONLY

**EAST VILLAGE STRATEGIC SITE**  
**Community Infrastructure Design & Costings**  
**Item 2 - Marlborough Street Reserve - Pavilion (Municipal size)**

DATE 8/08/2018  
GFA 557  
REF 12918/F

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL COST
	<b>Item 2 - Marlborough Street Reserve - Pavilion</b>				
	Change rooms (FECA)	M2	62	2,700	167,400
	Showers & toilets (FECA)	M2	36	2,900	104,400
	Referees room (FECA)	M2	20	2,900	58,000
	Public toilets (FECA)	M2	35	2,900	101,500
	Kitchen & kiosk (FECA)	M2	25	3,200	80,000
	- E/O for kitchen equipment	ITEM			130,000
	Storage (FECA)	M2	20	2,100	42,000
	Office (FECA)	M2	15	2,500	37,500
	Utility / cleaners room (FECA)	M2	5	2,300	11,500
	Community space (FECA)	M2	120	2,500	300,000
	Drinks servery (FECA)	M2	10	3,200	32,000
	Corridor & circulation (FECA)	M2	70	2,200	153,120
	External covered viewing area (UCA)	M2	139	750	104,250
	<b>Site Works</b>				
	Site preparation & clean up	ITEM			40,000
	Roads, footpaths and paved areas	ITEM			13,000
	Boundary walls, fences and gates	ITEM			7,000
	Outbuildings and covered ways	ITEM			7,000
	Landscaping and Improvements	ITEM			26,000
	<b>External Services</b>				
	External stormwater drainage, incl infrastructure	ITEM			130,000
	External sewer drainage, incl infrastructure	ITEM			40,000
	External water supply, incl infrastructure	ITEM			20,000
	External gas reticulation, incl infrastructure	ITEM			20,000
	External fire protection, incl infrastructure	ITEM			30,000
	External light & power, incl infrastructure	ITEM			120,000
	External communications, incl infrastructure	ITEM			30,000

<b>SUB-TOTAL</b>					<b>\$ 1,804,670</b>
PRELIMINARIES (Included Above)	- %			\$	-
COST ESCALATION TO TENDER (Included Above)	- %			\$	-
COST ESCALATION DURING CONSTRUCTION (Included Above)	- %			\$	-
COUNCIL FEES	3.25 %			\$	58,652
AUTHORITY FEES	1.00 %			\$	18,047
TRAFFIC MANAGEMENT	2.00 %			\$	36,093
ENVIRONMENTAL MANAGEMENT	0.50 %			\$	9,023
SURVEY/DESIGN	5.00 %			\$	90,234
SUPERVISION & PROJECT MANAGEMENT	9.00 %			\$	162,420
SITE ESTABLISHMENT	2.50 %			\$	45,117
CONTINGENCY	15.00 %			\$	270,701
LOOSE FURNITURE & EQUIPMENT (Excluded)	ITEM			\$	-

**ANTICIPATED TOTAL PROJECT COST (Excluding GST)** **\$ 2,494,956**  
(Fixed Price Contract - August 2018)





**PROWSE QUANTITY SURVEYORS PTY LTD**  
ABN 83 097 049 548 ACN 097 049 548

**PRELIMINARY**  
FOR DISCUSSION ONLY

**EAST VILLAGE STRATEGIC SITE**  
**Community Infrastructure Design & Costings**  
**Item 3 - Virginia Park - Open Space Upgrade**

DATE 8/08/2018

REF 12918/F

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL COST
	<b>Item 3 - Virginia Park - Open Space Upgrade</b>				
	<b>Site Works</b>				
	Site preparation & clean up	ITEM			50,000
	- General site prep & clean up	M2	4,300	5	21,500
	- Trimming of subgrade	M3	640	60	38,400
	- Fill the level change area				
	<b>Roads, footpaths and paved areas</b>				
	- Pedestrian gravel footpath (approx. 2m wide)	M2	300	80	24,000
	- Make good existing footpath and adjacent	ITEM			10,000
	<b>Boundary walls, fences and gates</b>				
	- Assume nil	ITEM			-
	<b>Outbuildings and covered ways</b>				
	- Assume nil	ITEM			-
	<b>Landscaping and Improvements</b>				
	- Garden bed, incl. tree & shrubs	M2	4,300	65	279,500
	<b>External Services</b>				
	External stormwater drainage	ITEM			20,000
	External sewer drainage - Assume nil	ITEM			-
	External water supply	ITEM			10,000
	- Irrigation system	M2	4,300	15	64,500
	External gas reticulation - Assume nil	ITEM			-
	External fire protection - Assume nil	ITEM			-
	External light & power	ITEM			20,000
	External communications - Assume nil	ITEM			-

**SUB-TOTAL** \$ **537,900**

PRELIMINARIES (Included Above)	- %	\$ -
COST ESCALATION TO TENDER (Included Above)	- %	\$ -
COST ESCALATION DURING CONSTRUCTION (Included Above)	- %	\$ -
COUNCIL FEES	3.25 %	\$ 17,482
AUTHORITY FEES	1.00 %	\$ 5,379
TRAFFIC MANAGEMENT	2.00 %	\$ 10,758
ENVIRONMENTAL MANAGEMENT	0.50 %	\$ 2,690
SURVEY/DESIGN	5.00 %	\$ 26,895
SUPERVISION & PROJECT MANAGEMENT	9.00 %	\$ 48,411
SITE ESTABLISHMENT	2.50 %	\$ 13,448
CONTINGENCY	15.00 %	\$ 80,685
LOOSE FURNITURE & EQUIPMENT (Excluded)	ITEM	\$ -

**ANTICIPATED TOTAL PROJECT COST (Excluding GST)** \$ **743,647**  
(Fixed Price Contract - August 2018)



**PROWSE QUANTITY SURVEYORS PTY LTD**  
ABN 83 097 049 548 ACN 097 049 548

**PRELIMINARY**  
FOR DISCUSSION ONLY

**EAST VILLAGE STRATEGIC SITE**  
**Community Infrastructure Design & Costings**  
**Item 5 - Community Facility**

DATE 8/08/2018  
GFA 1,200  
REF 12918/F

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL COST
	<b>Item 5 - Community Facility</b>				
	MCH Areas - refer over for detail	ITEM			390,000
	Innovation Hub - refer over for detail	ITEM			675,000
	Kindergarten - refer over for detail	ITEM			667,400
	Ancillary Areas - refer over for detail	ITEM			921,000
	<u>Extra over for service facility within commercial building</u>				
	- Suspended slab (Say all suspended)	M2	1,200	250	300,000
	- Lift including lift shaft & equipment - service 3 levels	ITEM			160,000
	- Staircase - service 3 levels	ITEM			30,000
	<b>Site Works</b>				
	Site preparation & clean up	ITEM			117,000
	Roads, footpaths and paved areas	ITEM			29,000
	- Basement carpark (Assume 10 no. carpark) - TBC	M2	300	1,200	360,000
	Boundary walls, fences and gates	ITEM			15,000
	Outbuildings and covered ways	ITEM			15,000
	Landscaping and Improvements	ITEM			88,000
	<b>External Services</b>				
	External stormwater drainage	ITEM			99,000
	External sewer drainage	ITEM			66,000
	External water supply	ITEM			33,000
	External gas reticulation	ITEM			25,000
	External fire protection	ITEM			25,000
	External light & power	ITEM			99,000
	External communications	ITEM			16,000

**SUB-TOTAL** \$ **4,130,400**

PRELIMINARIES (Included Above)	- %	\$ -
COST ESCALATION TO TENDER (Included Above)	- %	\$ -
COST ESCALATION DURING CONSTRUCTION (Included Above)	- %	\$ -
COUNCIL FEES	3.25 %	\$ 134,238
AUTHORITY FEES	1.00 %	\$ 41,304
TRAFFIC MANAGEMENT	2.00 %	\$ 82,608
ENVIRONMENTAL MANAGEMENT	0.50 %	\$ 20,652
SURVEY/DESIGN	5.00 %	\$ 206,520
SUPERVISION & PROJECT MANAGEMENT	9.00 %	\$ 371,736
SITE ESTABLISHMENT	2.50 %	\$ 103,260
CONTINGENCY	15.00 %	\$ 619,560
LOOSE FURNITURE & EQUIPMENT (Excluded)	ITEM	\$ -

**ANTICIPATED TOTAL PROJECT COST (Excluding GST)** \$ **5,710,278**

(Fixed Price Contract - August 2018)



**PROWSE QUANTITY SURVEYORS PTY LTD**  
ABN 83 097 049 548 ACN 097 049 548

**PRELIMINARY**  
FOR DISCUSSION ONLY

**EAST VILLAGE STRATEGIC SITE**  
**Community Infrastructure Design & Costings**  
**Item 6 - Central Open Space Upgrade**

DATE 8/08/2018

REF 12918/F

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL COST
	<b>Item 6 - Central Open Space Upgrade</b>				
	<b>Site Works</b>				
	Site preparation & clean up - Refer over for detail	ITEM			110,000
	Roads, footpaths and paved areas - Refer over for detail	ITEM			817,900
	Boundary walls, fences and gates - Refer over for detail	ITEM			124,000
	Outbuildings and covered ways - Refer over for detail	ITEM			430,000
	Landscaping and Improvements - Refer over for detail	ITEM			134,600
	<b>External Services</b>				
	External stormwater drainage	ITEM			160,000
	External sewer drainage	ITEM			14,000
	External water supply - Irrigation system	ITEM M2	3,600	15	82,000 54,000
	External gas reticulation - Assume nil	ITEM			-
	External fire protection - Assume nil	ITEM			-
	External light & power	ITEM			160,000
	External communications - Assume nil	ITEM			-

<b>SUB-TOTAL</b>					<b>\$ 2,086,500</b>
PRELIMINARIES (Included Above)	- %				\$ -
COST ESCALATION TO TENDER (Included Above)	- %				\$ -
COST ESCALATION DURING CONSTRUCTION (Included Above)	- %				\$ -
COUNCIL FEES	3.25 %				\$ 67,811
AUTHORITY FEES	1.00 %				\$ 20,865
TRAFFIC MANAGEMENT	2.00 %				\$ 41,730
ENVIRONMENTAL MANAGEMENT	0.50 %				\$ 10,433
SURVEY/DESIGN	5.00 %				\$ 104,325
SUPERVISION & PROJECT MANAGEMENT	9.00 %				\$ 187,785
SITE ESTABLISHMENT	2.50 %				\$ 52,163
CONTINGENCY	15.00 %				\$ 312,975
LOOSE FURNITURE & EQUIPMENT (Excluded)	ITEM				\$ -
<b>ANTICIPATED TOTAL PROJECT COST (Excluding GST)</b>					<b>\$ 2,884,586</b>
(Fixed Price Contract - August 2018)					



## **Appendix 4 – Project Cost Sheets for Drainage Infrastructure\***

The cost sheet for drainage solution is based upon concept design only. This will be updated at the completion of functional design and provided to affected parties.



