

GLEN EIRA CITY COUNCIL

SPECIAL COUNCIL MEETING

under s84(3) of the Act

WEDNESDAY 23 OCTOBER 2019

AGENDA

Meeting to be held in the Council Chambers, Corner Hawthorn & Glen Eira Roads, Caulfield at 7.30pm

"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 Jamie Hyams

Councillor Tony Athanasopoulos Councillor Anne-Marie Cade Councillor Clare Davey Councillor Mary Delahunty Councillor Margaret Esakoff Councillor Jim Magee

Councillor Jim Magee Councillor Joel Silver Councillor Dan Sztrajt

Chief Executive Officer: Rebecca McKenzie

INDEX

1.	ACKNOWLEDGEMENT	5
2.	APOLOGIES	5
3.	OATH OF OFFICE AND DISCLOSURE OF INTERESTS	5
4.	PRESENTATION OF OFFICER REPORTS	6
	4.1 Planning Scheme Amendment C155 - East Village - Consideration of Submissions	6
5.	CLOSURE OF MEETING	320



1. ACKNOWLEDGEMENT

GLEN EIRA CITY COUNCIL RESPECTFULLY ACKNOWLEDGES THAT THE BOON WURRUNG PEOPLE OF THE KULIN NATION ARE THE TRADITIONAL OWNERS OF THE LAND NOW KNOWN AS GLEN EIRA. WE PAY OUR RESPECTS TO THEIR ELDERS PAST, PRESENT AND EMERGING AND ACKNOWLEDGE AND UPHOLD THEIR CONTINUING RELATIONSHIP TO AND RESPONSIBILITY FOR THIS LAND.

2. APOLOGIES

3. OATH OF OFFICE AND DISCLOSURE 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 OFFICER REPORTS

4.1 PLANNING SCHEME AMENDMENT C155 - EAST VILLAGE - CONSIDERATION OF SUBMISSIONS

Author: Tracey Mihalos, Principal Strategic Planner

Trim No: 19/1259936

Attachments: 1. Summary of submissions officer response to submissions <u>U</u>

2. Preferred Schedule to the CDZ Oct 2019 J.

3. Recommended changes to CDP for 23 October 2019 Council meeting.

4. Community Infrastructure Design & Costings DCP Attachment 3 !

5. East Village - DCP - 12 October2018 !

6. Development Contribution Plan Map J

7. Zoning Map J

8. Delete Development Plan Overlay Map !

9. Environmental Audit Overlay Map J.

10. Affordable Housing Agreement J

11. Section 173 Agreement !

12. East Village Structure Plan U

13. MSS Clause 21.01 J

14. MSS Clause 21.03 J

15. MSS Clause 21.06 <u>U</u>

16. MSS Clause 21.07 U

17. Glen Eira C155 Notice of Preparation
<u>U</u>

PURPOSE AND SUMMARY

To consider submissions received in relation to Planning Scheme Amendment C155. This Amendment seeks to make changes to the planning controls to facilitate the use and development of the land for commercial, retail, residential, and a mix of other purposes. The Amendment will allow for a transition in land use from industry to mixed use whilst providing for facilities, infrastructure, and affordable housing that can benefit the wider community.

It is recommended that, subject to changes to the proposed planning provisions which respond to submissions, the Amendment and submissions be referred to an Independent Panel (appointed by the Minister for Planning) for consideration. Following a hearing, the Panel will provide Council with its recommendation. This provides Council with a further opportunity to decide on the Amendment. At this point, Council can consider the Panel's recommendation and resolve to adopt, amend, or abandon the Amendment.



RECOMMENDATION

That Council:

- 1. receives and notes submissions received following the exhibition of Amendment C155 to the Glen Eira Planning Scheme;
- 2. notes the officer report and attachments, including Attachment 1 Summary of Submissions/Officer Response to Submissions received to Amendment C155, and endorses for the purposes of advocacy before an independent planning panel the Council's preferred versions of the CDZ2, CDP and DCP at Attachments 2 5, inclusive.
- 3. requests the Minister for Planning to appoint an independent planning panel to consider:
 - a. all submissions received during the exhibition period of Amendment C155;
 and
 - b. the 6 late submissions received (submissions numbered 153– 158 inclusive) to Amendment C155,

in accordance with Section 23 of the Planning and Environment Act 1987.

4. refers the submissions and the 6 late submissions to the independent planning panel for its consideration.

BACKGROUND

In 2016, Council began a comprehensive strategic planning program which included a new approach to managing housing and job growth across Glen Eira. This new approach is outlined in the *Activity Centre, Housing and Local Economy Strategy* which Council adopted in July 2017 and was demonstrated by concurrently undertaking structure planning for East Village, Bentleigh, Carnegie and Elsternwick activity centres. Council has since also begun structure plans for the Caulfield Station precinct and Glen Huntly.

The Activity Centre, Housing and Local Economy Strategy sets out the different roles for each centre, looking at their geographic, economic and demographic strengths. East Village is identified as a key location to increase local job opportunities, transitioning from manufacturing jobs to retail, professional and office employment.

Adoption of East Village Structure Plan

Since 2017, Council and the Victorian Planning Authority (VPA) have been working together to develop a future plan for the precinct. In July 2017, following three rounds of community engagement, council adopted a shared long-term vision for East Village which states:

"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."

Following 4 stages of community consultation, with a total of 425 submissions and 277 participants, the East Village Structure Plan was adopted at the Special Council Meeting of 23 October 2018.

At the same Special Council meeting, Council also resolved to seek authorisation from the Minister for Planning to prepare and exhibit the East Village Planning Scheme Amendment. Council also resolved not to commence exhibition unless the appropriate S.173 Agreements were signed and executed by all parties

The aim of the future plan for East Village is to provide the needs of the new community within 20 minutes of where people live - including parks, schools, shopping, dining, jobs and access to public transport. The proposed planning controls outline 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 key outcomes of the plan are:

- 3,000 new dwellings.
- 6,000 new residents.
- 4,500 jobs.
- A 15 year plan for development to occur.
- Traffic management works including proposed, new signalised intersections on East Boundary and North Roads.
- Proposed new community infrastructure:
 - o A new Central Park (1 hectare).
 - Extension of Marlborough Street Reserve (0.6 hectares).
 - A new Town Square (1,500 square metres).

- o 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.
- Protection of existing trees and creating a new Gateway Park to East Boundary (1,900 square metres).
- A commitment to achieving sustainable development.
- A Development Contribution Plan which establishes a framework for developers to make a financial contribution towards the cost of identified infrastructure projects, such as:
 - Road projects;
 - Intersection projects;
 - Sporting reserve projects;
 - Community building project; and
 - Drainage projects.

Finalisation of the Planning Scheme Amendment

In October 2018 Council received conditional authorisation from the Minister for Planning which has resulted in some changes being made to the amendment. Since then, additional changes have been made to address further specialist advice received by Council. These key changes made to the Amendment since the October 2018 Council meeting include:

- Overall more restrictive wording to the planning controls, providing more certainty to residents and Council.
- Inclusion of an overshadowing control over public open space within the precinct.
- Inclusion of a traffic, parking and access impact assessment of the Cobar Street/North Road/Crosbie Road intersection.
- Additional application requirements for town planning applications within the precinct.
- An additional condition controlling residential uses in mixed use and retail areas.

Finalisation of the Section 173 Agreements

During the last 12 months Council has been negotiating the S.173 Agreements with the landowners. The Agreements relate to infrastructure and affordable housing. They have been finalised and exhibited as part of the planning scheme amendment.

More importantly, the signed Agreements do not pre-empt a resolution of Council on this Amendment. They however add clarity and context to the proposal, and are a necessary part of the Amendment package.

ISSUES AND DISCUSSION

The attachments to this report detail all the key aspects of the proposed amendment.

The main planning provisions proposed as part of the amendment include:

- Background Document East Village Structure Plan 2018-2031.
- Comprehensive Development Plan (CDP).
- The Comprehensive Development Zone (CDZ).
- Development Contribution Plan (DCP).
- Environmental Audit Overlay
- Section 173 Agreements.

East Village Structure Plan 2018-2031

In 2018, a Community Reference Group was formed which met regularly to provide input into the Structure Plan.

The Structure Plan divides East Village into precincts, each with individual objectives:

- Commercial precinct.
- Mixed-use precinct.
- Education and community precinct.
- Residential precinct.

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 CDP includes building heights and setbacks for future buildings.

The CDP formalises the vision for the precinct and states the objectives and implementation actions for the following:

- land use;
- built form, heights and setbacks;
- landscape;
- access, parking and building services;
- overshadowing limits on public open space;
- community facilities;
- integrated transport including public and private transport;
- walking and cycling;
- integrated water management, sustainability and utilities servicing;
- infrastructure and staging including; infrastructure delivery;
- development staging and precinct infrastructure plan;
- land budget; and

street cross sections.

The Comprehensive Development Zone (CDZ) Schedule 2 details:

- uses permitted within the precinct;
- statutory requirements for planning permits and permit applications to assist in implementing the Comprehensive Development Plan;
- controls for overshadowing public open space;
- · provisions for affordable housing;
- exemptions from notice and review if applications are generally in accordance with the Comprehensive Development Plan; and
- · decision guidelines.

The CDZ manages the transition in land use from industry to mixed use.

The Development Contribution Plan

The Development Contribution Plan sets out the funding mechanism for the required infrastructure such as roads, parks etc.

The Environmental Audit Overlay

The Environmental Audit Overlay is proposed to prevent the establishment of new sensitive uses on the land until such time as residual land contamination from historical industrial practices is remediated.

Section 173 Agreements

Council has negotiated an agreement with the East Village landowners, known as a Section 173 Agreement (under the Planning and Environment Act 1987). Its purpose is to control the use and development of the land to achieve other planning objectives which cannot be controlled or achieved under planning provisions.

Like other agreements, a Section 173 Agreement is a legal contract. However, the benefit of a Section 173 Agreement is that it can be recorded on the title to the land so that the current owner's obligations under the agreement bind future owners and occupiers of the land.

The East Village Amendment includes two Section 173 Agreements:

1. Affordable Housing Agreement

This Agreement sets out the landowner requirements for the provision of affordable housing in regards to:

- Affordable housing contribution.
- Affordable housing proposal.
- Staging of affordable housing contribution.
- Transfer of land to Council.

2. <u>Infrastructure Agreement</u>

This Agreement sets out the landowner's obligations in regards to:

- Public Open Space
- Drainage System
- Environmental Sustainability
- Connector Roads

What is the Escrow Deed?

The purpose of the Escrow Deed is to ensure that the Section 173 Agreements do not come into effect unless the Amendment is approved by the Minister for Planning.

Summary of Submissions

A total of 158 submissions have been received during the exhibition period. Five of those submissions are in support of the amendment. A significant number of submissions opposing the amendment are through a 'pro forma' letter.

Six late submissions, (submissions numbered 153-158 inclusive) have been received outside the exhibition period (one of those submissions was additional information added to a submission received during the exhibition period). These submissions have been considered as part of this report.

Attachment 1 includes a table summarising each submission with the officer response. The main issues are summarised as follows:

Traffic

Submitters expressed concerns about traffic from the proposed amendment. They stated that the surrounding road network is already facing traffic congestion and that the proposed future plan for East Village will add to this congestion.

As part of developing the future plan for the precinct, a *Traffic Access and Movement Report* was commissioned.

The report includes:

- Transport policies influencing the project and land use in the area.
- Demographics and land use data associated with the area.
- Existing transport network conditions surrounding the site.
- Existing and future public transport facilities and provisions.
- Existing and future bicycle and walking facilities and provisions.
- Proposed access approach with the surrounding transport network.
- Impact of the development proposal on the surrounding transport network, including the need for mitigation road works and appropriate vehicular access.

A traffic assessment has also been undertaken to understand how the road network surrounding East Village currently operates and is expected to in the future. This included collecting traffic data on the existing conditions of the key intersections and analysis using network SIDRA models. Future yearly analysis assessed the traffic conditions at the key

intersections to confirm that the site access points will be able to operate satisfactorily (noting that the broader road network is the responsibility of VicRoads).

The analysis concluded that the anticipated traffic generated by the proposed rezoning and development of East Village can be accommodated by the surrounding road network following development of the site, subject to the following mitigation road work:

- At the North Road/East Boundary Road/Murrumbeena Road signalised intersection:
 - o Double right on the west approach.
 - o Continuation of the two departure lanes on the north approach.
 - Continuation of the three departure lanes on the east and west approaches.
 - o Increase the right turn lane lengths on the south and east approaches.
- At the Murrumbeena Road/Leila Road/Crosbie Road intersection:
 - Convert to a signalised intersection
 - o Extend the right turn lane on the north approach

It will be necessary to install traffic signals at three key site access intersections on North Road and East Boundary Road. The required signalised intersection layouts are broadly outlined as follows:

- North Road/Cobar Street/Crosbie Road intersection:
 - Left turn lane and a through /right turn lane on the south approach.
 - Left turn only lane on the north approach to minimise use of Cobar Street.
 - o Provide a left turn lane on the east approach.
 - Extend the right turn lane on the west approach.
- East Boundary Road/North Drive/George Street intersection:
 - o Right turn lane on the south approach
 - Double right turns on the east approach.
 - Left turn slip lane on the north and east approaches.
 - Additional short through lanes on the north approach.
 - Additional through lanes on the south approach.
 - o George Street (west approach) restricted to left-in/left out movements.
- East Boundary Road/South Drive intersection:
 - Double right turn lanes on the south and east approaches.
 - Left-turn slip lanes on the east and north approaches.
 - Additional through lanes in each direction on the north approach.
 - o Additional short through lanes on the south approach.

There are two existing give-way controlled intersections to and along the North Road frontage of the subject site, which will require left turn lanes into them on North Road to be implemented and the eastern one (Carey Street) have the right turn in from North Road removed.

The internal site connector street network will consist of a continuous road between the Cobar Street and South Drive access points. Specific crossing facilities will be required to support pedestrian paths and the separated bicycle path along the western and southern sides of the connector streets where they intersect the lower order roads, such as North Drive.

The overall staging of the above works is expected to occur as the subject site is developed, which is generally from the south to the north. The mitigating road works will need to occur as follows:

- North Road/East Boundary Road/Murrumbeena Road signalised intersection once the subject site achieves a net increase in traffic volumes to what it currently generates.
- Murrumbeena Road/Leila Road/Crosbie Road intersection once the North Road/Cobar Street/Crosbie Road intersection is signalised.

In addition the following facilities are recommended to support alternative transport modes in assessing the site:

- Pedestrian crossing facilities (including bicycle lanterns where relevant) on most approaches to the three proposed signalised site intersections.
- Advocate for the implementation of the State Government proposed north-south Kew to Highett Strategic Cycling Corridor.
- Connecting shared paths through the abutting open spaces to connect with the local residential streets.
- Advocate for east-west 'shimmy' bicycle routes through local residential streets.
- Provision of a bus stop pair on the East Boundary Road site frontage proximate to the proposed signalised site intersections.
- Advocate for improved and additional north-south bus services to better connect the site with the other proximate activity centres and train stations

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

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

Signalisation of the Cobar Street intersection

Submitters expressed that prior to construction, the signalisation of the Cobar Street intersection should occur.