--/20--  
Proposed  
C155

## SCHEDULE 1 TO CLAUSE 45.06 DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY

Shown on the planning scheme map as **DCPO1**

### EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN

#### 1.0 Area covered by this development contributions plan

--/20--  
Proposed  
C155

All land within the *East Village Development Contributions Plan* area shown as DCPO1 on the planning scheme maps.

#### 2.0 Summary of costs

--/20--  
Proposed  
C155

Facility	Total cost \$	Time of provision	Actual cost contribution attributable to development \$	Proportion of cost attributable to development %
Road Projects	\$733,229	Refer to details in the incorporated East Village Development Contributions Plan	\$733,229	100 %
Intersection Projects	\$42,214,852	Refer to details in the incorporated East Village Development Contributions Plan	\$42,214,852	100 %
Community Building Projects	\$5,710,278	Refer to details in the incorporated East Village Development Contributions Plan	\$5,710,278	100 %
Sporting Reserve Projects	\$7,165,594	Refer to details in the incorporated East Village Development Contributions Plan	\$7,165,594	100 %
Open Space Improvements	\$3,628,233	Refer to details in the incorporated East Village Development Contributions Plan	\$3,628,233	100 %
Drainage Projects	\$1,199,835	Refer to details in the incorporated East Village Development Contributions Plan	\$1,199,835	100 %
<b>TOTAL</b>	<b>\$60,652,021</b>		<b>\$60,652,021</b>	<b>100 %</b>



### 3.0 Summary of contributions

--/20--  
Proposed  
C455

FACILITY	LEVIES PAYABLE BY THE DEVELOPMENT				
	Development	Development	Development	Development	Community
	Infrastructure	Infrastructure	Infrastructure	infrastructure	infrastructure
	MCA 1 (Residential)	MCA 1 (Retail)	MCA 1 (Commercial)	MCA2 (Commercial)	Residential
	Per dwelling	Per m2 gross leasable floorspace	Per m2 gross leasable floorspace	Per m2 gross leasable floorspace	Per dwelling
Road Projects	\$102.46	\$16.70	\$2.82	\$2.82	\$0.00
Intersection Projects	\$5,999.23	\$977.80	\$165.00	\$93.32	\$0.00
Community Building Projects	\$1,903.43	\$0.00	\$0.00	\$0.00	\$0.00
Sporting Reserve Projects	\$1,556.88	\$0.00	\$0.00	\$0.00	\$831.65
Open Space Improvements	\$667.08	\$68.32	\$11.53	\$0.00	\$0.00
Drainage Projects	\$174.37	\$28.42	\$4.80	\$0.00	\$0.00
<b>TOTAL</b>	<b>\$10,403.45</b>	<b>\$1,091.25</b>	<b>\$184.15</b>	<b>\$96.14</b>	<b>\$831.65</b>

### 4.0 Land or development excluded from development contributions plan

--/20--  
Proposed  
C455

None specified.

*This schedule sets out a summary of the costs and contributions prescribed in the development contributions plan. Refer to the incorporated development contributions plan for full details.*

31/07/2018

Proposed  
C155**SCHEDULE TO CLAUSE 53.01 PUBLIC OPEN SPACE CONTRIBUTION  
AND SUBDIVISION****1.0****Subdivision and public open space contribution**

31/07/2018

Proposed  
C155

Type or location of subdivision	Amount of contribution for public open space
All subdivision with the exception of the area known as the Caulfield Village as delineated in the Caulfield Mixed Use Area Incorporated Plan February 2014 and the area known as East Village as shown on Plan 1 of the East Village Comprehensive Development Plan, October 2018.	5.7%
All land shown as Commercial North sub precinct, Commercial west sub precinct and Commercial north (subject to drainage control) sub-precinct on Plan 1 of the incorporated East Village Comprehensive Development Plan, October 2018	5.7%
All land shown on Plan 1 of the incorporated East Village Comprehensive Development Plan, October 2018 other than land shown as Commercial North sub precinct, Commercial west sub precinct and Commercial north (subject to drainage control) sub-precinct	11.4%

## 21.01 MUNICIPAL PROFILE

### 21.01-1

19/01/2006  
Proposed  
C155

#### Glen Eira Today

Glen Eira is a 'middle ring' municipality, starting six km southeast of the GPO. It occupies 39 square kilometres in the area generally bounded by Dandenong Road and South Road to the north and south, Hotham Street and Nepean Highway to the west and Poath Road and Warrigal Road to the east.

Glen Eira was established in December 1994 following the amalgamation of the former City of Caulfield with a part of the former City of Moorabbin and includes the suburbs of Elsternwick, Gardenvale, Balaclava, St Kilda East, Caulfield, Caulfield North, South and East, Carnegie, Ormond, Glen Huntly, McKinnon, Bentleigh and Bentleigh East and Murrumbeena.

Adjoining municipalities include the Cities of Port Phillip, Stonnington, Monash, Kingston and Bayside.

Glen Eira is predominantly residential and features a series of well established strip shopping centres most of which have developed along public transport routes. It has a flat to generally undulating topography with a strong grid pattern of streets. Glen Eira contains areas that are rich both in terms of urban character and heritage. Glen Eira's character today reflects the City's position in the metropolitan area and its associated history of development.

Glen Eira residents enjoy access to a wide variety of transport, shopping, health, education, religious and cultural and leisure services. Many of Melbourne's best private schools are located in Glen Eira, and Glen Eira boasts regional recreational facilities such as Duncan Mackinnon Reserve and Caulfield Park.

Caulfield Racecourse and Monash University are facilities of metropolitan significance and are both of major importance to the local economy. Small pockets of industry are scattered throughout the municipality.

Glen Eira is ethnically, socially and economically diverse. Glen Eira contains Melbourne's largest Jewish population that makes significant contributions to the municipality's cultural diversity.

Glen Eira's population was estimated to be about 126,000 in 2001 and is expected to grow slightly over the next 20 years. However it is anticipated that the population will continue to age and household size will decline. There is a relatively balanced age structure with a bias towards older people. (ie: There are fewer children, average numbers in the middle age groups and a higher proportion of residents aged over 60 compared to Melbourne as a whole).

A more detailed look at the City's characteristics provides a background to trends and issues to be addressed by the Municipal Strategic Statement (MSS) strategies.

### 21.01-2

19/01/2006  
VC37

#### Glen Eira's people

##### Population trends

- The 1996 Census estimated Glen Eira's enumerated population to be 112,738. The estimated resident population in July 2001 was just over 126,000. There were approximately 45,000 households in Glen Eira in 1996.
- It is expected that Glen Eira's population will increase slightly over the next 20 years, however there will be a noticeable decrease in household size and a growth in the number of households. The State Government has predicted that Glen Eira will have 58,000 households by 2021. The State Government also

estimates that the projected population will be 130,064 in 2021 (Department of Infrastructure, 1999, Victoria in Future).

### Age structure

- The principal difference between the age profile of Glen Eira and the metropolitan average is that Glen Eira has a significantly higher proportion of people aged 60+ (21.4% compared to 15.3%).
- In Glen Eira there are slightly fewer young people (ie: approximately 1% less than average in all age groups under 20 years) compared to Metropolitan Melbourne and average numbers in all of the middle age groups.
- Like dwelling mix, age structure varies across the City. Although the proportion of over 60s is above the metropolitan average throughout Glen Eira there is generally more of a mix of ages in the north of the City. The southwest is characterised by large numbers of children, the south east by higher proportions of elderly.
- Glen Eira in 2021 will be an older population with significantly lower proportions of children and teenagers and significantly higher proportions of middle aged and elderly. The age groups which are expected grow the most are the 55-69 year olds – the baby boomers or people born in Australia between the end of the Second World War (1945) and the late 1960s.
- Glen Eira is one of the few places in Victoria which can expect to have fewer people in the 70+ age group by 2021. This is indicative of an already aged population and its potential to “regenerate” over future years.
- To maintain and enhance the already mixed population and a balance of age groups, planning strategies will need to encourage a mix of dwelling types (ie: small dwellings catering for the needs of the elderly and childless households as well as a variety of family homes suited to all stages in the family life-cycle).

### Households

The major features of Glen Eira’s household structure in 1996 were:

- A relatively large number of young family households, although at lower proportions than Metropolitan Melbourne.
- A significant share of old lone person households compared to Metropolitan Melbourne, especially in the Caulfield area. This is linked to the underlying aged population in the area and the presence of important medical and aged care institutions in this part of the municipality.
- A higher share of young lone person households, especially in the northern half of the city (Glen Eira – North), which is linked to Monash University Campus located in the area.
- A large proportion of emerging empty nesters in Glen Eira – South (south of North Road) compared to both Glen Eira - North and Metropolitan Melbourne as a whole. Empty nesters are parents whose children have grown up and left home. This reflects the age of residential development in the area (post war) and the large number of settled families in suburbs, such as Bentleigh and Bentleigh East.

### Ethnicity

- Glen Eira is ethnically diverse. It has a slightly higher proportion of overseas born residents than the metropolitan average (32.0% compared to 29.2%) with the proportion of overseas born rising marginally since 1991 consistent with the general metropolitan trend.

- Glen Eira has a higher proportion of residents born in Greece (predominantly in East Bentleigh) and Poland (concentrated in Elsternwick, St Kilda East and Caulfield North) than the metropolitan average. The high proportion of overseas born residents in the “Other” category illustrates its ethnic diversity.
- Glen Eira is also religiously diverse, a feature being the high proportion of residents of the Jewish faith compared to the metropolitan average (15% compared to 1%) with the highest concentration in the north-west corner in suburbs such as Elsternwick, St Kilda East and Caulfield North (35.8% of Glen Eira’s total Jewish population).

#### **Socio-economic characteristics**

- Glen Eira residents are generally well educated and knowledgeable with qualifications and income slightly higher than the metropolitan average and a higher than average proportion of the workforce in Management/Professional positions. There is however considerable geographical variation. Households in Caulfield North, Caulfield, Caulfield South, Caulfield and Elsternwick have some of the highest income levels in Glen Eira. They also have a high proportion of professional jobs and tertiary qualifications.
- The proportion of residents in the workforce is close to the metropolitan average and the proportion of unemployed is below average but again there are local differences.
- Car ownership patterns reflect the City’s accessible position when compared to the metropolitan average. More people own only one car (41.3% compared to 36.6%) and more use public transport to travel to work (14.3% compared to 10.3%).

**Figure 1 Demographic Summary of the City of Glen Eira in 1996**

Indicator/ Characteristic		City of Glen Eira	Melbourne Metropolitan Area
Age Structure	0 – 17	20.1%	24.4%
	18 – 24	9.9%	11.1%
	25 – 34	16.4%	16.7%
	35 – 49	22.9%	22.5%
	50 – 59	9.2%	10.0%
	60 – 69	8.4%	7.3%
	70 – 84	10.9%	6.8%
	85+	2.1%	1.2%
Ethnicity	Australia	64.3%	67.3%
	Other English Speaking Countries	7.6%	7.5%
	Non English speaking Countries	28.1%	25.2%
Religion	Christian	54.2%	66.0%
	Judaism	15.1%	1.1%
	Total non-Christian	17.5%	6.0%
	None / Not stated	28.3%	28.0%
Gross weekly income	Negative and nil income	0.9%	0.7%
	\$1 - \$119	0.9%	0.7%
	\$120 - \$299	17.6%	15.7%
	\$300 - \$499	15.1%	14.5%
	\$500 - \$699	13.0%	13.1%
	\$700 - \$999	14.9%	16.5%
	\$1,000 - \$1,499	15.1%	15.9%
	\$1,500 – \$1,999	6.2%	6.0%
	\$2,000 or more	6.5%	5.9%
	Not stated	9.8%	10.9%
	Average Household Size	2.35	2.69

Source: Department of Infrastructure, 1998, Melbourne in Fact

### 21.01-3 Housing

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- The 1996 Census estimates that the City has just over 51,000 dwellings of which 69.9% are detached (compared to the metropolitan average of 82%), 8.4% are semi detached/row houses (compared to the metropolitan average of 6%) and 18.7% are flats (compared to 9.6%).



- The proportion of detached houses is below the City average in the older northern parts of Glen Eira and above average in the south.
- Building activity has remained steady in Glen Eira since the building boom began in 1997 - averaging 675 dwellings a year. The State Government in its "Housing Melbourne" forecasts estimates that approximately 500 dwellings per year are forecast between 2000-2009. Victoria in Future (1999) estimated that Glen Eira's dwelling stock will increase by 6,362 between 2000 and 2021.
- Between 2000 and 2009, the redevelopment of large sites (eg ex-government sites) will make a small contribution to new housing in Glen Eira as many of Glen Eira's redevelopment sites are nearly fully constructed. This means that infill development will constitute the majority of Glen Eira's development.
- Glen Eira's household size (or the number of people per dwelling) is lower than the metropolitan average (2.35 people per dwelling compared to 2.69) but has declined only marginally since 1991. This is consistent with the general metropolitan trend towards smaller household sizes. The size of households is expected to decrease to 2.2 in 2021. Again, household sizes vary throughout the City. Household sizes are on average the lowest in Carnegie because of the large number of flats/units.
- Glen Eira has a significantly greater proportion of single person households compared to the metropolitan average (31% compared to 22.6%), slightly higher numbers of 2 person households and proportionally fewer households of 3 or more people.
- Similarly the number of flats is reflected in the higher than average proportion of rented properties compared to the metropolitan average (28% Glen Eira compared to 23.6%). Again proportions vary geographically with the most rented properties in the north where there are more flats and high rates of home ownership in the south where detached houses predominate.

### **Housing in different parts of Glen Eira**

In the north of the City, there is a greater variety of dwelling types and higher proportions of flats. Detached dwellings are also older and have had a variety of successive owners. This dwelling mix/age is reflected in the age structure. For example, in 1996 Caulfield had the highest proportion of residents aged over 75 (15%) - the Glen Eira average was 8%. Elsternwick also had a high proportion of elderly residents. Suburbs like Caulfield North, Caulfield and Carnegie had above average numbers of young people aged between 18 and 24 reflecting the proximity to Monash University and the amount of rental accommodation especially in Carnegie.

In the south (ie south of North Road) there is less variety of dwelling types and the houses are younger and still occupied in some cases by the original owners. In some suburbs, there are higher proportions of children reflecting that older residents are gradually being replaced by young families. McKinnon, Bentleigh and Ormond had higher proportions of children aged 0 to 17 than the Glen Eira average but less than the Metropolitan Melbourne average. At the same time there are still areas in the south with above average numbers of elderly. The southern suburbs also have a high proportion of baby boomers or people aged between 35-49 years old. They form the largest age group. McKinnon, Ormond and Bentleigh saw the largest growth in this age group between 1981 and 1996.

**21.01-4**  
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### **Residential areas**

Ninety-five percent of Glen Eira properties are residential. Glen Eira's residential character reflects its gradual evolution since the late nineteenth century. The older or northern parts of the City have a greater mix of building ages, styles and types because their original character has been overlaid by redevelopment (eg: high proportion of flats in Carnegie). The south is more homogeneous being predominantly detached houses dating from the 1950s.

## **Glen Eira's development**

Glen Eira developed, from the north, in the late 19th Century. It extended along tram and train routes then spread to the south and south east as the car became a more common form of transport and isolated villages that had grown up around railway stations gradually merged. Glen Eira was fully built up by around the 1960s but its character has continued to evolve with further subdivision and redevelopment over the years.

The older parts of the City have been affected by layers of redevelopment and as a result have a mix of housing types, ages, styles and sizes. Flat and unit development has had a significant impact on the character of some areas (eg: adjacent to stations such as Carnegie and Glen Huntly). The Phoenix Precinct (area around Caulfield station) has also changed significantly particularly with development of Monash University. There has been further change to many streets as individual houses have been rebuilt in a variety of styles. The Glen Eira Urban Character Study 1996 identified areas that remain substantially intact and are predominantly the original Victorian/Edwardian and/or Interwar dwellings however it indicates that approximately two thirds of the north is a mix of original and contemporary buildings.

Later development in the south is much more uniform. There are some interwar and early post-war buildings in the west but the residential character is dominated by cream brick detached dwellings on lots with 15- 17m frontages. Residential areas in the south have only recently come under pressure for redevelopment as both dwellings and inhabitants age.

## **Residential amenity**

Glen Eira is a sought after location with a high standard of residential amenity. Individual properties in the north continue to be both retained and renovated or redeveloped as single houses or small-scale multi-unit developments (dual occupancy or 3 - 4 units). Some larger institutional or industrial sites have also become available for residential development recently. The south, which has been largely unaffected by redevelopment until recently is now coming under increasing pressure, both for new detached houses and for small scale multi-unit developments.

There have also been growing resident concerns over loss of trees associated with multi-unit development. Despite Council's efforts to encourage tree retention and adequate landscaping, planting is generally limited and has little consideration for the character of gardens within the street/neighbourhood. The cumulative effects of adjacent, multi-unit development have been a loss of the tree-filled semi-private spaces that contribute towards Glen Eira's image as a garden suburb.

The challenge for the future is to accommodate change so that Glen Eira can cater for a balanced mix of age groups and household types in the future but at the same time maintain amenity of surrounding properties and enhance the City's residential streetscapes. Strategies also need to address protection for areas of heritage value, or distinctive urban character, which is an important part of the City's residential character.

### **21.01-5**

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## **Business**

Retailing is Glen Eira's major commercial use. Commercial zonings range from a hierarchy of shopping centres, located either adjacent to railway stations or at arterial road intersections, to strips focusing on peripheral sales and areas of mixed use.

There is approximately 167,000 sqm of retail floor space, which has historically been dominated by food and convenience goods. The three largest centres, Bentleigh, Elsternwick and Carnegie, perform as sub-regional, or community retail centres. They contain supermarkets and a range of convenience and comparison goods as well as office and service uses. There are a number of smaller neighbourhood centres that form the next rung of the hierarchy. These include: Alma Village, Caulfield Park, Caulfield South, Bentleigh East, Glen Huntly, Hughesdale, McKinnon, Moorabbin, Murrumbeena and Ormond. All have a supermarket and fulfil a convenience role. Below that are numerous local centres, small groups of shops serving the immediate area, distributed throughout the municipality.