Council has addressed this issue by including triggers in the proposed planning controls i.e. Schedule to the CDZ and CDP as to when the signalisation of the intersection must occur. These are as follows:

• Including in the CDZ Schedule, an application requirement for buildings and works whereby the applicant must submit;

A traffic, parking and access impact report which includes the following;

- "An assessment of the total vehicle movements to and from the entire precinct during peak periods. This is to include an assessment of the precinct's existing and the proposed development traffic generation during peak AM and PM period.
- An assessment of the likely traffic impacts associated with the proposed development, including the ability of the Cobar Street / North Road / Crosbie Road intersection to function effectively without signalisation (if not already signalised), and the implications on the operation of the broader network, including the capacity of the North Road / East Boundary Road / Murrumbeena Road intersection.
- 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."
- CDZ Schedule Buildings and Works Decision Guidelines;

The following decision guidelines must be considered for an application for buildings and works:

- "The effect of traffic to be generated by the development on the capacity of the local and regional traffic network, including the operation of the East Boundary Road / North Road intersection.
- Where it is demonstrated that the traffic volume generated by the precinct is approaching or exceeds 2,000 vehicles at the peak hour, the ability of the Cobar Street / North Road / Crosbie Street intersection to function effectively without signalisation and the implications on the operation of the broader network, including the capacity of the North Road / East Boundary Road / Murrumbeena Road intersection.
- Including in the CDZ Schedule for "use of land" applications, an application requirement and decision guidelines to address this issue;

Application Requirement

"The following requirements must accompany an application for a permit to use the land;

- "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."

Decision Guideline

The following decision guideline must be considered for an application for a permit to use land:

- "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 Comprehensive Development Plan has also been drafted to provide guidance on the Cobar Street intersection as follows:

2.3.1 Transport R13;

• "The signalisation of the Cobar Street / North Road / Crosbie Road intersection must occur prior to the traffic movements generated by the precinct exceeding 2,000 vehicle movements in the PM peak hour, unless it can be demonstrated that the local traffic network can continue to operate effectively, including the East Boundary Road / North Road / Murrumbeena Road intersection, to the satisfaction of VicRoads and the responsible authority."

Car parking

Submitters raised minimal car parking as a concern arising from the proposed development.

The provision of car parking will be based on the rates set out in Clause 52.06 of the Glen Eira Planning Scheme. Car parking will be determined and assessed as part of each future planning application.

An expert traffic report recommends that the parking rates in Clause 52.06 should be considered as the maximum rates and consideration to be given to reductions to the associated rates where supporting evidence is provided to satisfy the decision guidelines in the planning scheme.

Overdevelopment

Submitters have raised concerns that the Amendment will result in overdevelopment (proposing 3,000 dwellings) and overcrowded conditions.

Concerns have also been raised by submitters that the proposed buildings are too tall and should be mandated to 4 storeys in height

The East Village Amendment has based the residential development on a figure of 3,000, as this is shown to be the level of development that the traffic network can manage.

An expert Urban Design report includes a density and built form analysis and draws conclusions for various aspects of the development including height and densities.

The report examines the current heights approved and existing heights on the site:

• The northern parts of the site (subject of this Amendment) are currently zoned industrial with no heights specified.

- Some existing buildings on the site are 4-5 storeys in height.
- The current height provisions for the southern part of the subject site have a maximum discretionary 10 storey height limit. The maximum height for the proposed amendment is a discretionary 8 storeys.
- The current height arranges taller buildings to the core of the site to enable a transition of height towards the residential properties to the east, west and the park to the south.
- The proposed 8 storey buildings are located in the centre of the precinct 100m away from the adjoining residential zoned areas. This suggests the visibility from the footpath west of East Boundary Road is limited.

Existing building heights on the site	Existing Development Plan Overlay height controls in the planning scheme	Proposed building heights under this Amendment
Commercial/Industrial	Commercial	<u>North</u>
1 storeys	3-4 storeys	4 storeys
1-2 storeys	5-6 storeys	6 storeys for a gateway site on
2-3 storeys	6-8 storeys	the corner
4-5 storeys	8-10 storeys	<u>West</u>
	•	4 storeys
		Centre of the site
		8 storeys with a 3 storey podium
<u>Residential</u>	<u>Residential</u>	Residential East and South
1-2 storeys	1-2 storeys NRZ	3 storeys

Based on this analysis, proposed building heights, front and rear setbacks are proposed for the buildings within the precinct. Guidelines are included in the Comprehensive Development Plan (CDP) relating to building bulk, articulation, reducing large expanses of built form, use of different materials and textures to reduce building mass.

The proposed controls include setbacks and separation distances between buildings to provide transition in heights and reduce building bulk from the residential interfaces east and south.

The proposed building setbacks included in the CDP are as follows:

Sub-Precinct	Street Setbacks	Other Setbacks or Separation distances
Commercial North	No setback	N/A
Commercial West	-0m along East Boundary Road, with 50% of the frontage indented to a depth of approximately 3m.	N/A

	- 0m elsewhere	
Mixed Use and Retail 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. 	Tower Separation: -Minimum 12m separation between tower forms (where above 3 storeys).
Residential East and Residential South	-3m setback	Rear boundaries -Where abutting a residential interface outside of the precinct: -5m at ground and first floors. - 11m at second floor. Side boundaries (balconies
		and terraces): -Minimum side or rear setback of 6m for secluded private open space at upper floors.

In response to the submitters' concerns regarding overdevelopment, dwelling numbers and certainty for building heights and setbacks, it is recommended that a preferred CDP and Schedule to the CDZ (as attached), are put forward to an independent Panel which propose firmer controls to provide certainty to Council, residents and developers. These are discussed further in the report under "Proposed Changes to the Amendment".

New School

The East Village Urban Plan includes a new school in the south east corner of the precinct. It has been announced by the State Government that the new school will form a second campus for the McKinnon Secondary College and has allocated \$4.1 million for planning and designing the campus. The new secondary campus will accommodate 1,100 students and is set to open in 2022.

A number of submissions have raised the question whether the school zone will be extended to include the East Village Precinct and whether there will be access through the school from Marlborough Reserve.

Submitters have also raised as an issue the location of the school and the traffic and potential safety issues this can cause.

Council has not been part of discussions between the landowners and the Victorian School Building Authority (VSBA). The VSBA will undertake the planning and design of the building which is separate to the amendment process.

Exemption from notice and review rights

Submitters raised a concern that the proposed amendment will remove third party notice and review rights.

The planning controls (the Schedule to the Comprehensive Development Zone) include exemption of notice and review rights for planning applications. Planning applications have to be generally in accordance with the East Village Comprehensive Development Plan (CDP) in order to be exempt from notice and review rights.

This means that if a planning application is received and if what it proposes is generally in accordance with the CDP, then it will be exempt from advertising to adjoining neighbours and exempt from appeal rights to VCAT from adjoining neighbours.

If the Amendment is approved, the CDP will be the planning tool used to assess future planning applications. It would have undergone extensive community and stakeholder consultation and scrutiny through the Panel process. If the Amendment is approved, the CDP will be incorporated into the planning Scheme and developers will need to submit applications in accordance with the plan.

Increased pressure on infrastructure

Submissions raised an issue that the increased development within the precinct will result in increased pressure on infrastructure.

The Utilities Servicing Assessment Report, identified the capacity and suitability of existing infrastructure to serve the needs of the future community.

Preliminary advice indicates there is sufficient capacity in the sewer, water, gas, electrical and telecommunication services to cater for the future redevelopment of the site, although details are subject to the implementation of the future redevelopment.

The report concludes that:

"It is anticipated based on the review of the existing services and site that it is readily serviceable subject to authority input, confirmation, approval and required upgrades and extensions to existing assets".

Furthermore the Amendment proposes a Development Contribution Plan (DCP) which addresses future infrastructure.

The DCP is the planning implementation tool that identifies the infrastructure required by the new community and apportions the cost of infrastructure in an equitable manner across the precinct.

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.

The infrastructure projects covered by the East Village DCP include:

- Road projects.
- Intersections projects.

- Community building projects.
- Sporting reserve projects.
- Open space improvements.
- Drainage projects.

Insufficient open space

Submissions raised an issue that the proposed amendment is providing insufficient open space.

Glen Eira has the least amount of open space per capita in Victoria. While East Bentleigh is well served with existing parks these are well utilised with limited capacity to serve an increase in users.

The Amendment therefore seeks a higher public open space rate than what is required across Glen Eira.

It specifies an 11.4% open space contribution rate. This excludes the commercial sites fronting North and East Boundary Roads, which will have a rate of 5.7% applied to them.

The Amendment proposes the following open space for the precinct:

- Central Park (1 hectare).
- Marlborough Reserve extension (0.6 hectares).
- A new pavilion in Marlborough Park.
- · Barrington Street link.
- Gateway Park (1,900 square metres).
- Town Square (1,500 square metres).

Overshadowing of open space

Submitters raised overshadowing of open space as a concern of the proposed amendment.

To ensure that the proposed new open space for the precinct is useable, functional and receives adequate sunlight the Amendment has included overshadowing controls in the planning controls (Comprehensive Development Zone (CDZ) and Development Contribution Plan).

Currently there are no overshadowing controls across the precinct.

The overshadowing controls proposed in the CDZ are proposed as mandatory controls for:

- Central park.
- Town square.
- Virginia Park and Marlborough Reserve.
- Any public open space described in the Comprehensive Development Plan.

Social housing provision

An objection was raised that the social housing provided was at a low rate.

The Planning and Environment Act 1987 includes an objective to; "facilitate the provision of affordable housing in Victoria". It is therefore important that every new development considers how it can contribute to the availability of affordable housing stock.

Council is committed to the provision of affordable housing. Council has prepared a draft Social and Affordable Housing Strategy that identifies local needs for housing assistance and Council's role in supporting increased provision of social and affordable housing.

As part of the East Village Amendment there is a commitment to deliver five percent of dwellings as affordable housing, this equates to 150 homes for our most at-need groups in Glen Eira.

This affordable housing contribution is registered on the land title under a Section 173 Agreement with Council (in accordance with the provisions of the Planning and Environment Act 1987) to ensure it is realised for the future East Village community.

The Section 173 Agreement covers the following in relation to the provision of affordable housing in East Village:

- Affordable housing contribution.
- Affordable housing proposal.
- Staging of affordable housing contribution.
- Transfer of land to Council or a Registered Agency for development and use as affordable housing.
- Completed affordable housing.

The proposed controls include the following on 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 East Village Comprehensive Development Plan,
 December 2018 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 East Village precinct boundary and a further seventy five (75) dwellings are
 to be transferred prior to the development of two thousand one hundred (2100)
 dwellings within the East Village precinct boundary; 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.

Proposed changes to the Amendment

Submitters raised concerns regarding overdevelopment and that the proposed building heights are open to interpretation and should be more restrictive. Concerns were also expressed that the building heights are referenced as 'storeys' as opposed to metres, thus not providing a tight enough control.

In response to these submissions it is proposed that the Panel considers a preferred CDP and Schedule to the CDZ which strengthens the controls providing certainty for the community, Council and permit applicants that the precinct will be developed in accordance with the CDP.

The following changes are proposed to the planning controls to be considered by an independent panel:

4.0 Buildings and Works

In October 2018, the Minister for Planning conditionally authorised the Amendment and one of those conditions was to completely remove the following statement from the Schedule to the CDZ:

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

During the exhibition process submitters have raised the issue of heights not being mandatory, and the Schedule to the CDZ providing exemptions from notice and review rights. The community is concerned that in the future, developers will be able to vary the heights in the CDP due to the Schedule being currently open for interpretation.

It is therefore recommended that Council reinstates this statement in Clause 4 of the Schedule that requires developments to be "generally in accordance with the CDP". This will provide for the intended operation of the provisions and provide certainty to all parties that development will need to be generally in accordance with the height requirements as set out in the CDP.

2.2 Built Form and Landscape of the CDP

The CDP was exhibited with Requirement 3 that states:

"Applications for <u>residential</u> development must be generally in accordance with the heights and setbacks as outlined in Table 1 (below) of this CDP."

Table 1 includes building heights for residential as well as commercial buildings in the Commercial west /north precinct and mixed use and retail precinct. Therefore it is recommended that this requirement be amended to reflect all the uses in Table 1.

Additionally it is proposed that Requirement 3 of the CDP be amended to strengthen the control and require developments to be in accordance with the heights in the table.

The following changes are proposed to the CDP:

2.2 Built Form and Landscape

R3 Development must be in accordance with the heights and setbacks as outlined in Table 1 (below) of this CDP. The heading for Table 1 is proposed to be deleted as the term 'guidelines' can be misinterpreted.

Table 1: Built Form Guidelines by Sub Precinct

•	l			
	SUB-PRECINCT	MAXIMUM HEIGHT	STREET SETBACKS	OTHER SETBACKS OR SEPARATION DISTANCES

Building heights expressed in metres and storeys.

The (CDP) identifies building heights in 'storeys'. Submitters have raised this as a concern stating that it is open to interpretation. In order to provide more certainty and clarity, it is recommended that the buildings heights in the CDP are expressed as metres and storeys as included in the attached preferred CDP. The building heights in metres have been calculated individually for each precinct based on:

- Precinct building heights (storeys) as prescribed in the East Village CDP;
- Precinct land use mix assumptions based on proposed land use triggers in Schedule 1 to the Comprehensive Development Zone;
- Estimated floor-to-floor heights for each land use in each floor of future precincts (including 3.5m per floor for residential floors, 3.8m per floor for commercial floors, and 4m for ground floor commercial uses, with the result rounded up to the nearest whole metre). This is the same methodology used for permanent controls sought for Bentleigh and Carnegie.

The preferred CDP proposes that the heights are expressed as metres and storeys as outlined below:

Sub Precinct	Maximum Height
Commercial North	16 metres (4 storeys) 23 metres (6 storeys) for a Gateway site.
Commercial West	16 metres (4 storeys)
Mixed Use and Retail Centre	29 metres (8 storeys) with 3 storey podium Building height should gradually transition from the lower scale residential east and residential south areas towards the centre.
Residential East and Residential South	11 metres (3 storeys)

These proposed changes will strengthen the planning controls and provide more certainty to all parties that development will be built in accordance with these heights.

Maximum cap of 3,000 dwellings

Submitters raised as an issue that the proposed Amendment is an overdevelopment of the precinct with 3,000 dwellings being excessive.

It is recommended that the Schedule to the CDZ be amended (as attached in Preferred Schedule to the CDZ) to include a cap of no more than 3,000 dwellings to be built within the precinct.

1. Section 2 - Permit required

Use	Condition
Accommodation (other than Corrective institution and Residential hotel) where the Section 1 condition is not met	Must not be located in commercial north, or commercial north (subject to drainage controls) or commercial west sub precinct as shown on Plan 1.
	Must be no more than 3,000 dwellings in the precinct boundary shown in Plan 1.

Update Appendix 3 of the Development Contribution Plan October 2018, "Project Cost sheets for Community Infrastructure" as a minor correction to the DCP October 2018.

The VPA have recently provided Council with an updated East Village Community Infrastructure Costing report which forms Appendix 3 of the Development Contribution Plan October 2018.

The revised document includes additional explanatory pages that were omitted in the exhibited DCP, namely the second page of item 5 Community Facility and item 6 Central Open Space Upgrade. These two explanatory pages provide a breakdown and explanation of the two items listed.

The VPA proposes this minor correction to the DCP.

FINANCIAL, RESOURCE, RISK AND ASSET MANAGEMENT IMPLICATIONS

The required infrastructure upgrades in East Village will be funded by the landowners, rather than Council, through a Development Contribution Scheme.

The Development Contribution scheme will contribute \$60 million towards identified, local infrastructure needs. This is additional to the proposed 11.4% of land provided for open space by the 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 proposed in the Amendment are delivered and enforceable, the objectives need to be translated into the Planning Scheme.

A suite of planning controls has been developed to achieve the vision for East Village.

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 submission.
- 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 optionsabandon the amendment, change the amendment in accordance with the submitters' request, or request the Minister to appoint an Independent Panel to hear 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 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 form interested parties. With regard to the current proposal, Council is at step 3.

COMMUNICATION AND ENGAGEMENT

The Amendment has undergone an extensive public exhibition process:

- 7190 letters posted notifying owners and occupiers.
- 51 letters were sent to the East Village precinct landowners.
- 24 letters were sent to prescribed ministers and referral authorities.
- 1 notice in both local newspapers (Moorabbin and Caulfield Leader)
- 1 Notice in the Government Gazette
- Amendment documentation available on Council's website.
- Two drop in sessions held;
 - 17 September 2019 9am-11am
 - 18 September 2019 4pm-6pm

The exhibition period was open from 5 September - 9 October 2019

One hundred and fifty two submissions have been received during the exhibition period. Five submissions are in support of the Amendment. One of the submissions does not object to the Amendment. A significant number of submissions opposing the amendment are through a 'pro forma' letter. Four of these submissions do not contain adequate contact details.

A Planning Conference was held on 10 October 2019 and was chaired by the Mayor.

Twenty-eight submitters attended the conference. The responses from submitters appearing at the Planning Conference helped inform this report. The main matters raised at the Planning Conference included:

- Traffic
- Car parking
- Location and impacts of the proposed school
- Heights

- Overdevelopment
- Affordable housing
- Insufficient open space
- Exemption from Notice and Review

At the Planning Conference submitters raised concern that the planning controls exempt future applications from being advertised to residents and preventing them to appeal at VCAT.

Submitters suggested that the controls be amended to include an opportunity for residents to view a development plan similar to the Priority Development Zone (PDZ) which was adopted for the development known as Caulfield Village (north of the Caulfield Racecourse Reserve). The CDZ does not contain a provision for a notification process similar to the PDZ.

Council however has discretion at all times to undertake informal consultation if it considers it necessary.

Submitters also raised as a concern that the building heights in the CDP do not provide enough certainty to the community or Council.

Concerns were expressed that the building heights are referenced as 'storeys' as opposed to metres which is open to interpretation.

In response to these concerns it is proposed to put forward a preferred CDP and Schedule to an independent panel which suggests changes to these controls.

Submissions

All submissions received during the exhibition period have been considered and are recommended to be referred to an independent Panel.

Six late submissions have been received, (submissions numbered 153-158 inclusive) which have been considered as part of this report, <u>and are included in Attachment 1 Summary of submissions/Officer response to submissions. The six late submissions are also recommended to be referred to an independent panel for consideration.</u>

The total number of submissions including the six late submissions is 158.

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

The East Village Structure Plan and the proposed planning controls provide a shared vision and future plan that will create a sustainable mixed-use precinct with a focus on innovative employment, education opportunities, green spaces and will be supported by a range of diverse high quality housing (including affordable housing) and retail that caters for all.

The proposed changes to the recently exhibited amendment respond to the concerns raised through the exhibition (consultation) process. These changes are outlined in the report, and covered in the 'recommendation'.

It is therefore considered appropriate to move forward with the amendment, referring submissions to an independent Planning Panel (appointed by the Minister for Planning). The Panel's recommendation will help inform Council's further consideration of the amendment.

Attachment 1 Summary of Submissions/officer response to submissions

Submitters	Submission	Officer response
1	What happened of previously	Developer can apply for a
	mentioned retirement- aged	retirement-aged care facility
	care facility?	within the proposed zoning.
	We have lived in Parkmore	
	Road since 1956 and would like	
	to continue living here.	
2	The area is going to become	Traffic and overdevelopment
	overcrowded.	have been addressed in the
	More traffic congestion.	report.
	Don't mind the proposed	
	school and townhouses.	
	Object to over two storey	
	buildings, they will impact our	
	privacy and make the area	
	polluted and overcrowded.	
3	Massive overdevelopment of	Each of these issues has been
	the site	addressed in the report.
	Major traffic issues	
	Lack of open space and	
	pressure on existing open	
	space.	
	Overshadowing	
	Lack of third party review rights for residents	
4	High traffic congestion.	Traffic has been assessed in the
4	Congestion leads to social	report.
	impacts on neighbourhoods.	report.
	Lack of car parking provided in	The CDP includes design
	developments	guidelines to ensure high
	Poor standard of housing.	amenity residential uses.
5	Relocate school to the front of	Discussions about the location
	the site.	of the school have been
	Why was the school located in	between the landowners and
	the rear of the precinct causing	VSBA.
	safety, traffic issues?	
6		Traffic has been assessed in the
	consider neighbouring	report.
	intersections.	
	More signalised intersections	
	will help traffic flow out of the	
	area but will hamper traffic	
	along main roads.	
7	Don't see an increase in open	The amount of open space
	space. The green on the plan is	provided has been assessed in
	open space that already exists.	the report.
8	Oppose all changes to the	Traffic and overdevelopment
	amendment.	have been addressed in the
	Too many dwellings and	report.
	1 . 55 many awarings and	Po. (1

	excessive traffic volumes will make this terribly congested. Bringing more people into the suburbs doesn't stop urban sprawl, you end up making the area unliveable.	A cap on residential dwellings is recommended.
9	High concentration of people in a small area causing infrastructure issues such as traffic management issues on North Road/East Boundary Rd. Density of housing is too high.	Traffic and overdevelopment have been addressed in the report.
10	Traffic management; North Road and East Boundary Road are already a busy intersection. Concerned about the impact of 3,000 dwellings and commercial uses on the intersection and our community. The School; What will the	Traffic and overdevelopment have been addressed in the report. Council has not been advised at this stage whether the McKinnon School Zone will be expanded.
	impact be on increasing the school zone and adding to an already overcrowded zone 3,000 dwellings.	
11	East Boundary Road and North road already have existing traffic problems and has got worse over the last 3-5 years. The area is already overdeveloped. Public transport is minimal. Proposed plans are only suitable if adjacent a railway line. Traffic is a safety concern especially along East boundary Rd across to Deakin Street	Traffic and overdevelopment have been addressed in the report.
12	No mention of parking Not enough public open space Overshadowing after 2pm. Gross over development 60% 8 stories. No justification for housing requirement. Glen Eira already well ahead of Plan Melbourne Refresh targets therefore more dwellings not required. Social housing discount 10% lowest of all other councils.	Parking Clause 52.06 of the planning scheme will be used to assess car parking. Overshadowing requirements have been included in the planning controls. The strategic assessment report by Mecone on behalf of Council assesses this amendment against state and local policy-

		including housing. The
		Amendment intends to enable
		the use and development of
		the land in line with State Policy
		which seeks to deliver new
		employment and housing at
		strategic redevelopment sites
		across metropolitan
		Melbourne. The Amendment is
		a specific response to Action 16
		of Plan Melbourne 2017-2050
		which calls for a pipeline of
		urban renewal projects across
		Melbourne that deliver high
		amenity, mixed use
		neighbourhoods.
		Affordable housing Agreement
		has been signed with
		landowners to deliver
		5%affordable housing.
13	Concerned about additional	Car parking will be assessed at
	street parking caused by this	the planning application stage.
	development.	
	During the last 3 years, kerb	
	side parking on East boundary	
	road has increased.	
14	Traffic and car parking	Traffic is addressed in the
	6,000 residents proposed and	Council report.
	1,200 cars is a high number.	
	Increase of cars in this area that	This area is not protected by
	is already congested, especially	heritage or Neighbourhood
	North Rd, Murrumbeena Road,	Character controls.
	and East Boundary Rd.	
	Loss of 1930s beautiful homes	
	replaced with unappealing	
	multi storey new buildings.	
15	Plans are not clear and	Construction will need to
	transparent.	comply with the Building and
	Development will create a	EPA regulations.
	significant burden on	
	surrounding residents such as;	
	construction disruption,	
	environmental effects, traffic,	
10	parking etc.	
16	Ensure the plan provides	Car parking will be assessed at
	protection against the overflow	the planning application stage.
	of cars from the precinct	61 50.06 6:1 61 5:
	parking in surrounding streets	Clause 52.06 of the Glen Eira
	e.g. Marlborough, Barrington,	Planning Scheme must be used
	Deakin, Latham, Dromana, Blenheim, Parkmore,	to assess car parking.
	1 Utambaina Daulinaana	

	Edinburgh Costlemand Street	
10	Edinburgh, Castlewood Streets.	
19	Will the McKinnon School Zone	Council has not been advised at
	be expanded? The school zone	this stage whether the
	should be expanded outside	McKinnon School Zone will be
	the East Village precinct to	expanded.
	include areas to the East	
	through to Marlborough St and	
	areas to the South down to at	
	least Stockdale Ave or Longview	
	Ave as a minimum.	
19 - additional	How will pedestrian access	Plan 2 in the CDP shows
	through the school work?	Barrington Street link into the
	When the school is closed, will	precinct.
	residents from Barrington	
	Street be able to walk through	
	the school to access South	
	Drive (restaurants and shops	
	etc?)	
	Will there be pedestrian access	Plan 3 of the CDP Transport and
	from Marlborough Street	Movement plan shows
	(through Marlborough Reserve)	pedestrian connections and
	to South Drive? This is currently	bike paths (off road,2- way)
	fenced off.	
	Need to ensure there is easy	
	pedestrian and cyclist access	
	(including weekend and after	
	hours access) to the East Village	
	area from surrounding streets.	
20	The proposed traffic flow	Traffic has been addressed in
	changes will result in the	the Council report.
	inability to access the South	
	lane of East Boundary Rd.	
	This might be addressed by	
	adding a right turn arrow for	
	traffic leaving George Street to	
	the proposed lights at the East	
	Boundary Rd and North Rd	
	intersection.	
23	Inadequate car parking to be	Car parking will be assessed
	provided for residential	when a planning application is
	dwellings, causing congestion	lodged for the various
	on the streets.	uses/buildings.
	The development should	
	consider the likely parking	Clause 52.06 of the Glen Eira
	congestion on the streets that a	Planning Scheme must be used
	development of this size can	to assess car parking.
	cause and provide for greater	
	practical car parking spaces for	
	dwellings than that required	
	under the Planning Scheme.	
	The transport changes do not	Traffic is a concern for

24	take into account recent traffic pattern changes. The plans proposed for the traffic lights for Crosbie Rd, East Boundary Rd, and North Road need to be revisited and existing traffic reassessed. The school drop off will clog traffic on George Street and surrounding streets.	residents. Following completion of the East Village development, installation of new intersections and significant upgrades to existing intersections, the greater traffic network is forecast to work in a greater efficiency than the existing network, primarily in the PM peak period. Traffic has been further addressed in the Council
		report.
25	Adding 3,000 residents means adding 3,000 extra cars. Area already is experiencing traffic congestion. This development will worsen traffic problem. Overdevelopment. North Road and Murrumbeena Road are already very congested with no plans to widen road or altering these roads, it will become worse.	Traffic and overdevelopment has been addressed in the report.
26	Own a business within Virginia Park. Concerned about the location of the school and safety of students walking through an industrial area with truck driving through. School should be located at the front of the precinct to have	Council was not part of discussions of the school site. This was between the VSBA and landowner.
28	direct access. The population of East Bentleigh will increase by 50% in the next decade .However there are no significant upgrades/improvements to public facilities e.g. pool, library etc. The changes will affect traffic in the area. Area is already congested. Project only proposes new buses, signalling and extension of the cross roads. How will this solve the problem?	Infrastructure upgrades addressed in the report. Traffic has been addressed in the report. Council has not been advised at this stage whether the McKinnon School Zone will be expanded.

	How will McKinnon School Zone change when this project starts?	
29	Gross overdevelopment of the area when added to the number of apartments built or in progress around the East Boundary and Centre Road intersections. Surrounding streets already clogged with parked vehicles, if amendment proceeds it will be to the detriment to East Bentleigh.	Overdevelopment and traffic issues have been addressed in the report.
30	Oppose to the inclusion of affordable housing, 3,000 dwellings and 6,000 residents. The suburbs and roads bordered by North and East Boundary Road are already highly congested with unit development and could not cope with additional 3,000 dwellings. This number of affordable housing in the same spot may negatively impact the value of neighbouring houses as well as increase crime and impact safety.	Traffic has been addressed in the report. Council is committed to the provision of affordable housing. Council has prepared a draft Social and Affordable Housing Strategy that identifies local needs for housing assistance and Council's role in supporting increased provision of social and affordable housing.
31	Currently located on the Virginia Park Estate. Support the proposed school but oppose the location of the school due to; safety concerns for children, access to public transport, bus will travel through the precinct to access the school, traffic volumes in surrounding streets will increase. Impact to businesses and industry within East Village, vertical school adjacent to park could overshadow park. School should be located on the south west boundary of the precinct. The location of the school should be urgently reviewed.	Council was not part of discussions of the school site. This was between the VSBA and landowner
32	Large scale development is not consistent with the area. Traffic is an existing problem.	Proposed heights have been addressed in report. Traffic has been addressed in

34, 35	-3,000 dwellings is an	Issues of; overdevelopment,
	transit and bike lanes.	
	to accommodate segregated	
	future widening of the roadway	
	development does not hinder	
	North Road, so that the	
	structures and footpaths from	
	-A 15-metre setback of all	
	development and construction.	
	intersection prior to any	
	Rd / North Rd / Cobar St	
	-Full signalisation of the Crosbie	
	days per week.	
	20 minutes from 7am to 9pm, 7	
	822 each operate at least every	
	should not be allowed to move in until bus routes 627, 630 and	apartments and town houses.
	result in traffic chaos. Residents	of one, two and three bedroom
	public transport and could	dwelling sizes, including a mix
	-The area is poorly serviced by	must demonstrate a diversity of
	bedroom dwellings.	requirements that applications
	housing diversity e.g. x 3	The CDP includes in 2.1 and 2.1
	the developer to achieve	
	-There is no commitment for	addressed in the report.
	and the differential term,	and open space have been
	changes to the amendment;	from notice and review rights
33	amendment and request	traffic, car parking, exemption
33	the eastern part of precinct. Object to the proposed	Issues of; overdevelopment,
	should be extended to include	
	development. School zone	Affordable Housing Strategy.
	from being part of this	Council's draft Social and
	Strongly oppose the school	State planning policy and
	trouble.	Affordable Housing supports
	in previous area it attracted	proposed.
	living near affordable housing,	affordable dwellings are
	good idea? Hesitant about	One hundred and fifty
	affordable housing will be a	has not yet been determined.
	housing? Why do we think	Location of affordable housing
	housing be located? How many dwellings will be affordable	assessment.
	Where will the affordable	be considered as part of this assessment.
	my dwelling.	overlooking, visual bulk etc. will
	off sunlight and overlook into	dwellings. Overshadowing,
	behind my dwelling, blocking	applications for residential
	Three storey apartments will be	used to assess planning
		The Planning Scheme will be
	add extra vehicles to the roads.	
	We need to fix roads before we	the report.

overdevelopment of the site. -8 storey apartment towers do not fit in with the area. -Should be mandated that no higher than 4 storeys (not preferred heights). -Size of dwelling should reflect housing diversity. -Developer should be required to pay 11.4% on land within the precinct. -Poor access to public transport which will result in traffic chaos. -Full signalisation of Cobar Street prior to construction. -Assessment of car parking provision including suitability of scale location and capacity to service the anticipated car parking demand. -Council to display plans and notify residents. -More information is required as it is not clear how the following will be funded: Public Acquisition on 960 North Rd, East Bentleigh The signalisation of Cobar St/North Rd/Crosbie Rd intersections Any necessary upgrades to those networks. The availability and capacity of

traffic, car parking, exemption from notice and review rights and open space have been addressed in the report.