Other retailing in Glen Eira is in the form of peripheral sales, concentrated on the Nepean Highway and Dandenong Road where there is exposure to passing traffic, and isolated shops such as milk bars. There are also some strip commercial zones along arterial roads that generally contain a mix of office and service industrial uses with some convenience retailing.

#### **21.01-6 Industry**

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Although Glen Eira contains little industry there are numerous employment opportunities in the adjoining municipalities of Kingston and Monash. There are still some small pockets of industry scattered throughout the City principally located on East Boundary Road, North Road and Nepean Highway.

Most commercial areas accommodate a variety of service industries and there are opportunities for small-scale service and technology intensive industries to locate in the City in future under this new planning framework.

**Figure 2 Regional Retail Hierarchy and Estimates of Existing Floor space**

	Shopping Centres	Retail floor space (m <sup>2</sup> )
<b>Regional or District Centres outside the Municipality</b>	Chadstone	89,000
	Southland plus Cheltenham Market	83,800
	Prahran District Centre	67,300
<b>Community and Sub-Regional Centres (Urban Villages and Phoenix Precinct)</b>	Bentleigh	29,500
	Elsternwick	21,700
	Carnegie	19,500
	Derby Road (Phoenix Precinct)	5,400 <sup>(1)</sup>
<b>Neighbourhood Centres</b>	Caulfield South	10,800
	Bentleigh East	8,850
	Ormond	8,800
	Glen Huntly	8,150
	Caulfield Park	4,450
	McKinnon	4,100
	Murrumbeena	2,300
	Hughesdale	2,250 <sup>(2)</sup>
	Moorabbin	2,000 <sup>(3)</sup>
	Alma Village	1,950
<b>Local Centres</b>	Patterson	2,900
	Glen Eira Rd/Hotham St	2,300
	Town Hall Precinct	1,200
	Mackie Rd	1,060
	Chesterville Rd/South Rd	1,000
	Crimea (Kooyong Rd)	1,000
	Gardenvale	950 <sup>(4)</sup>
	Mackie Rd/Centre Rd	880
	McKinnon Rd/East Boundary Rd	820
	Bambra Rd/North Rd	800
	Poath Rd/North Rd	680
	Tucker Rd/Patterson Rd	600
	Murrumbeena Rd/Oakleigh Rd	585
	Hawthorn Rd/Inkerman Rd	550
	Orange Rd/Warrigal Rd	380
	Koorang Rd/Truganini Rd	310
	McKinnon Rd/Tucker Rd	305
	Brewer Rd/Todd St	180
	Bignell Rd/Matthews Rd	130
	Kooyong Rd/Glen Huntly Rd	Unspecified

Shopping Centres		Retail floor space (m <sup>2</sup> )
	Scanlon Ct/South Rd	Unspecified
	Clarence St/East Boundary Rd	Unspecified
	North Rd/East Boundary Rd	Unspecified
<b>Other Centres / Individual Shops / Restricted Retail Sales</b>		17,830
<b>Total Retail Provision in Glen Eira</b>		167,200

Source: ABS Retail Census 1991/2; field surveys by HHA 1991 & 1993; Council information; Australian Council of Shopping Centres; and other sources.

Notes: (1) An additional 750 m<sup>2</sup> located outside Glen Eira  
 (2) An additional 2,250 m<sup>2</sup> located outside Glen Eira  
 (3) An additional 12,250 m<sup>2</sup> located outside Glen Eira  
 (4) An additional 2,150 m<sup>2</sup> located outside Glen Eira

NB - The purpose of this table is to illustrate the hierarchy of activity centres in Glen Eira. Retail floor areas will change constantly as redevelopment occurs.

## 21.01-7 Transport

19/01/2006  
VC37

An extensive transport network serves the municipality, providing vital linkages to the wider metropolitan region. Several hundred thousand commuters pass through the municipality each day.

The City of Glen Eira is in the fortunate, and in many ways unique position of having an excellent grid network of arterial roads, plus the presence of adjacent and nearby major traffic routes, including the South Eastern Freeway, Princes Highway (Dandenong Road) and Nepean Highway to cater for heavy radial traffic movements.

The municipality contains an extensive public transport network that features three separate railway lines:

- Melbourne to Dandenong/Pakenham line
- Melbourne to Frankston line
- Melbourne to Sandringham line

The Malvern, East Malvern, Carnegie, East Brighton and Kew to St Kilda Beach tram lines all pass through the municipality.

Each of Glen Eira's main activity centres (Bentleigh, Carnegie and Elsternwick) has excellent access to public transport. Each of these centres features a well-patronised railway station with numerous connecting services. The Caulfield East/Derby Road centre features Caulfield Station with both a suburban rail network junction (Frankston and Dandenong lines) and V-Line services.

Many of the smaller neighbourhood centres and strip shopping centres throughout the municipality have also evolved along train or tram routes and the pursuit of urban village principles will promote the increased local pedestrian use of these centres.

An extensive bus network also services the municipality, particularly in the south east of the municipality which lacks train and tram networks.

## 21.01-8 Open space

19/01/2006  
VC37

Glen Eira has over 60 individual parks and gardens comprising 161 hectares of open space (or 4.2% of the total municipal area). The Caulfield Memorial Swimming Pool in Carnegie and the East Bentleigh Swimming Pool in Bentleigh East are important local facilities. The Yarra Yarra Golf Course in Bentleigh East is the municipality's largest private recreational facility.

Glen Eira does not contain any major metropolitan parks, but there are various regional open spaces available in adjacent municipalities. Caulfield Park is the municipality's largest park and has a wide catchment. Duncan Mackinnon Reserve that contains an all weather synthetic athletic track, also has a diverse catchment. Nearby Packer Reserve

contains one of the few velodromes located in the metropolitan area. Council's Open Space Strategy proposes to link both of these areas through redevelopment of the former Murrumbidgee Secondary College site.

The Open Space Strategy also points to the need for more open space in parts of the City as well as improvements to existing open space to provide a wider variety of opportunities. Creation of links, as suggested above, and multi-use are recommended as other means of improving access of all parts of the City to facilities.

The Outer Circle Railway Reserve is the most environmentally sensitive area of public open space in the municipality with Glen Eira's only remaining significant remnant indigenous plant community plus abundant birdlife. Many of the properties surrounding the parks also contain significant vegetation, which contributes to the park environs, and strategies are needed to protect and enhance the area.



## 21.03 VISION – STRATEGIC FRAMEWORK

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### 21.03-1 Glen Eira Community Plan

19/01/2006  
VC37

The Glen Eira Community Plan identifies the corporate direction of Council over a 3 year period (2001-2004). Many of the objectives and strategies identified in the Municipal Strategic Statement have originated from actions identified in the Community Plan.

### 21.03-2 Glen Eira 2020

19/01/2006  
VC37

Glen Eira 2020 identifies a long-term vision for the municipality over the next 20 years. Glen Eira 2020 identifies a desired future for the City and was developed through analysis of trends and consultation with the community.

### 21.03-3 Key Land Use Visions

19/01/2006  
VC37

From the corporate objectives and the preferred future identified in Glen Eira 2020 a number of key land use visions were developed for inclusion in this Municipal Strategic Statement.

Key Land Use Visions For Glen Eira
Allow for sustainable redevelopment which balances the needs of current and future populations
Ensure a greater diversity of housing to meet future housing needs
Improve and protect the liveability, neighbourhood character and amenity of Glen Eira
Promote environmental, social and economic sustainability
Improve access to housing for residents with special housing needs
Ensure integrated neighbourhood planning of Glen Eira's suburbs
Protect and enhance the natural environment – the combination of parks, gardens, trees and street trees which give Glen Eira a valued garden city atmosphere
Maintain high quality residential image, with an emphasis on character of local areas and heritage areas
Identify and consolidate urban villages containing attractive and convenient retailing, community facilities, entertainment, tourist, educational and cultural facilities. Promote smaller commercial centres and appropriate mixed use development
Stimulate and improve the vitality of Glen Eira's commercial centres
Promote recognised and well used regional recreation, entertainment, tourist, educational and cultural facilities
Create safe environments for residents, workers and visitors
Ensure adequate consultation and subsequent publicity about Council services and facilities

### 21.03-4 Key Land Use Elements

19/01/2006  
VC37

Glen Eira's vision for future land use planning and development is expressed around a number of key land use themes or elements.

These elements which can be found in Clauses 21.04-21.13 are:

- Housing and Residential Development
- Business
- Industrial
- Institutional and Non Residential Uses in Residential Areas
- Public Uses/Community Facilities
- Heritage
- Infrastructure
- Transport
- Open Space

Each element attempts to explain the relationship between its objectives and strategies and the controls on the use and development of land in the planning scheme.

Each element has been divided into the following sections:

<b>Overview</b>	Provides a context and discussion of how issues have been addressed.
<b>Objectives</b>	The general aims or ambitions for the future use and development of an area responding to key issues identified.  i.e. What Council wants to achieve
<b>Strategies</b>	The process by which the current situation will be moved towards its desired future to meet the objectives.  i.e. How Council will achieve the objectives
<b>Implementation</b>	The means by which the strategies will be implemented
The Implementation section has been divided into four parts:	
<b>Policy and the exercise of discretion</b>	The means of implementing strategies by use of local policies and the exercise of discretion in decision making under the planning scheme.
<b>Zones and overlays</b>	The means of implementing strategies through the application of zones, overlays and their accompanying schedules
<b>Further strategic work</b>	The means of implementing strategies through further strategic work
<b>Other actions</b>	The means of implementing strategies through other actions of Council – these are generally linked to Council’s Corporate Plan

All objectives, strategies and means of implementation must be read in context with those contained in the other elements and the other relevant sections of the scheme.

Obviously there are many objectives that may fall into more than one element, however each has been included in the most relevant element to avoid repetition.

## 21.03-5

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## Framework plan

The Strategic Land Use Framework Plan illustrates Council’s key strategic directions for future land use planning and development. The purpose of the framework plan is to identify locations where specific land use outcomes will be supported and promoted.

The Framework Plan, together with the Strategic Land Use Objectives and Strategies and local policies will assist in the application of new zones and will also set a strategic framework for land use decisions.

Separate land use framework plans have also been prepared for each of the major land use elements identified in Clauses 21.04-21.13. These plans cumulatively form the basis of the Strategic Land Use Framework Plan.

In summary the Framework Plan provides for the land use elements and supports land use outcomes in the following manner:

### Municipal Strategic Statement (MSS) Framework Plan



## Activity centres

A key concept of the Framework Plan is the hierarchy of activity centres.

It is envisaged that Glen Eira will consist of a number of self contained activity centres that are inter connected with one another which will have social, economic and environmental advantages.

### Phoenix Precinct

This area is a major activity area containing major regional facilities, which include Caulfield Racecourse, Monash University and Caulfield Station. Other significant activities in the precinct include Derby Road Shopping Centre and East Caulfield Reserve. This is the major focus, based on educational, cultural and recreational use plus local convenience retailing, entertainment facilities and higher density residential development, particularly student housing, in the surrounding area.

### Urban villages - Elsternwick, Carnegie and Bentleigh

An urban village is defined in the State Government's "Urban Village Project" report (August 1996), as "suburban centres of either 400 or 800m radius having a range of community facilities and activities, a mix of housing and substantial local employment, and linked to other suburban centres by public transport".

Urban villages are typically characterised by: mixed use areas; a pedestrian scale with increased casual surveillance; interconnected modes of public transport; public areas and open space; and a range of dwellings and higher density dwellings.

The historical town-planning concept of separation of uses has altered as a result of changing work habits, and the emergence of new inoffensive service businesses. There is a renewed interest in living, working, shopping, and recreating in the same area.

These are secondary foci and Glen Eira's major retail foci (subregional shopping centres). The strategy proposes a complementary mix of smaller scale office and service uses so that the centres become more of a community focus. Higher density housing is encouraged within and adjoining the commercial zoning

### Neighbourhood Centres

The Framework Plan includes a number of neighbourhood centres such as Caulfield South, Bentleigh East, Ormond, Glen Huntly, Caulfield Park, McKinnon, Murrumbeena, Hughesdale and Moorabbin. These are distributed throughout the City, to serve as the focus for individual neighbourhoods and provide a mix of small-scale convenience retailing and service uses. Apartments and shop top housing is encouraged within the commercial areas of these centres. Single dwellings and multi unit development are encouraged immediately adjoining the commercial areas of these centres.

### Residential

To respond to Glen Eira's changing housing needs, areas have been identified where a range of housing types (such as single houses and multi-unit developments) could be developed. Housing diversity areas are located in and around shopping centres and close to public transport to take advantage of existing infrastructure and revitalise shopping centres.

Housing diversity areas include:

- Urban villages at Elsternwick, Carnegie and Bentleigh.
- Phoenix Precinct.

- Neighbourhood centres.
- Local centres.
- Along tram lines.
- Along selected main roads.
- Key development sites.

The Framework Plan indicates the location of the housing diversity areas. It is intended that the housing diversity areas will accommodate the majority of additional dwellings required to house Glen Eira's future population. The designated locations are indicative. Their area and the type of housing appropriate will vary depending on the location. Multi unit development is generally encouraged in these locations provided it is compatible with surrounding uses.

Elsewhere in minimal change areas, Council seeks to maintain the character of residential areas. New single dwellings and multi dwelling developments will be catered for provided development is consistent with surrounding use, character and scale.

New residential opportunities have been identified for a number of key development sites.

### **Business**

- Major retail use is encouraged to concentrate in the three urban villages (Bentleigh, Carnegie, and Elsternwick).
- Convenience and specialty retailing is to focus on the smaller neighbourhood centres.
- Peripheral retailing is encouraged to focus on major highways, particularly Nepean Highway.
- Office and light industrial uses are distributed throughout the City's commercial centres. Small-scale service and industrial uses in particular are encouraged as part of the multi-function urban villages.
- In commercial areas not specifically identified on the Framework Plan a mix of small-scale use consistent with the zoning, effective land-use and the character of the surrounding area is encouraged.
- Encourage the growth and development of East Village as a sustainable mixed use precinct with a focus on innovative employment and education facilities.

### **Industry**

- To facilitate a transition in land use at East Village from industrial to mixed use, and encourage the intensive development of the land for a mix of uses including retail, residential, office, education, community and civic.
- Small scale light industry and service industry is encouraged on existing industrial sites and within commercial centres.
- Industrial sites with highway frontage should contain a mix of light industry and peripheral sales activity.
- Industrial sites surrounded by residential areas are encouraged to convert to residential where appropriate.

### **Institutional and non residential uses in residential areas**

- Medical and other associated uses, such as nursing homes and retirement villages, are where practical encouraged to concentrate in defined medical precincts adjacent to existing hospitals (ie: around Monash Medical Centre and Caulfield Hospital), and to a lesser extent near smaller hospitals.
- Other institutional and non-residential uses may locate in appropriate locations throughout the municipality.

#### **Public uses / community facilities**

Consolidation of community services is encouraged, where feasible, to support the urban village concept.

#### **Transport**

Reinforcement of the existing transport hierarchy is encouraged.

#### **Open space**

An equal distribution of open space and linking of open space within Glen Eira and neighbouring municipalities via bicycle paths/lineal path networks is desirable.

#### **Significant strategic resources**

Monash University, Caulfield Racecourse, Rippon Lea, the Australian Broadcasting Commission and Yarra Yarra Golf Course are facilities whose function and future development are of importance on a regional, statewide or even wider basis, and which are encouraged to continue to ensure their ongoing benefit to the wider community.

#### **Key development sites**

There are several large sites with significant future redevelopment potential in Glen Eira. Preferred future use of these sites is addressed in Clause 21.04.

*Note: The Framework Plan is conceptual only and internal boundaries are not defined.*



## **21.06 BUSINESS**

29/03/2018

Proposed  
C155

### **21.06-1 Overview**

02/06/2011  
Proposed  
C155

Consolidation and enhancement of the three urban villages (Bentleigh, Carnegie and Elsternwick) plus the enhancement of smaller neighbourhood centres is to be achieved by developing Bentleigh, Carnegie and Elsternwick as Urban Villages, as indicated on the Framework Plan. The following strategies support the development of Urban Villages with consolidation of community facilities at these locations as well as streetscape, traffic and parking improvements proposed to further enhance some centres.

The future of the smaller centres, where retailing is declining, also needs to be addressed. Controls proposed will allow for the restructuring of these centres to cater for a wider variety of commercial use while retaining a hub of convenience shops.

Provisions to ensure proper planning of non-retail uses and the designation of areas where a mix of uses, including office and/or light industrial would be appropriate also need to be considered. The encouragement of residential development within and around commercial centres is a key strategy aimed at giving additional support to centres.

#### **Retail centres**

Glen Eira is recognised as having some of Melbourne's premier strip shopping centres. These are prime areas on which to create a focus for the local community, especially if combined with other community services, entertainment and cultural facilities. Historically, strips are dominated by food and convenience shops - they need to exploit these areas of convenience and appeal to local loyalty as their competitive advantage. Centres may also create specialised markets to counter any negative impacts of expanding regional centres such as Chadstone and Southland.

Traders/landlords and regulators need to adapt to innovation and change, such as 24 hour trading, and keep abreast of successful initiatives elsewhere. Through the implementation of its Business Development Strategy, Council's Business Development Unit can play a proactive role in ensuring this occurs.

#### **Changing role of smaller retail centres**

Some smaller retail centres have changed over time and provide local employment opportunities for small business/industry. Many of the municipality's smaller centres are facing pressure caused by technological changes, increased competition for household spending, the centralisation of retailing into regional and sub-regional centres and de-regulation of trading hours. Many of Glen Eira's smaller centres, especially those without a strong food role or market niche will continue to lose much of their retail role.

Where a small retail centre is in danger of losing its retail role, alternative land uses should be encouraged to fill vacant premises. Favourable consideration should be given to uses such as small business, clean light manufacturing, service business, residential and community use. This is particularly the case in centres such as McKinnon, Murrumbeena, Hughesdale and a number of local centres (such as Patterson).

#### **Strategic redevelopment sites**

Strategic redevelopment sites such as East Village will deliver new employment, community facilities, public open space and housing.

The East Village precinct will transition from an industrial to a mixed use precinct offering a high level of amenity to future residents, workers and the surrounding local community.

### **Peripheral trading**

New forms of retailing are emerging such as the growth of “peripheral sales” outlets which include “category killers”, big box retailers and superstores. These retailers generally require large land sites with low rentals and prefer to locate along main roads with high exposure. The larger operators are a destination in themselves and do not require any co-location with other traders.

These new forms of retailing are putting added pressure on the traditional retailer located along a shopping strip. Council recognises however that if such operators do not locate in Glen Eira, they are likely to locate close by outside the municipality. It is therefore necessary to encourage their growth in limited locations such as at the edge of existing centres where hopefully they will bring extra trade or in locations along the Nepean Highway or Dandenong Road which already contain similar operations and where a synergistic relationship can develop. Such uses should be discouraged from locating on freestanding sites surrounded by residential areas.

### **The role of offices**

Much of Glen Eira’s office activity is contained within existing commercial centres. It is considered appropriate that offices remain as secondary uses, which complement the retail function of these centres. Offices may be encouraged to locate at first floor level in such centres or on the fringe of centres away from the retail hub. Caulfield Park commercial centre is a notable exception where office activity forms the dominant use along the Balaclava Road section of the centre.