The CDP includes in 2.1 and 2.1 requirements that applications must demonstrate a diversity of dwelling sizes, including a mix of one, two and three bedroom apartments and town houses.

A Public Acquisition Overlay is not proposed as part of this Amendment.

The DCP explains how the intersections will be funded.

The Utility Servicing
Assessment Report by Wood
and Grieve Engineers 2018
examined the capacity of
existing infrastructure. This
report was a background report
that formed part of the
exhibited documents.

Pro-forma letter 36 – 42, 44, 47-52, 57, 71-151 population and East Village.
Object to Amendment and request several changes;
-3,000 dwellings is an overdevelopment and should be reduced.

to cater for increased

the electricity, drainage, sewer water and digital networks.
-High school should be increased in size to 7-12 years

-8 storey apartments do not fit in with the character of the area. No higher than 4 storeys should be built. This should be mandated, not preferred. -Size of apartments should reflect real housing diversity. -Developer should pay 11.4% Issues of; overdevelopment, traffic, car parking, exemption from notice and review rights and open space have been addressed in the report.

The CDP includes in 2.1 and 2.1 requirements that applications must demonstrate a diversity of dwelling sizes, including a mix of one, two and three bedroom apartments and town houses.

	for open space on all land. -Area is poorly serviced by public transport and will result in traffic chaos. -Full signalisation of Cobar Street prior to construction. -Assessment of car parking provision including suitability of scale location and capacity to service the anticipated car parking demand. -Council to display plans and notify residents. -More information is required as it is not clear how the following will be funded: Public Acquisition on 960 North Rd, East Bentleigh The signalisation of Cobar St/North Rd/ Crosbie Rd intersections Any necessary	A Public Acquisition Overlay is not proposed as part of this Amendment. The DCP explains how the intersections will be funded. The Utility Servicing Assessment Report by Wood and Grieve Engineers 2018 examined the capacity of existing infrastructure. This report was a background report that formed part of the exhibited documents.
	Rd intersections Any necessary	
	upgrades to those networks. The availability and capacity of	
	the electricity, drainage, sewer	
	water and digital networks.	
43	Site is contaminated with asbestos Demolition will put airborne asbestos particles in the atmosphere. This can cause a form of cancer.	Removal of asbestos is addressed at the building application stage. As part of the building application documentation, a demolition procedure will need to be submitted to Council explaining how the asbestos will be safely removed.
45	Object to Amendment and request several changes; -3,000 dwellings is an overdevelopment and should be reduced8 storey apartments do not fit in with the character of the area. No higher than 4 storeys should be built. This should be mandated, not preferredSize of apartments should reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaos. Full signalisation of Cobar	These matters have been addressed in the report or in this attachment.

	Street prior to construction.	
	-Assessment of car parking	
	provision including suitability of	
	scale location and capacity to	
	service the anticipated car	
	parking demand.	
	-Council to display plans and	
	notify residents.	
	-More information is required	
	as it is not clear how the	
	following will be funded: Public	
	Acquisition on 960 North Rd,	
	East Bentleigh The signalisation	
	of Cobar St/North Rd/ Crosbie	
	Rd intersections Any necessary	
	upgrades to those networks.	
	The availability and capacity of	
	the electricity, drainage, sewer	
	water and digital networks.	
	-Any necessary upgrades to	
	those networks.	
	- There should also be sporting	
	grounds and facilities provided	
	for the proposed school, so that	
	the students are not reliant on	
	already over-stretched	
	resources.	
46	Object to Amendment and	These matters have been
	request several changes;	addressed in the report or in
	-3,000 dwellings is an	this attachment.
	overdevelopment and should	
	be reduced.	
	-8 storey apartments do not fit	
	in with the character of the	
	area. No higher than 4 storeys	
	should be built. This should be	
	mandated, not preferred.	
	-Size of apartments should	
	oize of apartments should	
	reflect real housing diversity.	
	reflect real housing diversity.	
	reflect real housing diversityDeveloper should pay 11.4%	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all land.	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaos.	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaosDevelopment should not	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaosDevelopment should not proceed until public transport is	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaosDevelopment should not proceed until public transport is addressed or at the very	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaosDevelopment should not proceed until public transport is addressed or at the very minimum, bus routes 627, 630	
	reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaosDevelopment should not proceed until public transport is addressed or at the very minimum, bus routes 627, 630 and 822 need to operate at	

	to encourage residents to use	
	buses rather than cars.	
	-Full signalisation of Cobar	
	Street prior to construction.	
	-Assessment of car parking	
	provisions, including suitability	
	of scale location and capacity to	
	service the anticipated car	
	parking demand.	
	-Council to display plans and	
	notify residents.	
	-More information is required	
	as it is not clear how the	
	following will be funded: Public	
	Acquisition on 960 North Rd,	
	East Bentleigh The signalisation	
	of Cobar St/North Rd/ Crosbie	
	Rd intersections Any necessary	
	upgrades to those networks.	
	The availability and capacity of	
	the electricity, drainage, sewer	
53	water and digital networks. Points of concern:	These matters have been
33		
	-Residential overdevelopment	addressed throughout the
	and heights.	report and this attachment.
	-Eight storeys not in character	
	with the area.	
	-Size of apartments should	
	reflect housing diversity.	
	-Open space levy.	
	-Traffic and parking issues.	
	-All parking should be	
	maintained within the precinct.	
	-Intersection treatment South	
	Drive- parking and safety	
54	-Have been operating business	
	within the precinct since 2002.	Traffic and location of the
	-Concerned about the road	school have been addressed
	safety for our staff.	above or in the report.
	-Access in and out of the site	
	via signalised intersections	
	should be addressed at the	
	beginning of the	
	redevelopment.	
	-Concerned about the school	
	being located at the rear of the	
	precinct, traffic congestion,	
	safety etc.	
55	Object to proposal with respect	VPA has responded by
	to the impact the proposal has	redesigning the intersection

on our residential property. further west of the property. Proposal is flawed as it is not in The subject property is no close proximity to public longer a part of redesigned intersection design. However, transport. The proposal is also flawed the design still requires the because it is not accessible land owned by VicRoads and from a major road like Nepean would require the removal of Highway. This results in the the part of the structure which proposal converting a minor crosses the title boundaries between it and 962 North Street (Cobar St) into a major access route with substantial Road. The VPA has consulted effects on Cobar St. with VicRoads during the 2.3.1 CDP - Construction of the process of designing the intersection and VicRoads are Cobar st/North rd/Crosbie intersection requires aware that their land will be demolition of properties on the required as part of the corner of North and Crosbie rd. intersection upgrade. It is odd that Council & VPA are sponsoring a private development which can not be implemented without compulsory acquisition of privately owned land. Earlier proposal for Virginia Park was rejected because of impact on residential properties, nothing has changed. Proposed turning lane is 2m from the front of the existing house on North rd, even if house was reduced in size, turning lane would be 4.4m from house. Reject plan for a alternative proposal; less traffic generating, less intensive and restricted to land owned by developers, does not require compulsory acquisition and upgrades to Cobar Street. 56 Object to Amendment and These matters have been request several changes; addressed in the report or in -3,000 dwellings is an this attachment. overdevelopment and should be reduced. -8 storey apartments do not fit in with the character of the area. No higher than 4 storeys should be built. This should be mandated, not preferred.

	-A 15 metre setback from North	
	Rd for all structures and	
	footpaths, so that the	
	development does not hinder	
	road widenings for bike paths.	
	-Size of apartments should	
	reflect real housing diversity.	
	-Developer should pay 11.4%	
	for open space on all land.	
	-Area is poorly serviced by	
	public transport and will result	
	in traffic chaos.	
	-Development should not	
	proceed until public transport is	
	addressed or at the very	
	minimum, bus routes 627, 630	
	and 822 need to operate at	
	least every 15 minutes from	
	7am to 9pm, 7 days per week	
	to encourage residents to use	
	buses rather than cars.	
	Full signalisation of Cobar	
	Street prior to construction.	
	-Assessment of car parking	
	provision including suitability of	
	scale location and capacity to	
	service the anticipated car	
	parking demand.	
	-Council to display plans and	
	notify residents.	
	-More information is required	
	as it is not clear how the	
	following will be funded: Public	
	_	
	Acquisition on 960 North Rd,	
	East Bentleigh The signalisation	
	of Cobar St/North Rd/ Crosbie	
	Rd intersections Any necessary	
	upgrades to those networks.	
	The availability and capacity of	
	the electricity, drainage, sewer	
	water and digital networks.	
58	Object to Amendment and	These matters have been
	request several changes;	addressed in the report or in
	-Size of apartments should	this attachment.
	reflect real housing diversity.	ans accomment.
	-Developer should pay 11.4%	
	for open space on all land.	
	-Area is poorly serviced by	
	public transport and will result	
	in traffic chaos.	
	III danie chaos.	

	-Development should not proceed until public transport is	
	addressed or at the very	
	minimum, bus routes 627, 630	
	and 822 need to operate at	
	least every 20 minutes from	
	7am to 9pm, 7 days per week	
	to encourage residents to use	
	buses rather than cars.	
	-Full signalisation of Cobar	
	Street prior to construction.	
	-A 15 metre setback from North	
	Rd for all structures and	
	I .	
	footpaths, so that the	
	development does not hinder	
	road widenings for bike paths.	
61	Landowners support the	It is considered that the
	amendment but query	wording of the Schedule and
	prescriptive nature of CDP and	the CDP should be
	in part Schedule 2 of the CDZ.	strengthened to provide
	Matters that need further	Council, residents and
	consideration;	developers with certainty.
	-Roads	
	-Development contributions	
	-Land Use	
	-Built form	
	-CDP	
	-East Village Structure Plan	
62	Applaud council for taking this	Overdevelopment and heights
	consultation with the	has been addressed in the
	community reference group	report.
	and employing the VPA for	
	their expertise.	Infrastructure will be delivered
	However community is	through the DCP.
	concerned about the scale of	
	development.	
	How can council ensure that	
	VicRoads and, where	
	appropriate, the landowners	
	provide the appropriate	
	infrastructure to the	
	surrounding area to ensure the	
	3000 residential and expected	
	over 4000 cars do not	
	negatively affect the	
	surrounding community?	
63	Concerns are;	-Exemption from notice and
	-that Council is seeking to	review has been addressed in
	restrict future appeals to VCAT	the report.
I	1	
	on planning proposals within	

	NAC). This is because the	the scale recommended, is
	Activity Centre (East Bentleigh	A retail centre at East Village, of
	East Bentleigh Neighbourhood	concluded that;
04	unacceptable impacts on the	prepared by MacroPlan Dimasi
64	The Amendment will have	the precinct. The Retail Assessment Report
		re-development of the site over an approximate 10 year period. The planning controls; the CDZ and CDP are designed to foster economic activity within the precinct which will bring jobs to
		Their analysis indicates that approximately 3,685 to 4,350 jobs could be provided by the
		-In terms of job opportunities the JLL report concludes that; Principally job yields come from the development of office and retail facilities and to a lesser extent residential.
		-A new Council-owned community building in the Town Centre (1,500 square metres).
		-A new pavilion in Marlborough Park.
	adequate or appropriate employment opportunities.	-A new Town Square (1,500 square metres).
	scopeno controls to ensure	-Extension of Marlborough Street Reserve (0.6 hectares).
	and the one building envisaged in there is very limited in its	-A new Central Park (1 hectare).
	-that there are insufficient community facilities included	Proposed new community infrastructure:
	addresses environmental issues only)building heights are "preferred" only, so may be increasedno requirement to provide housing diversity in the form of number of bedrooms.	-CDP includes a requirement that applications incorporating residential development must demonstrate a diversity of dwelling sizes, a mix of one, two, and three bedroom apartments and town houses.
	documentation has assessed the full heritage and history value of the land at issue (the Environmental Report which	-Heights have been addressed in report.
	this developmentthat none of the	-Site is not in a heritage or Neighbourhood Character Area.

	Amanda ant da a a a tanta	annested to be seen
	Amendment does not restrict the establishment of supermarkets to the 'retail sub precinct'. Unless clear and enforceable requirements are included around the staging of the overall development and limiting retail floor space, Council should abandon the Amendment.	expected to have some trading impacts on existing facilities. The estimated impacts are not considered to threaten the viability of any centre in the region. This conclusion reflects the broad range of facilities and services at the major activity centres in the area, and the top-up shopping role of the smaller centres.
65	-Insufficient infrastructure to support this projectinsufficient car parking at train stationsTrain stations are not in close proximityExisting traffic problems in the areaVery few parks in the areaOvershadowing of homes	These issues have been addressed in the report.
66	Traffic on Crosbie rd and Murrumbeena rd will increase significantly Intersection Murrumbeena/ Crosbie rd must be reworked: - add traffic lights - consider rotunda.	Traffic has been addressed in the report.
67	-3,000 dwellings is an over development and should be reduced in size8 storeys too high. No higher than 4 storeys should be builtSize of apartments should reflect real housing diversityDeveloper should be required to pay more than 5.7%Area is poorly serviced by public transport and will result in traffic chaos. Until this is addressed development should not go aheadFull signalisation of Cobar Street prior to constructionAn assessment of the proposed car parking provisionsCouncil displays any development plans.	These issues have been addressed in the report or in the attachment.

	-That George street is not changed into a left turn only into East Boundary Road.	
	-Provide more information on how the following will be funded;	
	-PAO on 960 North RoadThe signalisation of Cobar St/North Rd/ Crosbie Rd intersectionsAny necessary upgrades to those networksThe availability and capacity of the electricity, drainage, sewer water and digital networks.	
68	-Adding more dwellings without thinking of the following; new school, McKinnon shopping centre, traffic management.	These issues have been addressed in the report.
69	Oppose the amendment for the following reasons:	These issues have been addressed in the report.
	-Increase in residents without any additional public services. There will be additional pressure on existing servicesIncreased traffic due to increased residents and new school in the areaNot enough public transport to the site Might consider supporting this development if the current residents of the affected area will be granted access to the secondary school and additional public transport routes to be carefully designed and implemented.	
70	Object on the following grounds: -Concerned about the level of	These issues have been addressed in the report.
	development across Glen Eira8 storeys too high. There's no adequate justification for these heights.	