### **Mixed use activity within commercial centres**

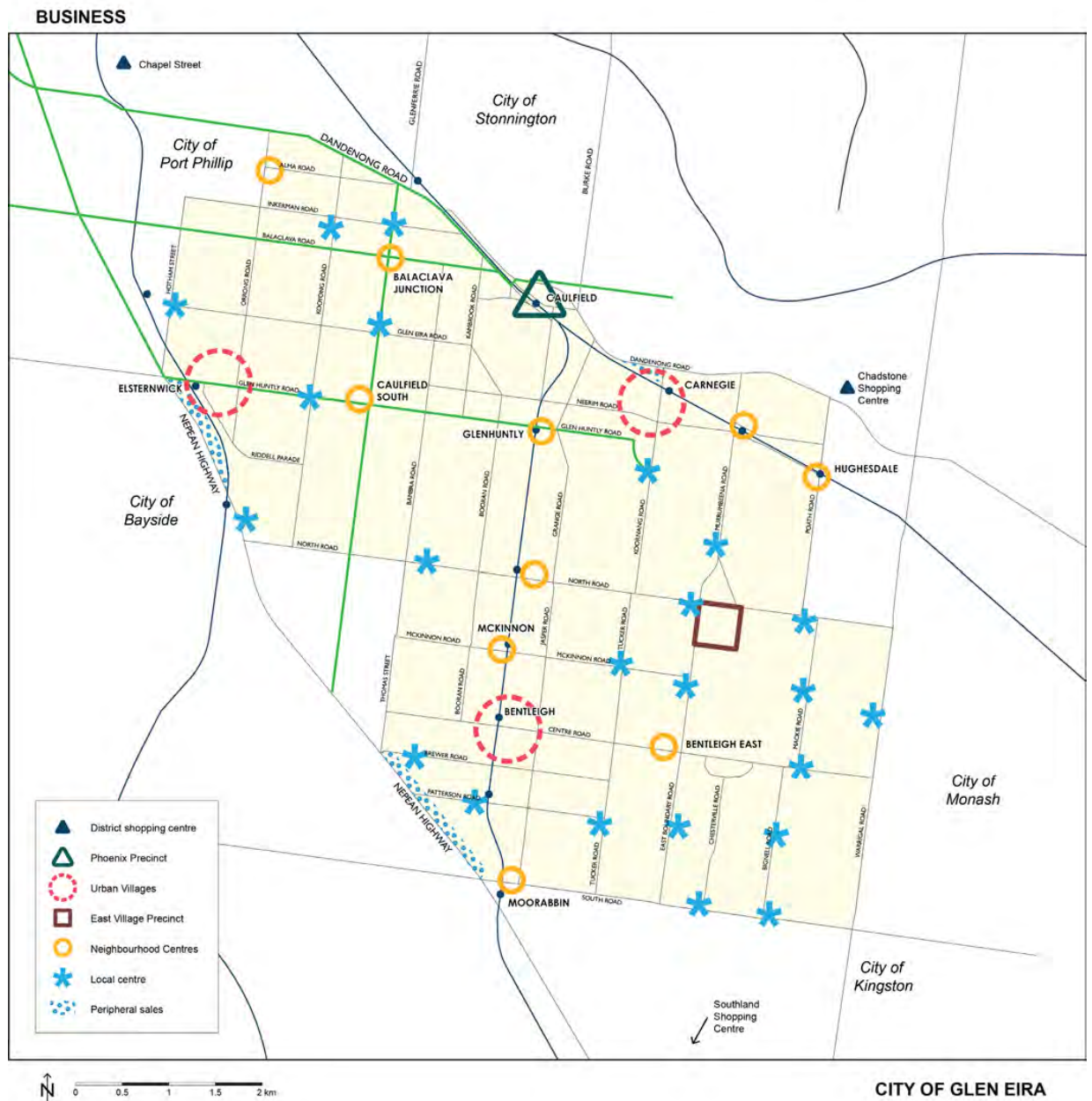
The fast growing light industrial and services sectors do not necessarily need to be separated from residential areas, and these industries are suited to mixed use areas of urban villages. Some such areas include transitional industrial sites on the periphery of commercial centres. Additional areas will become more apparent as Urban Village Structure Plans are implemented. Public transport, higher residential densities and urban villages

Each of Glen Eira’s three largest commercial centres (Bentleigh, Carnegie and Elsternwick) has excellent accesses to public transport. Each of these centres features a well-patronised railway station with numerous connecting services. The Caulfield East/Derby Road centre (Phoenix Precinct) features Caulfield Station, which contains a suburban rail network junction of the Melbourne to Frankston and Melbourne to Dandenong lines. V-Line and tram services also connect at this station.

Many of the smaller neighbourhood centres and strip shopping centres throughout the municipality have also evolved along train or tram routes. The encouragement of multi-unit development in the Phoenix Precinct and Bentleigh, Carnegie and Elsternwick urban villages as well as the neighbourhood centres will exploit these transport opportunities as well as increasing the catchment populations served by each centre. The pursuit of urban village principles in each of these centres will promote an increased use of these centres by more local and less car-oriented patronage.

### **Pleasant public spaces**

The physical comfort of a centre is important and requires a co-ordinated approach to traffic management, interface with residential areas, street furniture, infrastructure and physical security. This will assist in developing a sense of a safe and pleasant neighbourhood. Although car trips within each centre should be discouraged, people do come to centres by car, and obviously adequate car parking must be provided for the multiple uses in an area.



## 21.06-2 Objectives, strategies and implementation

29/03/2018  
Proposed  
C155

### Objectives

- To maintain a mix of commercial centres that cater for the needs of the Glen Eira community.
- To enhance and further develop urban villages and neighbourhood centres as the focus for community life.
- To encourage competitive retail outlets in viable, lively and interesting strip shopping centres.

- To maintain pleasant and safe public environments in commercial centres in partnership with business.
- To encourage more local employment and attract more local spending in partnership with business.
- To encourage the restructuring of local and smaller centres where retail use is declining.

### Strategies

- Maintain the hierarchy of commercial centres so that centre functions are easily definable and to ensure that retail and other requirements are suitably provided at each level in the hierarchy.
- Retain the highest possible share of retail expenditure of residents through maintenance of the shopping hierarchy and encouragement of viable retail expansion, and particularly different forms of retailing.
- Encourage new and innovative retail and commercial activities to establish in the municipality having regard to the hierarchy of centres as well as opportunities to develop appropriate freestanding sites for suitable retail or commercial use.
- Provide for the growth of bulk stores/peripheral sales along highways or at the edge of commercial centres consistent with maintaining surrounding amenity and the commercial hierarchy.
- Promote small-scale office uses, particularly those that provide services to the surrounding area and ensure that office development is consistent with maintaining the retail function of the commercial centre.
- Maintain a close appreciation of new and emerging trends in the retail industry so that Council is able to take a proactive approach in fostering and accommodating new types of retailing as well as ensuring the continuing viability of existing businesses
- Ensure that new or expanded land uses are able to be accommodated in existing commercial centres, including the encouragement of non-retail businesses, where appropriate.
- Ensure commercial activities in mixed use zone complement other commercial activities nearby and not undermine the commercial hierarchy. Retail uses are not envisaged for these centres except where they complement the surrounding activities or fulfil a local convenience role.
- Ensure that, wherever possible, additional population growth can be accommodated (for example through multi-unit development) so existing facilities in commercial centres can continue to be supported.
- Ensure that commercial centres are accessible to the catchments they serve, including effective parking provision and ease of parking, and that public transport services are made available to serve these centres.
- Ensure that commercial centres have a high standard of urban design and are attractive and appealing to potential customers, traders and investors.
- Ensure that adequate standards are set for on-going maintenance of public space at commercial centres.
- Encourage a close working relationship between Council and businesses so that issues and challenges can be addressed in a positive way to consolidate the operation and viability of commercial centres.
- Encourage a co-ordinated approach to the management, marketing and business planning of centres.

## Implementation

These strategies will be implemented by:

### Policy and the exercise of discretion

- Considering alternative land uses to fill vacant premises (eg. small business, clean light manufacturing, service business, residential and community uses) where a small commercial centre is in danger of losing its retail role.
- Ensuring retailing is the predominant ground floor use in the core of centres designated on the Framework Plan, particularly Bently, Carnegie and Elsternwick, and encouraging offices to upper floors.
- Facilitating the restructuring of local centres to provide a hub of convenience retailing plus a variety of service and residential uses.
- Ensuring new supermarkets and retail developments are located within existing centres (consistent with the identified retail hierarchy) rather than on freestanding sites.
- Facilitating the growth of bulk stores/peripheral sales along highways or at the edge of commercial centres where off site amenity impacts are minimal and where the proposal is consistent with the commercial centre hierarchy.
- Facilitating the establishment of businesses that fill retail gaps.
- Facilitating high standards of urban design.

### Zones and overlays

- Applying the Commercial 1 Zone to the core of all urban villages, neighbourhood centres and to local centres to encourage the intensive development of business centres for retailing and other complementary commercial, entertainment and community uses.
- Applying the Commercial 1 Zone to the Caulfield Park commercial centre and to specific office precincts within commercial centres to encourage the development of offices and associated commercial uses.
- Applying the Comprehensive Development Zone to the East Village precinct to facilitate its transition from industrial to mixed use.
- Applying the Commercial 2 Zone to service business and light industrial sites and precincts in commercial centres to encourage the integrated development of offices and manufacturing industries and associated commercial and industrial uses.
- Applying the Commercial 2 Zone to encourage the growth of bulk stores and peripheral sales activities along highways and at the periphery of centres.
- Applying the Commercial 1 Zone to encourage a mix of office and residential uses in locations at the periphery of centres.
- Applying the Mixed Use Zone to existing mixed use areas on the periphery of commercial centres to provide for a range of residential, commercial, industrial and other uses that complement the mixed use function of the locality.
- Apply a flexible and site specific planning control to strategic redevelopment sites made available through the removal of a level crossing.

### Further strategic work

- Implementing the Urban Village Structure Plans for Bently, Carnegie and Elsternwick centres. The Urban Village Structure Plans incorporate cultural, leisure and

community services to enhance the community focus of the selected centres with new facilities located for convenience, access and the centre's viability.

- Giving effect to the Urban Village Structure Plans in the planning scheme by preparing a local policy.
- Implementing the Phoenix Precinct Urban Design Framework.
- Giving effect to the Phoenix Precinct Urban Design Framework in the planning scheme by preparing a local policy.
- Preparing an advertising signage policy for commercial centres in order to identify the preferred location, scale, size and design of outdoor advertisements.

#### **Other actions**

- Implementing the recommendations of the Glen Eira Retail/Commercial Strategy and the Glen Eira Business Development Strategy.
- Undertaking streetscape improvements with entry treatments and urban design themes to give each centre its own identity.
- Implementing a consistent street tree-planting program in each centre.
- Ensuring that buildings in centres with a high proportion of buildings with heritage value are redeveloped and renovated sympathetically.
- Providing advice, planning or financial and/or other forms of positive assistance to owners of commercial buildings for the conservation and enhancement of their buildings. Examples could include the re-instatement of posted verandahs in the Elsternwick and Derby Road centres.
- Facilitating economic development in commercial centres by encouraging and promoting the Main Street/Street life programs.
- Providing advice and investigate incentives to encourage full use of buildings, particularly upper floors.
- Assisting centres to market their particular advantages, particularly service, convenience and accessibility to local communities.

#### **Reference documents**

Economic Overview, Henshall Hansen & Associates, 1997

Glen Eira Retail/Commercial Strategy, Essential Economics, 1998

City of Glen Eira Business Development Strategy, 1998

Urban Village Structure Plans, Perrott Lyon Mathieson P/L, 1997

Phoenix Precinct Urban Design Framework, Gerner et al, 1998

East Village Structure Plan 2018-2031



**21.07 INDUSTRY**02/06/2011  
Proposed  
C155**21.07-1 Overview**

02/06/2011

Proposed  
C155**The changing image of industry**

Many large scale industrial operations are relocating from middle ring suburban areas such as Glen Eira to locations further afield within metropolitan Melbourne that offer larger land holdings, improved accessibility and fewer amenity constraints from adjoining land. The municipality's larger industrial areas should remain the focus for any ongoing industrial activity that has the potential to impact on neighbouring amenity. Most existing commercial areas can accommodate a variety of smaller service industries and there are opportunities for small-scale service and technology intensive industries to locate in the City in future.

Changes in technology and business practices have lead to changes in work practices resulting in new types of industry that will have less of an impact on the amenity of the surrounding area. Some of the fast growing light industrial and services sectors do not necessarily need to be separated from residential areas, and these industries are suited to mixed use urban villages.

**Redevelopment of derelict industrial sites**

Identification of derelict industrial sites having a changing role is becoming more evident due to the reduced need for large parcels of land with the improvements in technology seen in the last decade. To encourage the retention of industrial land that is not meeting the needs of modern manufacturing would be detrimental to the City, as vacant underutilised sites would result. Furthermore, Kingston and Greater Dandenong are known as the industry capitals of the south eastern suburbs of Melbourne and have an obvious competitive advantage against which Glen Eira's smaller strips of industrial land cannot compete.

Some derelict industrial sites such as the former Gas & Fuel Site on the corner of Thomas Street and Brewer Road, Bentleigh, the former Hughesdale Dairy Site in East Boundary Road, East Bentleigh and the Hooblerstone site in Clairmont Avenue, Moorabbin are no longer viable industrial properties and provide opportunity for redevelopment to another use such as residential.

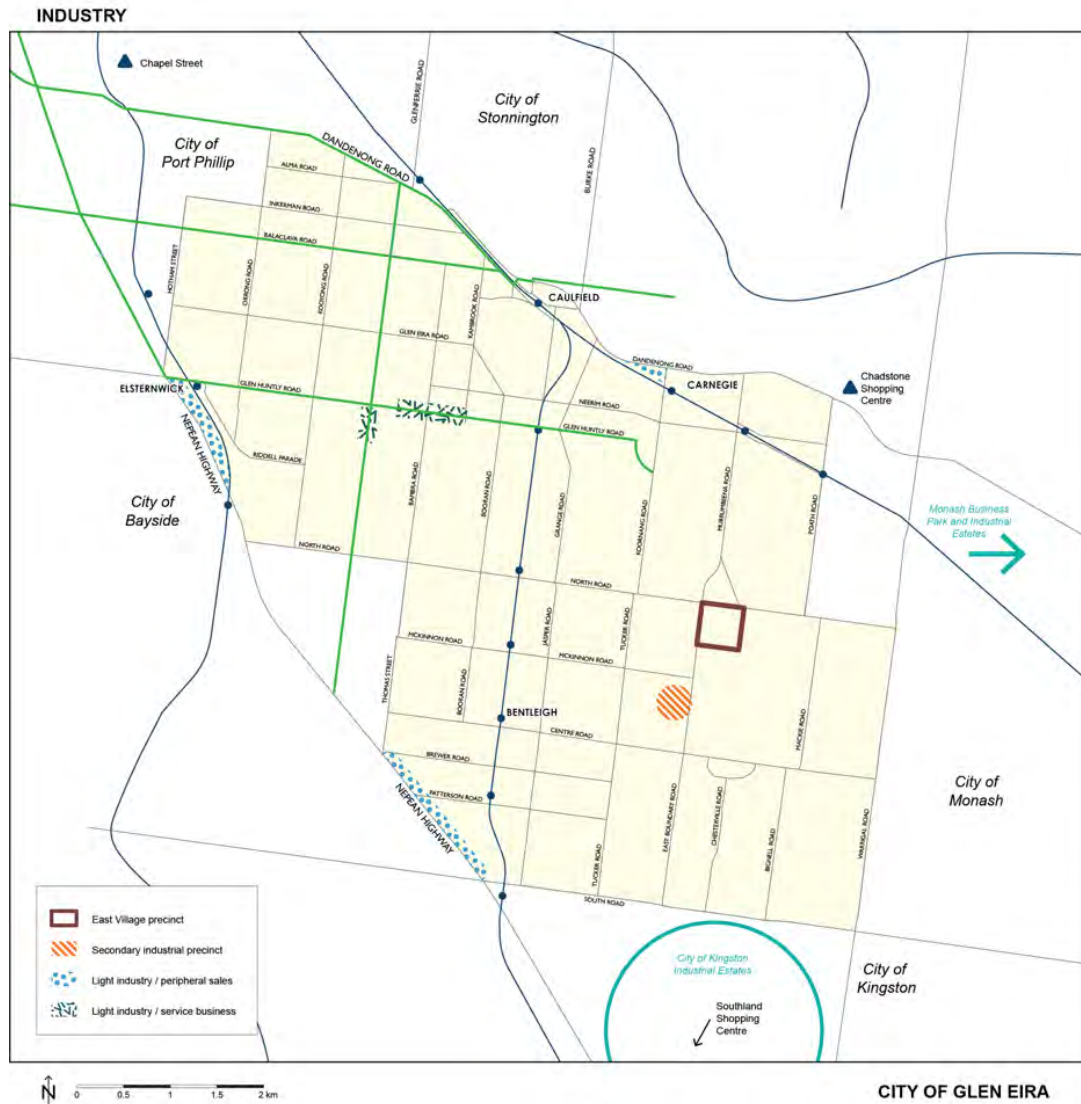
The Gas & Fuel Site because of its size offers enormous scope for major residential redevelopment while the other two sites are suited to smaller scale residential development providing issues relating to buffers between residential development and surrounding industry can be resolved.

Other industrial sites particularly with those with highway frontage lend themselves readily to conversion to peripheral sales activity.

**East Village**

The East Village precinct will transition from an industrial to a mixed use precinct offering a high level of amenity to future residents, workers and the surrounding local community.

The East Village Precinct will deliver new employment, community facilities, public open space and housing.



## 21.07-2 Objectives, strategies and implementation

02/06/2011  
Proposed  
C155

### Objectives

- To encourage a variety of small-scale manufacturing and service industries which do not impact on surrounding amenity or the environment.

- To identify preferred use and development options for industrial sites nearing the end of their economic life.

### **Strategies**

- Encourage smaller scale manufacturing in industrial locations
- Attract new high technology industry, particularly in existing industrial areas and in transitional industrial areas at the edge of activity centres.
- Encourage the conversion of isolated pockets of industrially zoned land to residential where residential land use surrounds such sites.
- Encourage conversion of derelict industrial sites to residential or mixed use activity where appropriate.
- Encourage non-conforming industrial uses to relocate to larger industrial areas.
- Encourage the provision of suitable buffers between traditional industrial areas and new residential areas.

### **Implementation**

These strategies will be implemented by:

### **Policy and exercise of discretion**

- Discouraging expansion of non-conforming industrial uses where they are surrounded by residential areas.
- Requiring clean up of industrial sites prior to redevelopment.
- Facilitating low impact industrial activities near residential interfaces and more intensive activities only in areas well away from sensitive land uses. Where a new residential use is proposed near an existing industrial activity appropriate buffer should be incorporated into the design of the residential development.

### **Zones and overlays**

- Applying the Industrial 3 Zone to smaller industrially zoned sites to ensure that new uses do not affect the safety and amenity of adjacent surrounding residential land.
- Applying the Comprehensive Development Zone to the East Village precinct to facilitate a transition from industrial to mixed use.
- Applying the Business 3 Zone to a number of service business and industrial sites on the edge of activity centres in order to encourage the integrated development of offices and manufacturing industries, associated commercial and industrial uses and to enable the development of new technology industry.
- Applying the Mixed Use Zone to provide for a range of residential, commercial, industrial and other uses that complement the mixed use function of the locality.
- Zoning non-conforming industrial uses to match the predominant surrounding zone.
- Applying the Environmental Audit Overlay to locations where the scheme allows sensitive uses, such as residential, for the first time.