-3,000 dwellings will result in a huge increase in population5train on Council facilities has not been adequately consideredMore quality and adequate green space is requiredAmenity is poor e.g., overshadowing, site access, quality of open spaceTraffic management is a major issue -Public transport to the site is poor and there is no committed or funded position5chool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following: -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional applications that are found to have meritAdditional applications to the mandatory height controls, reducing council's ability to consider future permit applications that are found to have meritAdditional applications that are found to have merit.			
-Strain on Council facilities has not been adequately consideredMore quality and adequate green space is requiredAmenity is poor e.g., overshadowing, site access, quality of open spaceTraffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority Victorian Planning Authority Victorian Planning Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional applications -Additional applications that are found to have meritAdditional applications -Additional applications that are found to have meritAdditional applications		-3,000 dwellings will result in a	
not been adequately considered. -More quality and adequate green space is required. -Amenity is poor e.g. overshadowing, site access, quality of open space. -Traffic management is a major issue -Public transport to the site is poor and there is no committed or funded position. -School should be larger and have its own grounds. -There seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the development. -A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority Victorian Planning Authority Victorian Planning Authority Victorian Planning Council shadice provided by the VPA in some critical respects, including but not limited to the following: -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have merit. -Inclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have merit. -Additional application -Additional application shat are found to have merit. -Additional application		huge increase in population.	
considered. -More quality and adequate green space is requiredAmenity is poor e.g. overshadowing, site access, quality of open spaceTraffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority Victorian Planning Authority Victorian Planning Authority Victorian Planning Authority Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following: -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		-Strain on Council facilities has	
considered. -More quality and adequate green space is requiredAmenity is poor e.g. overshadowing, site access, quality of open spaceTraffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority Victorian Planning Authority Victorian Planning Authority Victorian Planning Authority Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following: -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		not been adequately	
green space is requiredAmenity is poor e.g. overshadowing, site access, quality of open spaceTraffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
green space is requiredAmenity is poor e.g. overshadowing, site access, quality of open spaceTraffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		I	
-Amenity is poor e.g. overshadowing, site access, quality of open spaceTraffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following: -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
overshadowing, site access, quality of open space. -Traffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority Victorian Planning Authority Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following: -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		1	
quality of open space Traffic management is a major issue - Public transport to the site is poor and there is no committed or funded position School should be larger and have its own grounds There seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the development A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; - More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have merit Inclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have merit Additional application			
-Traffic management is a major issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority Amendment and notes that it differs from the advice provided by the VPA in some critical to the development with authority will provide certainty to all parties, residents, Council has recommended changes to the controls that will provide certainty to all parties, residents, Council has recommended changes to the controls that will provide certainty to all parties, residents, Council has recommended changes to the			
issue -Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
-Public transport to the site is poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		I .	
poor and there is no committed or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the followingMore restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
or funded positionSchool should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		· ·	
-School should be larger and have its own groundsThere seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		1 '	
have its own grounds. -There seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the development. -A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
-There seems to be no reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the development A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
reference to expert advice e.g. jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the development A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		_	
jobs, advice - It shouldn't be up to Council/residents to fund elements that are critical to the development A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
- It shouldn't be up to Council/residents to fund elements that are critical to the development A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; - More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
Council/residents to fund elements that are critical to the development. -A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		1 -	
elements that are critical to the developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
developmentA major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		,	
-A major project such as this should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		I	
should be planned with consideration of what's happening in the whole of the municipality. Victorian Planning Authority VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		1	
consideration of what's happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
happening in the whole of the municipality. Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following;More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
Victorian Planning Authority 152 VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		consideration of what's	
VPA has reviewed the Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		happening in the whole of the	
Amendment and notes that it differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		municipality.	
differs from the advice provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application	Victorian Planning Authority	VPA has reviewed the	Council has recommended
provided by the VPA in some critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application	152	Amendment and notes that it	changes to the controls that
critical respects, including but not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		differs from the advice	will provide certainty to all
not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		provided by the VPA in some	parties, residents, Council and
not limited to the following; -More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		critical respects, including but	developers.
-More restrictive wording to the planning controls, which we consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
consider reduces Council's ability to consider future permit applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		the planning controls, which we	
applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
applications that are found to have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		ability to consider future permit	
have meritInclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
-Inclusion of more restrictive overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		1	
overshadowing controls for public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application			
public open space, which would effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have merit. -Additional application			
effectively result in mandatory height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		_	
height controls, reducing Council's ability to consider future permit applications that are found to have meritAdditional application		1	
Council's ability to consider future permit applications that are found to have meritAdditional application			
future permit applications that are found to have meritAdditional application			
are found to have meritAdditional application			
-Additional application		1	
requirements for town planning		1	
		requirements for town planning	

	applications within the	
	precinct, which may increase	
	the complexity of the permit	
	process with unclear benefit.	
	-Additional limitations on	
	residential uses in mixed use	
	and retail areas, which may	
	affect the viability of these	
	areas of the precinct.	
	VPA is supportive of the	
	Amendment, but does not	
	support the changes made that	
	differ from advice provided by	
	the VPA (with the exception of	
	those changes made by the	
	Minister as a condition of	
	authorisation).	
153 LATE	Object to Amendment and	These issues have been
	request several changes;	addressed in the report.
	-3,000 dwellings is an	
	overdevelopment and should	
	be reduced.	
	-8 storey apartments do not fit	
	in with the character of the	
	area. No higher than 4 storeys	
	should be built. This should be	
	mandated, not preferred.	
	-Size of apartments should	
	reflect real housing diversity.	
	-Developer should pay 11.4%	
	for open space on all land.	
	-Area is poorly serviced by	
	public transport and will result	
	in traffic chaos.	
	-Development should not	
	proceed until public transport is	
	addressed or at the very	
	minimum, bus routes 627, 630	
	and 822 need to operate at	
	least every 15 minutes from	
	7am to 9pm, 7 days per week	
	to encourage residents to use	
	buses rather than cars.	
	Full signalisation of Cobar	
	Street prior to construction.	
	-Assessment of car parking	
	provision including suitability of	
	scale location and capacity to	
	service the anticipated car	
	parking demand.	

	-Council to display plans and notify residentsMore information is required as it is not clear how the following will be funded: Public Acquisition on 960 North Rd, East Bentleigh The signalisation of Cobar St/North Rd/ Crosbie Rd intersections Any necessary upgrades to those networks. The availability and capacity of the electricity, drainage, sewer water and digital networks.	
154 LATE	Support the amendments, noting no dilution of the previous developer commitments of a) \$4.6M for a synthetic soccer pitch and environs (we assume this includes match-level sportsground lighting) and b) 2.6M towards a new sports pavilion at Marlborough Street Reserve. We seek clarification on the exactly where 'low-lying areas' of Marlborough Street Reserve will be used for flood mitigation.	The Stormwater Drainage and Assessment Report prepared by Cardno outlines three flood mitigation options which includes modelling and results. Option 3 is the preferred option. The low –lying areas that will be used for flood mitigation include mainly the northern boundary of Marlborough Reserve.
155, 157 LATE	Object to Amendment and request several changes; -3,000 dwellings is an overdevelopment and should be reduced8 storey apartments do not fit in with the character of the area. No higher than 4 storeys should be built. This should be mandated, not preferredSize of apartments should reflect real housing diversityDeveloper should pay 11.4% for open space on all landArea is poorly serviced by public transport and will result in traffic chaosFull signalisation of Cobar Street prior to construction.	Issues of; overdevelopment, traffic, car parking, exemption from notice and review rights and open space have been addressed in the report. The CDP includes in 2.1 and 2.1 requirements that applications must demonstrate a diversity of dwelling sizes, including a mix of one, two and three bedroom apartments and town houses. A Public Acquisition Overlay is not proposed as part of this Amendment. The DCP explains how the intersections will be funded.

	-Assessment of car parking	
	provision including suitability of	The Utility Servicing
	scale location and capacity to	Assessment Report by Wood
	service the anticipated car	and Grieve Engineers 2018
	parking demand.	examined the capacity of
	-Council to display plans and	existing infrastructure. This
	notify residents.	report was a background report
	-More information is required	that formed part of the
	as it is not clear how the	exhibited documents.
	following will be funded: Public	
	Acquisition on 960 North Rd,	
	East Bentleigh The signalisation	
	of Cobar St/North Rd/ Crosbie	
	Rd intersections Any necessary	
	upgrades to those networks.	
	The availability and capacity of	
	the electricity, drainage, sewer	
	water and digital networks.	
156 LATE additions to 87	-3000 apartments represent an	These issues have been
	overdevelopment of the site	addressed in the report.
	and should be substantially	addressed in the report.
	reduced.	
	-How can we be assured of this	
	when building heights are not	
	mandatory, instead they are	
	preferred?	
	-The number and height of the	
	buildings must be mandated by Council or the Minister.	
	-The developer should be	
	required to commit to a more	
	balanced percentage of 1/2/	
	and 3 bedroom apartments.	
	-Marlborough Park and Virginia	
	Park already exist and should	
	not be included in open space.	
	Increase in open space and	
	more planning is needed to	
	provide appropriate open	
	space.	
	-Development should not go	
	ahead.	
	-All proposed changes to the 5	
	intersections need to be done	
	now. These intersections do not	
	operate effectively now.	
	-In terms of car parking, who	
	does the assessment and why	
	will we not be able to comment	
	once the assessment is done?	
	-This ratio will not cater for the	

	needs of EV residents to park their vehicles - (1 spot for 1 and 2 bedroom apartments - 2 spots for 3, 4, 5 etc. bedrooms - 1 spot for every 5 dwellings for visitor car parking). -Consultation: Council displays any development plans and notifies the residents.	
158 LATE	Object to the following; -The location of the proposed school. Traffic and parking issues resulting from schoolThere are a number of good reasons for locating school at the front of the site; identifiable by police, reduce public load on the parkTraffic and intersection issuesHow can so many intersections be located so close together? -Object to height, size and density of development.	These issues have been addressed in the report.

Submissions of support

Submitters	Submission	Officer response
22	Support the East Village project that generates economic advantages and dwellings to accommodate more than 6,000 residents. The plan provides a comfortable living environment, highly demanded school and perhaps jobs. However concerned about the traffic congestion on North Road as it already congested.	Acknowledged
21	Support the amendment but would like to be contacted by the developer so that suitable mail delivery arrangements can be built into the plans specifically provided safe parking for mail delivery officers, and a central mail delivery area for residential and business customers.	Acknowledged
18	Support the amendment and the inclusion of affordable housing in the precinct. Need to specifically include social housing in the amendment.	Acknowledged

17	Support the project if the local area can be included in the McKinnon secondary zone, so that primary and secondary school are within walking distance. Currently in the Bentleigh secondary zone, not safe for children to ride their bikes on East Boundary Rd. The plan looks extremely good. The café and supermarket adds to the convenience of the area.	Acknowledged
59 Melbourne Water	Melbourne Water has previously reviewed and provided comments to the flood modelling work and conceptual design work for drainage. Noting that the Marlborough Reserve is currently managed by Council, and that the retarding basin proposed within its footprint will have shared uses, the ownership and maintenance responsibilities of this proposed asset should be vested with Council. Melbourne Water provides its in principle support to the proposed amendment.	Acknowledged
60	EPA does not object to the proposed Planning	Acknowledged
Environment Protection	Scheme Amendment.	
Authority		
27	South East Water does not object to the proposed	Acknowledged
South East	Planning Scheme Amendment	
Water		

GLEN EIRA PLANNING SCHEME

--/--/20--Proposed C155

SCHEDULE 2 TO CLAUSE 37.02 COMPREHENSIVE DEVELOPMENT ZONE

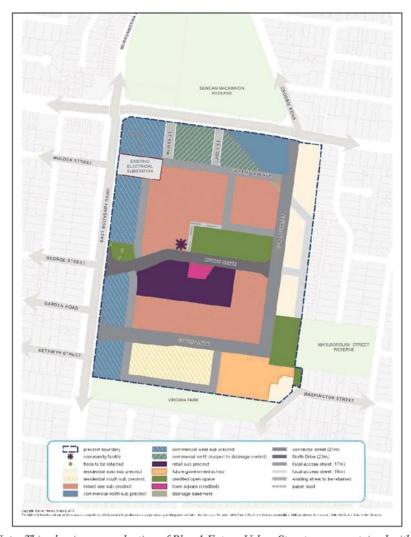
Shown on the planning scheme map as CDZ2

EAST VILLAGE COMPREHENSIVE DEVELOPMENT PLAN

Land

This schedule applies to the land located at the corner of East Boundary Road and North Road in Bentleigh East as defined by the "East Village Comprehensive Development Plan, December 2018" as 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 as contained within the East Village Comprehensive Development Plan, December 2018.

Zones - Clause 37.02 - Schedule 2

Page 1 of 16

GLEN EIRA PLANNING SCHEME

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

-/-/20--Proposed C155

Section 1 - Permit not required

Use	Condition
Accommodation (other than Corrective institution and Residential hotel)	Must be located in a residential sub-precinct as shown on Plan 1; or
	Must be located in a mixed use sub-precinct or retail sub-precinct 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 precinct boundary shown in Plan 1.
Animal keeping (other than Animal boarding)	Must be no more than 2 animals.
Art and craft centre Child care centre Education centre Exhibition centre	Must not be located in a residential sub- precinct as shown on Plan 1.
Home based business	
Industry (other than Transfer station)	Must be located in a mixed use sub-precinct or commercial north sub-precinct or commercial north sub-precinct (subject to drainage controls) as shown on Plan 1. Must not be a purpose listed in the table to Clause 52.10.
Informal outdoor recreation	
Minor utility installation	
Medical centre	The gross floor area must not exceed 250 square metres if located in a residential subprecinct as shown on Plan 1.

Zones - Clause 37.02 - Schedule 2

Page 2 of 16

GLEN EIRA PLANNING SCHEME

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

Section 2 - Permit required

Use	Condition
Accommodation (other than Corrective institution and Residential hotel) where the Section 1 condition is not met	Must not be located in commercial north, or commercial north (subject to drainage controls) or commercial west sub precinct as shown on Plan 1.
	Must be no more than 3,000 dwellings in the precinct boundary shown in Plan 1.
Industry (other than Transfer station) where the section 1 conditions are not met	Must not be located in a residential sub- precinct or commercial west sub precinct as shown on Plan 1.
Trade supplies	Must be located in commercial north sub- precinct or commercial north (subject to drainage controls) as shown on Plan 1.

Zones - Clause 37.02 - Schedule 2

Page 3 of 16

GLEN EIRA PLANNING SCHEME

Use	Condition
Leisure and recreation (other than Informal outdoor recreation and Indoor recreation facility)	Must not be located in a residential sub- precinct as shown on Plan 1.
Place of assembly (other than Exhibition centre and Place of worship)	
Residential hotel	
Retail premises (other than Adult sex product shop, and Trade supplies) where the section 1 conditions are not met	Must not be located in a residential sub- precinct as shown on Plan 1.
Any other use not in Section 1 or 3	

Section 3 - Prohibited

Use

Adult sex product shop

Brothel

Corrective institution

Transfer station

Stone extraction

Major sport and recreation facility

Motor racing

2.0 Use of land

--/--/20-Proposed C155

Requirements

The use of land must be generally in accordance with the East Village Comprehensive Development Plan, December 2018.

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 to use land 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.

Zones - Clause 37.02 - Schedule 2

Page 4 of 16

GLEN EIRA PLANNING SCHEME

- 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 in accordance with the East Village Comprehensive Development Plan, December 2018.

Decision guidelines

The following decision guidelines apply to an application for a permit to use land 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 East Village Comprehensive Development Plan, December 2018.
- 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 offsite 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.
- For residential uses the capacity of local utilities and community facilities to support the proposed number of dwellings.

GLEN EIRA PLANNING SCHEME

3.0 Subdivision

--/--/20--Proposed C155

Requirements

A permit for the subdivision of land must be generally in accordance with the East Village Comprehensive Development Plan, December 2018.

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.

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

A permit for subdivision must be generally in accordance 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 to facilitate residential development until the owner of the land enters into an agreement under section 173 of *the Act* that requires the owner of the land to provide for either of the following:

- Transfer of land within the East Village Comprehensive Development Plan, December 2018 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 East Village precinct boundary and a further seventy five (75) dwellings are to be transferred prior to the development of two thousand one hundred (2100) dwellings within the East Village precinct boundary; 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 owner has met all of its obligations under that method and in the agreement, that any obligation of the land owner to provide for affordable housing has been fully discharged.