### **Further strategic work**

- Preparing Development Guidelines for key redevelopment sites.

**Other actions**

- Encouraging local industry to operate with industry best practice environmental standards.

**Reference documents**

Economic Overview, Henshall Hansen, 1997

Glen Eira Retail/Commercial Strategy, Henshall Hansen, 1998



Business Development Strategy, 1998

East Village Structure Plan 2018-2031

# GLEN EIRA PLANNING SCHEME - LOCAL PROVISION AMENDMENT C155



### LEGEND

-  CDZ - Comprehensive Development Zone  
 Local Government Area



Part of Planning Scheme Map 4

## Disclaimer

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Planning Group  
Print Date: 10/08/2018



A horizontal number line is shown. It starts at 0 on the left and ends at 280 on the right. There are major tick marks at 0, 140, and 280. Between 0 and 140, there are 6 minor tick marks, dividing the segment into 7 equal parts. Similarly, between 140 and 280, there are 6 minor tick marks, also dividing the segment into 7 equal parts. This means each minor tick mark represents 20 units. The word "Metres" is written below the number line.



Environment,  
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# GLEN EIRA PLANNING SCHEME



## LEGEND

**DCP01** Development Contributions Plan Overlay - Schedule 1

Part of Planning Scheme Map 4DCPO

## AMENDMENT C155

Planning Mapping Services |  
Planning Information Services |  
Planning |

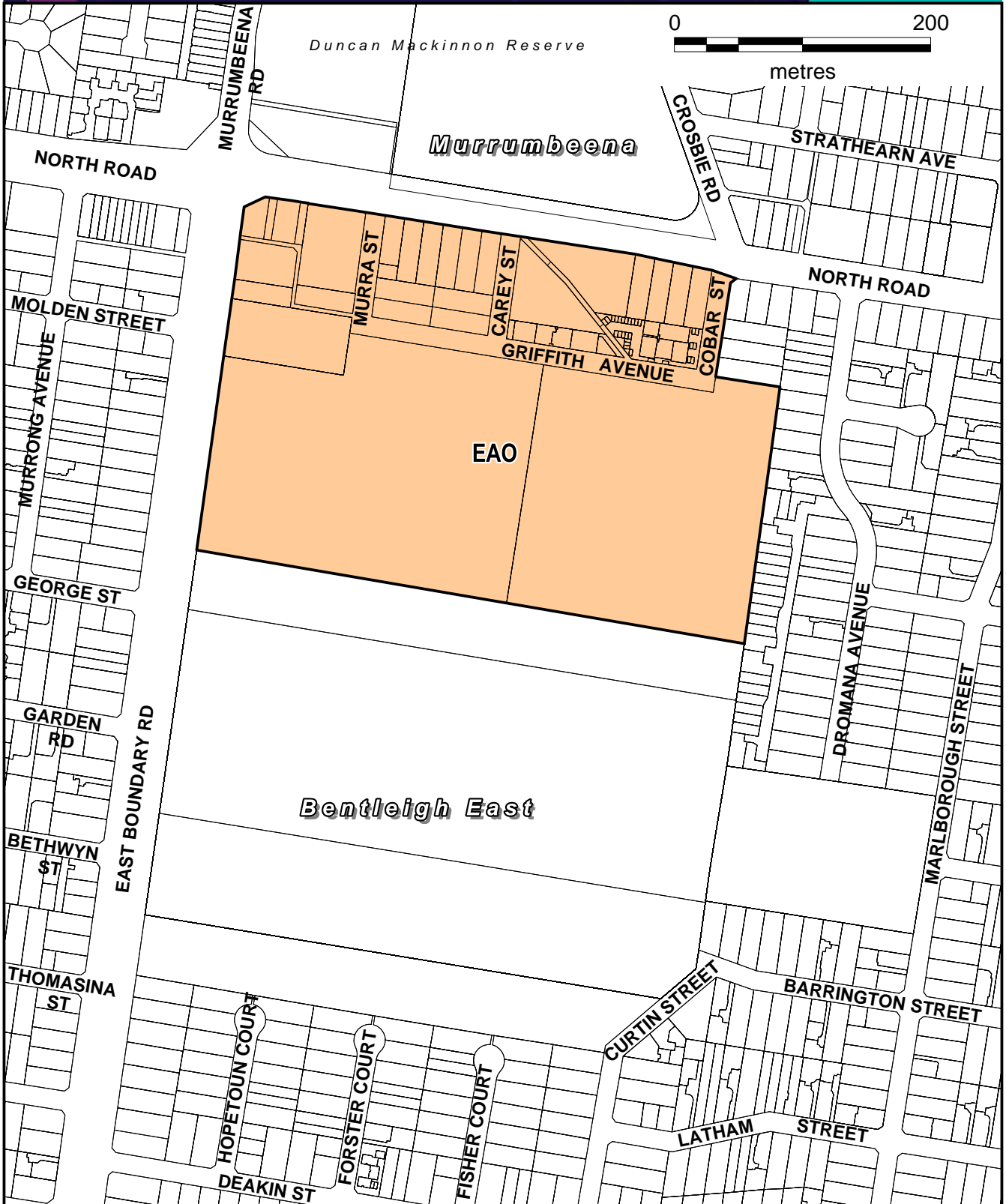


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# GLEN EIRA PLANNING SCHEME



## LEGEND

**EAO** Environmental Audit Overlay

Part of Planning Scheme Map 4EAO

## AMENDMENT C155

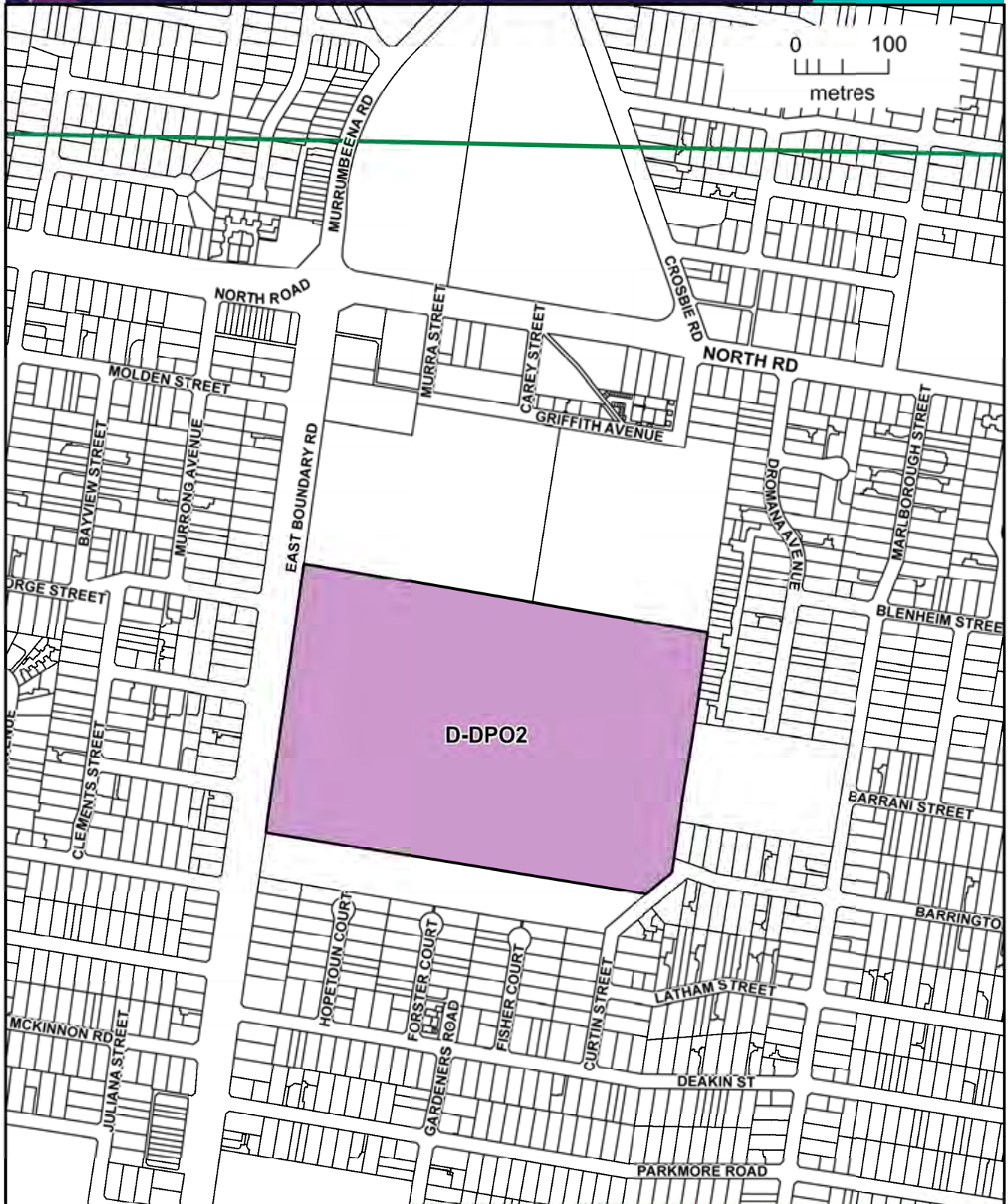
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# GLEN EIRA PLANNING SCHEME



## LEGEND

**D-DPO2** AREA TO BE DELETED FROM DEVELOPMENT PLAN OVERLAY 2

Part of Planning Scheme Map 4D-DPO2

## AMENDMENT C155

Planning Mapping Services |  
Planning Information Services |  
Planning |



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**5. CLOSURE OF MEETING**