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;

Zones - Clause 37.02 - Schedule 2

Page 6 of 16

GLEN EIRA PLANNING SCHEME

- Clearing of rubbish, environmental weeds and rocks;
- Levelled, topsoiled and grassed with warm climate grass;
- 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.

- 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.

Where any of the infrastructure set out above is funded under an incorporated development contributions plan, the amount of funding available under the incorporated development contributions plan to be applied to that infrastructure must be determined in an agreement between the Owner and the Responsible Authority and the Collecting Agency and Development Agency.

Application requirements

The following application requirements apply to an application for a permit to subdivide land 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 East Village Comprehensive Development Plan, December 2018.
- 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 East Village Comprehensive Development Plan, December 2018, 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 or any other relevant plan contained within the East Village Comprehensive Development Plan, December 2018.
- 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;

Zones - Clause 37.02 - Schedule 2

Page 7 of 16

GLEN EIRA PLANNING SCHEME

- 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 East Village Comprehensive Development Plan, December 2018 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 East Village Comprehensive Development Plan, December 2018 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 East Village Comprehensive Development Plan, December 2018.
- 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 Buildings and works

--/--/20-Proposed C155

Requirements

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

A permit for buildings and works must be generally in accordance with the East Village Comprehensive Development Plan, December 2018.

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.

Zones - Clause 37.02 - Schedule 2

Page 8 of 16

GLEN EIRA PLANNING SCHEME

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:

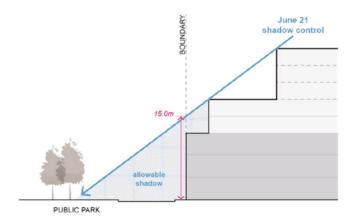
- The construction or extension of one dwelling on a lot with an area of 300 square metres or more.
- Construction or carrying out works normal to a dwelling.
- Construction or extension of an out-building (other than a garage or carport) on a lot provided the gross floor area of the out-building does 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 sub-precinct or retail sub-precinct:

- 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 East Village Comprehensive Development Plan, December 2018 between 10am and 3pm on 22 September.
- Development must not cast a shadow over more than 20% of the Town Square as identified in the East Village Comprehensive Development Plan, December 2018 between 10am and 3pm on 22 September.
- Development must not cast any additional shadow cast by a hypothetical building built to boundary at a height of 15 metres on land immediately west and north of Central Park and Town Square as identified in the East Village Comprehensive Development Plan, December 2018 for the hours 11am to 2pm on 21 June.



Zones - Clause 37.02 - Schedule 2

Page 9 of 16

GLEN EIRA PLANNING SCHEME

- Development must not cast a shadow beyond the southern kerb-line of North Drive and South Drive as identified in the East Village Comprehensive Development Plan, December 2018 between 10am and 3pm on 22 September.
- Development must not cast a shadow over any part of Virginia Park and the Marlborough Street Reserve as identified in the East Village Comprehensive Development Plan, December 2018 for at least 5 hours on 22 September.
- Development must not cast any shadow on more than 25% of the area of any public open space described in Plan 2 of the East Village Comprehensive Development Plan, December 2018 between 11am and 2pm on 21 June.
- 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 generally in accordance 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 East Village Comprehensive Development Plan, December 2018 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 East Village precinct boundary and a further seventy five (75) dwellings are to be transferred prior to the development of two thousand one hundred (2100) dwellings within the East Village precinct boundary; or

Zones - Clause 37.02 - Schedule 2

Page 10 of 16

GLEN EIRA PLANNING SCHEME

- 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.

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 buildings and works 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 East Village Comprehensive Development Plan, December 2018.
- A plan showing the proposed development in the context of Plan 1 and the relevant plans in the East Village Comprehensive Development Plan, December 2018.
- A land budget table in the same format and methodology as those within the East Village Comprehensive Development Plan, December 2018 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.

Zones - Clause 37.02 - Schedule 2

Page 11 of 16

GLEN EIRA PLANNING SCHEME

- · 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 hourly intervals from 9am to 3pm at September equinox and from 11am to 2pm at 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 East Village Comprehensive Development Plan, December 2018, 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 and any other relevant plan in the East Village Comprehensive Development Plan, December 2018.
- 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 sub-precincts, and commercial sub-precincts, 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

Zones - Clause 37.02 - Schedule 2

GLEN EIRA PLANNING SCHEME

- 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. This is to include an assessment of the precinct's existing and the proposed development traffic generation during peak AM and PM period.
 - An assessment of the likely traffic impacts associated with the proposed development, including the ability of the Cobar Street / North Road / Crosbie Road intersection to function effectively without signalisation (if not already signalised), and the implications on the operation of the broader network, including the capacity of the North Road / East Boundary Road / Murrumbeena Road intersection.
 - 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.

Zones - Clause 37.02 - Schedule 2

Page 13 of 16

GLEN EIRA PLANNING SCHEME

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

Zones - Clause 37.02 - Schedule 2

Page 14 of 16

GLEN EIRA PLANNING SCHEME

- 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.

Decision guidelines

The following decision gudelines 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 East Village Comprehensive Development Plan, December 2018.
- 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, including the operation of the East Boundary Road / North Road intersection.
- Where it is demonstrated that the traffic volume generated by the precinct is approaching or exceeds 2,000 vehicles at the peak hour, the ability of the Cobar Street / North Road / Crosbie Street intersection to function effectively without signalisation and the implications on the operation of the broader network, including the capacity of the North Road / East Boundary Road / Murumbeena Road intersection.
- 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 arrangements proposed for the maintenance of buildings, landscaping and paved areas.
- The overlooking and overshadowing as a result of building or works affecting adjoining land in the Neighbourhood Residential 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.

Zones - Clause 37.02 - Schedule 2

GLEN EIRA PLANNING SCHEME

5.0 Signs

--/--/20-Proposed C155 Sign requirements are at Clause 52.05. All land located within a residential sub-precinct as shown in Plan 1 is in Category 3. All land located within a commercial sub-precinct, retail sub-precinct or mixed use sub-precinct as shown in Plan 1 is in Category 1. All other land is in Category 4.

Zones - Clause 37.02 - Schedule 2

Page 16 of 16

East Village

Comprehensive Development Plan



CONTENTS

1 Outcomes		3
1.1	Vision	3
1.2	Objectives	5
2 Implementation		7
2.1	Land use	7
2.2	Built Form & Landscape	7
2.3	Integrated transport	16
2.4	Integrated Water Management, Sustainability and Utilities Servicing	17
2.5	Infrastructure & staging	18
3 Land	Budget	21
4 Stree	t cross sections	23
5 Reference document		28
6 Glossary		29

HOW TO READ THIS DOCUMENT

The East Village Comprehensive Development Plan (CDP) is a long term plan to facilitate the redevelopment of the East Village Precinct, and must be read in conjunction with the provisions within Clause 37.02 Comprehensive Development Zone (CDZ) and Schedule 2 (CDZ2) within the Glen Eira Planning Scheme (Planning Scheme). The CDP is incorporated into the CDZ, and as such, it must be read as part of the Planning Scheme.

A planning permit application and planning permit must 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 Requirements and Guidelines and may also include Design Guidelines.

Vision and Objectives: The vision and objectives must be complied with.

Requirements must be adhered to. Where they are not demonstrated in a permit application, requirements will be included as a condition on a planning permit whether or not they take the same wording as in the comprehensive development plan.

Guidelines are measures that should be complied with. The responsible authority may exercise discretion in relation to the assessment of an application against the Guidelines. If the responsible authority is satisfied that an application that proposes an alternative to a Guideline 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 the Requirements, Guidelines 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.

Note: This document was updated December 2018, incorporating Council's recommended changes.

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 focused 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 well-considered building design ensuring that public spaces have adequate access to sunlight. It will be well-connected to local and regional services and destinations through

EAST VILLAGE CDP - DECEMBER 2018

13

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.

4

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 office, 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 where they are highly visible and accessible to the community via safe walking and cycling paths.



2 IMPLEMENTATION

2.1 Land use

REQUIREMENTS			
R1	Applications incorporating residential development within sub precincts 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.		

GUIDELLINES		
G1	Subdivision within the Commercial and Mixed Use sub precinct should cater for a diversity of commercial uses.	
G2	Development fronting the central park and town square should incorporate commercial, retail and / or community uses within podium levels of buildings.	
G3	Dwellings are encouraged at upper levels within the Retail and Mixed Use areas.	
G4	Land uses which encourage on-street activity, such as restaurants incorporating outdoor dining, are encouraged within the Retail sub precinct along North Drive and within the town square.	
G5	Commercial uses are encouraged at ground level within the Mixed Use and Retail sub precincts.	

2.2 Built Form & Landscape

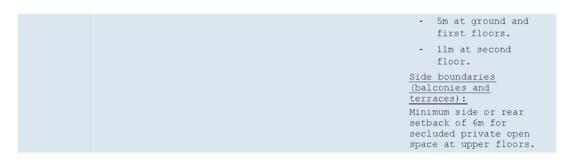
 $\ensuremath{\mathsf{R2}}$ A mix of town houses and apartments must be provided in the Residential South sub precinct.

R3 Applications for residential development Dvelopment must be generally in accordance with the heights and setbacks as outlined in Table 1 (below) of this CDP.

Table 1: Built Form Guidelines by Sub Precinct

SUB-PRECINCT	MAXIMUM HEIGHT	STREET SETBACKS	OTHER SETEACKS OR SEPARATION DISTANCES
Commercial North	16 metres (4 storeys) 23 metres (6 storeys) for a Gateway Site.	No setback.	N/A
Commercial West	16 metres (4 storeys)	 Om along East Boundary Road, with 50% of the frontage indented to a depth of approximately 3m. Om elsewhere. 	N/A
Mixed Use & Retail Centre	29 metres (8 storeys) (with 3 storey podium) Building height should gradually transition from the lower scale residential east and residential south areas towards the centre.	Om to a height of 3 storeys for the podium. 5m at upper levels above the podium, providing a clear separation between podium and tower.	Tower Separation: Minimum 12m separation between tower forms (where above 3 storeys).
Residential East and Residential South	11 metres (3 storeys)	3m setback	Rear boundaries Where abutting a residential interface outside of the precinct:

EAST VILLAGE CDP - DECEMBER 2018



2.2.1 Commercial North & West

GUIDELINES			
G6	Buildings should establish a medium-to-large grain commercial character along North Road and East Boundary Road.		
G7	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.		
G8	Buildings should be built to the boundary fronting North Road in the Commercial North Sub Precinct.		
G9	Buildings should incorporate considerable articulation and landscaping fronting the East Boundary Road street frontage in the Commercial West Sub Precinct.		
G10	Buildings should incorporate high quality materials, textures and colours that complement the residential or commercial characteristics of the surrounding streetscape, as appropriate.		
G11	Buildings should incorporate awnings or other weather protection for building entries and abutting pedestrian paths.		
	Building entrances should be located as follows:		
	 Primary pedestrian entrance to any arterial road frontage. 		
G12	 Secondary pedestrian entries from secondary streets and public pedestrian links. 		
	 Pedestrian entries and external links should have consideration to pedestrian desire lines and connections to the retail centre, central park and town square. 		
G13	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

GUIDELINES		
G 14	Town houses should be the predominant development form in the Residential East sub precinct. Each dwelling should be provided with secluded private open space within the ground floor rear setback.	
G15	Buildings should incorporate high quality materials. Colours and textures should complement surrounding development.	
G16	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.	
G17	Building setbacks should provide for a landscaped garden setting with deep planted canopy trees and permeable surfaces in front and rear setbacks.	
G 18	Buildings should provide an appropriate transition to adjoining sites that are of a lower scale in existing residential areas.	
G19	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.	

G20	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.		
G21	Front fences should not exceed a height of 1.2 metres. Fencing above 1m in height must be transparent or permeable in nature.		

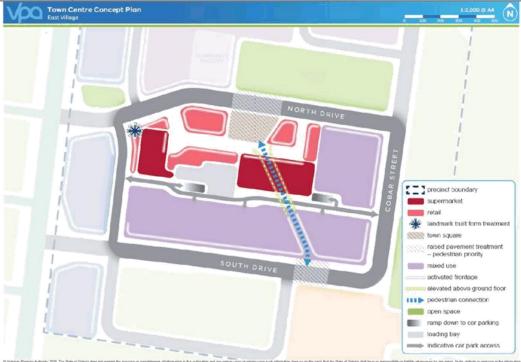
2.2.3 Mixed Use & Retail Centre

REQUIREMENTS			
R4	All buildings and structures must be setback 4 metres from the town square sub-precinct at ground floor to allow for footpath trading.		

GUIDELINES			
G22	Buildings should be designed to establish human scale form and fine-grain streetscape character.		
G23	Buildings should reinforce important street corners and entries into East Village.		
G24	Buildings should provide a podium and tower form that: - Provides clear separation between low-scale podiums and upper floor towers, in general accordance with the setbacks provided in Table 1. - Achieves a high level of internal amenity for existing and future occupants of adjacent towers, considering sunlight, daylight, privacy and visual separation. - Avoids the appearance of a continuous built form when viewed from the public realm. - Provides daylight and sunlight penetration towards public realm at ground floor. - Provides visual interest from front, oblique and side views from long and short range view-lines.		
G25	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.		
G26	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.		
G27	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.		
G28	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.		
G29	Vegetation should be provided as an intrinsic part of the public realm, including pedestrian links and communal spaces in buildings.		
G30	Buildings on corner sites should reinforce and address both street frontages.		
G31	Buildings abutting pedestrian paths should incorporate awnings or other weather protection.		
G32	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.		
G33	Apartment developments should provide rooftop landscaping, where practicable. This may include a green roof, or communal rooftop garden area or a combination of both.		
G34	Buildings should be designed to provide a mix of commercial and retail tenancy sizes, encouraging: - Small scale, fine grain tenancies at ground floor fronting the central park and town square. - A range of tenancy sizes in the remainder of the precinct.		
	etail Centre Design Guidelines section for additional requirements relating to f the town square and public pedestrian connections.		

AST VILLAGE CDP - DECEMBER 2018

TOWN CENTRE DESIGN GUIDELINES			
DG1	The town square should 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 should be designed to provide balconies which overlook and provide passive surveillance of the town square.		
DG3	The retail centre should 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) should 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 should be provided for all users.		
DG7	North Drive should 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, avoid the use of blank walls and provide visual interest through the use of a range of materials and a fine grain building form.		
DG10	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 town 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

GUIDELINES			
G35	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.		
	Buildings in the Commercial North, Commercial West, Mixed Use and Retail sub- precincts should be designed to:		
G36	 Prioritise high quality streetscapes through considered parking and access design that minimises visual and physical impacts. 		
	 Prioritise vehicle parking and access from Local Access Streets (17.0m) 		
	 Maintain active land uses at street level by locating parking structures underground in basements or towards the rear of the building if above ground. 		
	 Provide vehicle access from side streets or rear laneways if available. 		
	 Minimise access and crossover widths as much as practical. 		
	 Ensure that bicycle parking is secure, convenient and readily accessible. 		
	 Separate resident and visitor entries from commercial entries, service areas, vehicle accessways and loading zones. 		
	Buildings in the Residential East and South sub-precincts should be designed to:		
G37	 Ensure that accessways and car parking structures are visually recessive and do not compromise landscaping opportunities. 		
	 Minimise the number and width of vehicle crossings and driveways, and conceal or recess garage and basement entries. 		
	 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. 		

2.2.5 Development abutting open space

REQUIREMEN			
R5	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.		
R6	Fencing adjoining open space must be low in scale and visually permeable.		
R7	A shared road must be constructed to the north and west of the Central Park prior to, or concurrent with, the development of the Central Park.		
R8			

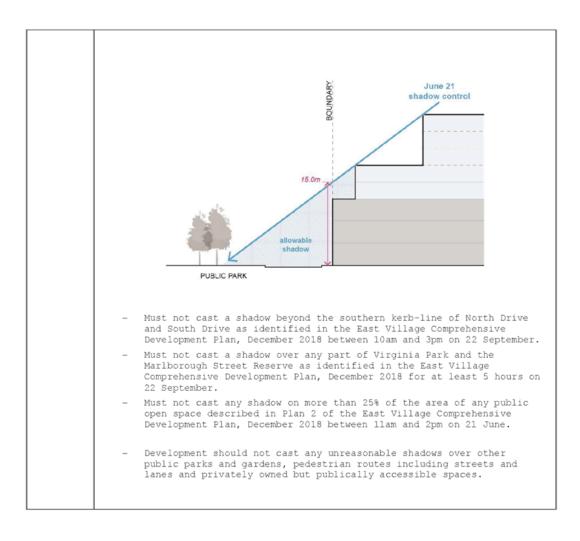


Table 2: Local Open Space

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%
Total Credited Open Space	19,310	10.0%



EAST VILLAGE CDP - DECEMBER 201

2.2.6 Landscape

REQUIREMENTS		
R9	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.	
R10	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.	
R11	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. Trees shown as 'Trees to be retained' on Plan 1 are those with a retention value of 'Very High' in Appendix 4 of the 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)	

GUIDELINE			
	The str	eet tree planting should	use species as follows:
		Cross Section	Tree Species
		Connector Street (27.0m)	Brachychiton acerifolius 'Jerilderie Red' (Flame Tree)
		North Drive (23.0m)	Acer Rubrum (October Glory)
G38		Local Access Street (17.0m)	Tristaniopsis Laurina 'luscious' (Kanooka, Water Gum); Or
G38			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)	Waterhousia floribunda (Weeping Lilly Pilly)
G39	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.		
G40	Retention of mature trees throughout the precinct is encouraged.		

2.2.7 Community Facilities

GUIDELINES		
G41	Community facilities should be designed to: - Locate entries to be visible from a public street. - Locate communal outdoor areas away from main roads. - Allow for the safe and convenient access by all members of the community.	
G42	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

R8	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.	
R9	Street blocks exceeding 100m in length must provide a minimum of one pedestrian through connection.	
R10	Street blocks exceeding 200m in length must provide a minimum of two pedestrian through connections.	
R11	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.	
R12	Roads within the precinct must be constructed in accordance with the street cross-sections in Section 4 of this CDP. Where a variation to the cross-section is sought, it must be demonstrated that the variation is required for a technical reason (e.g. location of services) and that the alternative cross-section achieves the outcomes sought by the original cross-section in terms of pedestrian, cycle and vehicle movement, street-tree plantings and urban amenity, to the satisfaction of the responsible authority.	
R13	The signalisation of the Cobar Street / North Road / Crosbie Road intersection must occur prior to the traffic movements generated by the precinct exceeding 2,000 vehicle movements in the PM peak hour, unless it can be demonstrated that the local traffic network can continue to operate effectively, including the East Boundary Road / North Road / Murrumbeena Road intersection, to the satisfaction of VicRoads and the responsible authority.	

GUIDELINES	
G43	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.
G44	Street networks within subdivisions should be designed to maximise the direct views to parks and key public spaces.
G45	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.
G46	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).
G47	Student pick-up / drop-off to the future government school should be accommodated to occur from within the precinct.

2.3.2 Walking and cycling

	The design of all streets and arterial roads must give priority to the requirements of pedestrians and cyclists by providing:	
	 Pedestrian paths of at least 1.8 metres in width on both sides of all streets and roads unless otherwise specified in this plan. 	
	 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. 	
	 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. 	
R14	- Safe pedestrian crossings of arterial roads at key intersections.	
	 Pedestrian priority where local roads intersect with connector roads and across all car park entrances. 	
	- Pedestrian and cyclist priority crossings on all slip lanes.	
	 Consistent line/lane marking, visual clues and signage identifying cycle priority routes. 	
	 Safe and convenient transition between on-and off-road bicycle networks. 	
	All to the satisfaction of the coordinating road authority and the responsible authority.	

16

GLEN EIRA CITY COUNCIL

R15	Bicycle parking and end of trip facilities must be provided in all commercial buildings.
	bullulings.

GUIDELINES		
G48	Pedestrian movements should be prioritised by providing clear links between key destinations within the precinct.	
G49	Bicycle parking for the retail centre should be provided within the Town Square and should be visible from North Drive.	
G50	North-south pedestrian connectivity should be provided through the school grounds.	
G51	Pedestrian priority should be given at all intersections through appropriate measures such as raised pedestrian crossings and side-street threshold treatment.	

2.4 Integrated Water Management, Sustainability and Utilities Servicing

2.4.1 Integrated Water Management and Sustainability

REQUIREMENTS	
R16	Stormwater runoff from new development must meet or exceed the performance objectives of the CSIRO Best Practice Environmental Management Guidelines for Urban Stormwater (1999) prior to discharge to receiving waterways, unless otherwise approved by Melbourne Water and the responsible authority.
R17	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.
R18	Design of stormwater drainage retarding and quality treatment infrastructure must be to the satisfaction of the Responsible Authority and Melbourne Water.
R19	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.

GUIDELINE	ss	
G52	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.	
G53	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).	
G54	Ecological Sustainable Development principles should be explored and encouraged in all development, such as the inclusion of: - Material re-use and recycling; - Use of materials with reduced embodied energy; - Electrical self-generation, car charge schemes, smart grids and battery storage; - Use of UDIA Envirodevelopment Tool (or equivalent); - Measures that reduce the urban heat island effect; and - Waste management initiatives.	

2.4.2 Utilities Servicing

REQUIREMENTS		
R20	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.	
R21	All new electricity supply infrastructure (excluding substations and cables with voltage greater than 66kv) must be provided underground.	

GUIDELINES	
G55	Above-ground utilities should be located outside of key view lines and public open space reserves where possible, and appropriately screened.
G56	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

REQUIREME	REQUIREMENTS						
R22	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 and alignment.						
R23	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

REQUIREMENTS	
R24	Development staging must provide for the timely provision and delivery of: - Connector streets; - Street links between properties, constructed to the property boundary; - Public land areas, including open space reserves; - Connection of the on- and off-road pedestrian and bicycle network.
R25	Staging will be determined largely by the development proposals on land within the precinct. Development applications must demonstrate how the development will: - Integrate with adjoining developments, including the timely provision of road and walking/cycling path connections; - How local open space will be provided in the early stages of development; - Provide sealed road access to each new allotment and constructed to a residential standard. - Deliver any necessary trunk services extensions, including confirmation of the agreed approach and timing by the relevant service provider.

GLEN EIRA CITY COUNCIL

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

 $\textit{GECC = Glen Eira City Council; TfV = Transport for Victoria; DET = Department of Education and Training S= Short; \textit{M} = Medium; \textit{L} = Long \\ \textit{L} = \textit{Long} \\ \textit{L} = \textit{Lon$

3 LAND BUDGET

Table 3: Summary land use budget

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

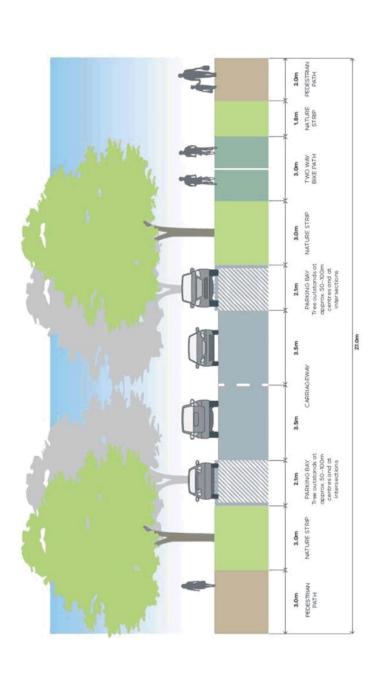
SUB-TOTAL NDA PER LAND USE			
Commercial	5.07	20.6%	
Mixed Use	8.32	33.8%	
Retail	1.50	6.1%	
Residential	4.92	20.0%	
TOTAL NET DEVELOPABLE AREA - Ha	19.81	80.6%	

EAST VILLAGE CDP - DECEMBER 2018

DEVELOPMENT ASSUMPTIONS		
Dwellings	3,000	dwelling units
Retail floorspace	12,000	m2 GLFA
Commercial floor space	80,000	m2 GLFA

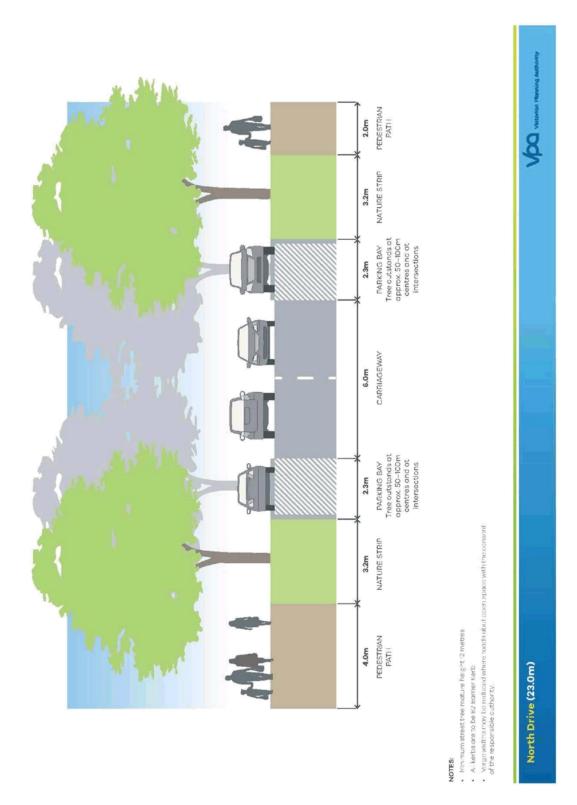
4 STREET CROSS SECTIONS

Connector Street - 27m - Bus Capable

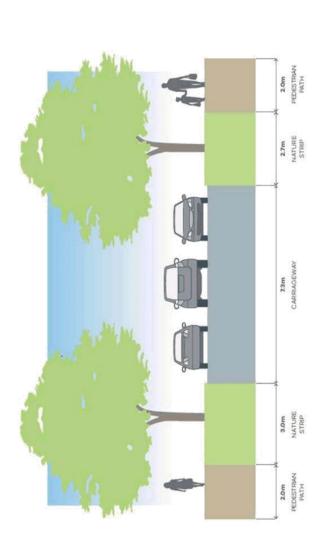


Connector Street (27.0m) - Bus Capable

North Drive - 23m



Local Access Street - 17m

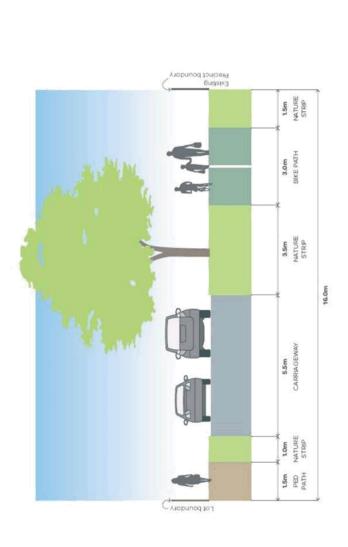


NOTES:

• Minimum street tree mature height 15 metres
• All kerbs are to be 52 Barrier Kerb

Local Access Street (17.0m)

Local Access Street - 16m - Eastern Boundary

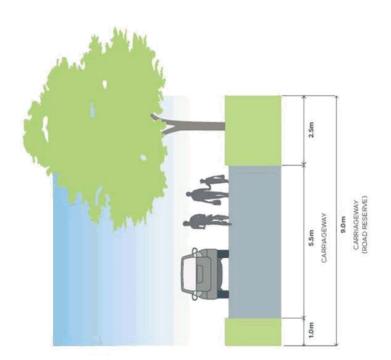


Local Access Street (16.0m)

GLEN EIRA CITY COUNCIL

Access Lane - 9m





Access Lane (9.0m)

5 BACKGROUND DOCUMENT

East Village Structure Plan 2018-2031

6 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.

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 Use 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).



PRELIMINARY

FOR DISCUSSION ONLY

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

DATE 8/08/2018

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL COST
		+			CO31
	Item 1 - Marlborough Street Reserve - Soccer Fields				
	Soccer Fields (130x65m) - Synthetic turf	NO			1,921,000
	Including the following:				
	-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
				,	
	Site Works				
	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	4 000		-
	- Pedestrian gravel footpath (approx. 3m wide)	M2	1,900	80	152,000
	Boundary walls, fences and gates Outbuildings and covered ways	ITEM ITEM			110,000
	Landscaping and Improvements	I ITEM			70,000
	- Garden bed, incl. tree & shrubs	M2	4,000	65	260,000
	- Lawn, incl. topsoil & grass	M2	8,800	8	70,400
	- Lawii, iiici. topsoli & grass	1412	3,300		70,400
	External Services				
	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 light & navor	ITEM ITEM			60,000
	External light & power External communications - Assume nil	ITEM			60,000
	External communications - Assume mil	TIEW			
SUB-TOTA	AL			\$	3,378,400
PRELIM	INARIES (Included Above)	-	%	\$	-
COST ES	SCALATION TO TENDER (Included Above)	-	%	\$	-
COST ES	SCALATION DURING CONSTRUCTION (Included Above)	-	%	\$	-
COUNC		3.25	%	\$	109,798
	RITY FEES	1.00		\$ \$	33,784
	CMANAGEMENT	2.00			67,568
	NMENTAL MANAGEMENT	0.50		\$ \$	16,892
	//DESIGN	5.00		\$	168,920
	ISION & PROJECT MANAGEMENT	9.00		\$	304,056
	TABLISHMENT IGENICY	2.50		\$	84,460
CONTIN LOOSE I	FURNITURE & EQUIPMENT (Excluded)	15.00 ITEM	70	\$ \$	506,760
	, ,				A 670 620
	TED TOTAL PROJECT COST (Excluding GST) ce Contract - August 2018)			\$.	4,670,638



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

ELEM	DESCRIPTION		UNIT	QUANTITY	RATE	TOTAL
						COST
	Item 2 - Marlborough Street Reserve - Pavilion					
	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	(FFCA)	ITEM	20	2.400	130,000
	Storage	(FECA)	M2	20	2,100	42,000
	Office	(FECA)		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
	Site Works		1758.4			40.000
	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
	External Services					
	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
SUB-TOTA	AL				\$	1,804,670
PRELIM	INARIES (Included Above)		-	%	\$	-
COST ES	SCALATION TO TENDER (Included Above)		-	%	\$	-
COST ES	SCALATION DURING CONSTRUCTION (Included Above	:)	-	%	\$	-
COUNC	L FEES		3.25	%		58,652
AUTHO	RITY FEES		1.00	%	\$ \$ \$	18,047
TRAFFIC	MANAGEMENT		2.00	%	\$	36,093
ENVIRO	NMENTAL MANAGEMENT		0.50	%	\$	9,023
SURVEY	/DESIGN		5.00	%	\$	90,234
SUPERV	ISION & PROJECT MANAGEMENT		9.00	%	\$	162,420
SITE EST	FABLISHMENT		2.50	%	\$	45,117
CONTIN	GENCY		15.00	%	\$	270,701
LOOSE F	FURNITURE & EQUIPMENT (Excluded)		ITEM		\$	-
	TED TOTAL PROJECT COST (Excluding GST)				\$	2,494,956
(rixea Pric	ce Contract - August 2018)					



PRELIMINARY

FOR DISCUSSION ONLY

EAST VILLAGE STRATEGIC SITE Community Infrastructure Design & Costings Item 3 - Virginia Park - Open Space Upgrade DATE 8/08/2018

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL
					COST
	Itam 3 Virginia Bark, Onen Sassa Ungrada				
	Item 3 - Virginia Park - Open Space Upgrade				
	Site Works				
	Site preparation & clean up				
	- General site prep & clean up	ITEM			50,000
	- Trimming of subgrade	M2	4,300	5	21,500
	- Fill the level change area	M3	640	60	38,400
	Roads, footpaths and paved areas				
	- Pedestrian gravel footpath (approx. 2m wide)	M2	300	80	24,000
	- Make good existing footpath and adjacent	ITEM			10,000
	Boundary walls, fences and gates	ITEM			_
	- Assume nil	'''			
	Outbuildings and covered ways - Assume nil	ITEM			-
	- Assume nii				
	Landscaping and Improvements				
	- Garden bed, incl. tree & shrubs	M2	4,300	65	279,500
	Enternal Comition				
	External Services External stormwater drainage	ITEM			20,000
	External sewer drainage - Assume nil	ITEM			20,000
	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-TOT	AL			\$	537,900
DDELIN	HMARIES (Included Above)		0/	.	
	IINARIES (Included Above) SCALATION TO TENDER (Included Above)		% %	\$	-
	SCALATION TO TENDER (Included Above)		%	\$	_
COUNC	,	3.25		\$	17,482
	RITY FEES	1.00		\$	5,379
TRAFFI	C MANAGEMENT	2.00		\$	10,758
ENVIRO	NMENTAL MANAGEMENT	0.50	%	\$	2,690
	//DESIGN	5.00		\$ \$	26,895
	/ISION & PROJECT MANAGEMENT	9.00		\$	48,411
	TABLISHMENT	2.50		\$	13,448
	IGENCY FURNITURE & EQUIPMENT (Excluded)	15.00 ITEM	%	\$	80,685
					745 64-
	ATED TOTAL PROJECT COST (Excluding GST) ce Contract - August 2018)			\$	743,647
,					



PRELIMINARY

FOR DISCUSSION ONLY

EAST VILLAGE STRATEGIC SITE Community Infrastructure Design & Costings Item 5 - Community Facility DATE 8/08/2018 GFA 1,200

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL
					COST
	Item 5 - Community Facility				
	MCH Areas	ITEM			390,000
	- refer over for detail				
	Innovation Hub	ITEM			675,000
	- refer over for detail				
	Kindergarten	ITEM			667,400
	- refer over for detail				
	Ancillary Areas	ITEM			921,000
	- refer over for detail	'''			321,000
	Extra over for service facility within commercial building	M2	1 200	250	200 000
	- Suspended slab (Say all suspended) - Lift including lift shaft & equipment - service 3 levels	ITEM	1,200	250	300,000 160,000
	- Staircase - service 3 levels	ITEM			30,000
	- Stall case - Sel vice 3 levels	'''			30,000
	Site Works				447.000
1	Site preparation & clean up	ITEM			117,000
1	Roads, footpaths and paved areas	ITEM	200	4 200	29,000
	- Basement carpark (Assume 10 no. carpark) - TBC	M2 ITEM	300	1,200	360,000
1	Boundary walls, fences and gates Outbuildings and covered ways	ITEM			15,000 15,000
	Landscaping and Improvements	ITEM			88,000
	Lanuscaping and improvements	ITEIVI			88,000
	External Services				
	External stormwater drainage	ITEM			99,000
	External sewer drainage	ITEM			66,000
1	External water supply	ITEM			33,000
	External gas reticulation	ITEM			25,000
1	External fire protection	ITEM			25,000
	External light & power	ITEM			99,000
	External communications	ITEM			16,000
SUB-TOTA	AL	<u> </u>		\$	4,130,400
	INARIES (Included Above)		0/		1,200,100
	SCALATION TO TENDER (Included Above)	-	% %	\$ \$	-
	SCALATION TO TENDER (Included Above)	_	%	\$	
COUNC	· · · · · · · · · · · · · · · · · · ·	3.25	-	\$	134,238
	RITY FEES	1.00		\$	41,304
	MANAGEMENT	2.00	%	\$	82,608
ENVIRO	ENVIRONMENTAL MANAGEMENT		%	\$	20,652
SURVEY	//DESIGN	5.00		\$ \$ \$	206,520
SUPERV	ISION & PROJECT MANAGEMENT	9.00	%	\$	371,736
SITE EST	TABLISHMENT	2.50		\$	103,260
CONTIN		15.00	%	\$	619,560
LOOSE I	FURNITURE & EQUIPMENT (Excluded)	ITEM		\$.	-
	TED TOTAL PROJECT COST (Excluding GST)			\$	5,710,278
(Fixed Price	ce Contract - August 2018)				



PRELIMINARY

FOR DISCUSSION ONLY

EAST VILLAGE STRATEGIC SITE Community Infrastructure Design & Costings Item 5 - Community Facility DATE 8/08/2018 GFA 1,200

ELEM	DESCRIPTION		UNIT	QUANTITY	RATE	TOTAL COST
	Item 5 - Community Facility					
	MCH Areas MCH reception / front desk MCH consulting rooms (in 3 no.) Sub-Total	(FECA) (FECA)	M2 M2	30 120	2,600 2,600	78,000 312,000 390,000
	Innovation Hub Multi-purpose space Sub-Total	(FECA)	M2	250	2,700	675,000 675,000
	Kindergarten Kindergarten children's rooms (in 33 places) Children's toilet (DDA compliant) Adult toilet (DDA compliant) Staff room Outdoor play space & playground Sub-Total	(FECA) (FECA) (FECA) (FECA) (UCA)	M2 M2 M2 M2 M2	108 30 20 20 20 240	2,800 3,100 3,100 2,700 650	302,400 93,000 62,000 54,000 156,000
	Ancillary Areas Public Amenities Administration office Reception office Kitchenettes (say in 2 no.) Foyer First aid room Corridor & Circulation Canopy & Veranda Sub-Total	(FECA) (FECA) (FECA) (FECA) (FECA) (FECA) (UCA)	M2 M2 M2 M2 M2 M2 M2	60 30 20 16 10 6 220 20	3,100 2,600 2,600 2,800 2,400 2,700 2,300 700	186,000 78,000 52,000 44,800 24,000 16,200 506,000 14,000 921,000



PRELIMINARY

FOR DISCUSSION ONLY

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

DATE 8/08/2018

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL
\vdash		+			COST
	Item 6 - Central Open Space Upgrade				
	Site Works				
	Site preparation & clean up	ITEM			110,000
	- Refer over for detail				
	Roads, footpaths and paved areas	ITEM			817,900
	- Refer over for detail				
	Boundan, walls fances and gates	ITEM			124,000
	Boundary walls, fences and gates - Refer over for detail	I ITEIVI			124,000
	- rejer over jor detail				
	Outbuildings and covered ways	ITEM			430,000
	- Refer over for detail				
	Landscaping and Improvements	ITEM			134,600
	- Refer over for detail				13 1,000
	l sieger ever fer detain				
	External Services				
	External stormwater drainage	ITEM			160,000
	External sewer drainage	ITEM			14,000
	External water supply	ITEM			82,000
	- Irrigation system	M2	3,600	15	54,000
	Futurnal and reticulation Assessment will	ITEM			
	External gas reticulation - Asssume nil	ITEIN			-
	External fire protection - Assume nil	ITEM			_
	External me protection - Assume mi	'''			
	External light & power	ITEM			160,000
	External communications - Assume nil	ITEM			-
SUB-TOTA	AL			\$	2,086,500
DDELINA	INADIEC (Included Alexan)		0/		
	INARIES (Included Above)	-	%	\$	-
	SCALATION TO TENDER (Included Above) SCALATION DURING CONSTRUCTION (Included Above)	-	%	\$	-
COUNC		3.25		\$	67,811
	RITY FEES	1.00		\$ \$	20,865
	CMANAGEMENT	2.00		\$	41,730
	NMENTAL MANAGEMENT	0.50		\$	10,433
	//DESIGN	5.00		\$	104,325
	/ISION & PROJECT MANAGEMENT	9.00		\$	187,785
	TABLISHMENT	2.50		Š	52,163
CONTIN		15.00		\$ \$	312,975
	FURNITURE & EQUIPMENT (Excluded)	ITEM		\$	-
	· · ·			\$	2 904 506
	TED TOTAL PROJECT COST (Excluding GST) ce Contract - August 2018)			\$	2,884,586
(LINGU FIII	ce contract - August 2010)				



PRELIMINARY

FOR DISCUSSION ONLY

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

DATE 8/08/2018

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL
	Item 6 - Central Open Space Upgrade Site preparation & clean up - General site prep & clean up - Trimming of subgrade Sub-Total	ITEM M2	10,000	5.00	60,000 50,000 110,000
	Roads, footpaths and paved areas - Concrete paving - Allowance to form steps - General roads, footpaths & paved areas Sub-Total	M2 M2 ITEM	5,970 70	120 450	716,400 31,500 70,000 817,900
	Boundary walls, fences and gates - Blockwork retaining wall - Timber retaining wall - General boundary walls, fences & gates Sub-Total	M M ITEM	300 120	220 150	66,000 18,000 40,000 124,000
	Outbuildings and covered ways - Play space equipment - Public toilet - General outbuildings & covered ways Sub-Total	ITEM ITEM ITEM			200,000 150,000 80,000 430,000
	Landscaping and Improvements - Garden bed, incl. tree & shrubs - Lawn incl topsoil & grass Sub-Total	M2 M2	1,800 2,200	65 8 ₋	117,000 17,600 134,600

East Village

Development Contributions Plan



October 2018







CONTENTS

1	INTR	ODUCTION	6
	1.1	Site Description	6
	1.2	Purpose	6
	1.3	Report Basis	6
	1.4	Strategic Basis	7
	1.5	Planning and Environment Act 1987	7
	1.6	East Village Comprehensive Development Plan (CDP)	9
	1.7	The Area to Which the DCP Applies	10
	1.8	Infrastructure items included in the DCP	12
	1.9	Items Not Included in the DCP	12
2	INFR	ASTRUCTURE PROJECTS	14
	2.1	Infrastructure Project Categories	14
	2.2	Project Timing	23
	2.3	Distinction between Development Infrastructure and Community Infrastructure	23
3	CAL	CULATION OF CONTRIBUTIONS	26
	3.1	Calculation of Projected Dwelling (Lot) and Floorspace Projections	
	3.2	Calculation of Contributions Charges	29
	3.3	Summary of Costs	
	3.4	Summary of Contributions	33
4	ADM	INISTRATION & IMPLEMENTATION	
	4.1	Payment of Contributions Levies and Payment Timing	34
	4.2	Funds Administration	
	4.3	Construction and Land Value Costs Indexation	
	4.4	Development Contributions Plan Review Period	
	4.5	Adjustment to the scope of DCP projects	
	4.6	Collecting Agency (Agency Responsible for Collecting Infrastructure Levy)	
	4.7	Development Agency (Agency Responsible for Works)	37
	4.8	Implementation Mechanism	
5		ER INFORMATION	
	-	ms	
		ry	
6		ENDICES	
		dix 1 - Property Specific Land Budgets	
		dix 2 –Project Cost Sheets for Road, Shared Path and Intersection projects	
	Append	tix 3 –Project Cost Sheets for Community Infrastructure and Sporting Reserve projects	48
P	LANS		
		recinct Boundary	
ΡI	an 2: Fu	uture Urban Structure	8
ΡI	an 3: M	ain Charge Areas	11
ΡI	an 4: R	pad Project	15

EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018



Fig. 5. Intersection Frojects				
Plan 6: Community Building Projects	18			
Plan 7: Sporting Reserve Projects	20			
Plan 8: Open Space Improvement Projects	21			
Plan 9: Drainage Reserve Projects	22			
Plan 10: Land Use Budget Plan	41			
TABLES				
Table 1: Overall Summary of Costs and Charges	4			
Table 2: Main Charge Areas	10			
Table 3: Road projects	14			
Table 4: Intersection Projects	16			
Table 5: Community Building Projects	18			
Table 6: Sporting Reserve Projects	19			
Table 7: Open Space Improvement Projects	20			
Table 8: Drainage Projects	22			
Table 9: Community Infrastructure Levy Project	24			
Table 10: Summary Land Use Budget	25			
Table 10: Calculation of Equivalence Ratios	28			
Table 11: Calculation of Construction and Land Costs by Project	30			
Table 12: Summary of Costs	33			
Table 13: Summary of contributions rates for development outcomes	33			
Table 14: Parcel Specific Land Use Budget	42			



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.

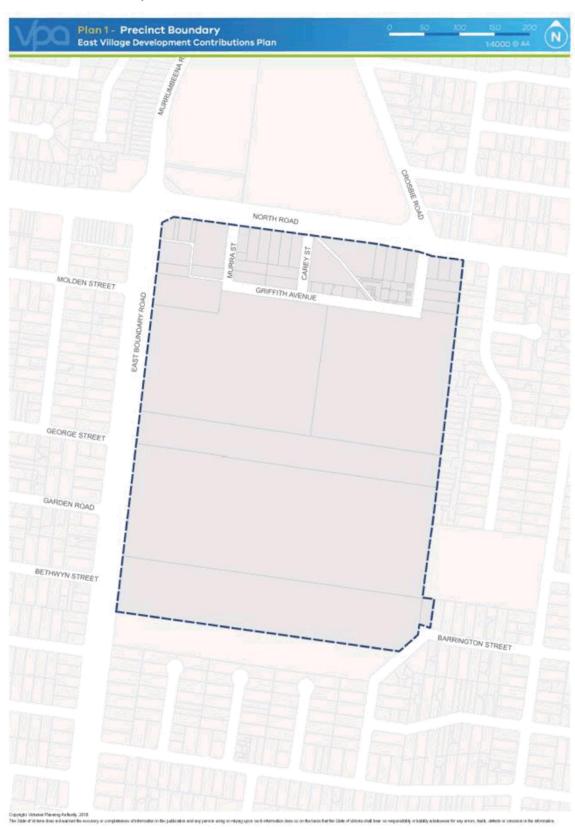
Table 1: Overall Summary of Costs and Charges

SUMMARY - TOTAL COSTS LAND AND PROJECT					
Total Costs of Projects					
\$1,909,800					
\$58,742,221					
\$60,652,021					
SUMMARY - TOTAL COSTS BY PROJECT TYPE					
Total Costs of Projects					
\$733,229					
\$42,214,852					
\$5,710,278					
\$7,165,594					
\$3,628,233					
\$1,199,835					
\$60,652,021					
ATEGORY					
Total Costs of Projects					
\$58,157,065					
\$2,494,956					
\$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



8



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





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.

12



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





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 Construction	MCA1 MCA2	Once the precinct achieves a net increase in the existing traffic volumes it generates.
IN-2C	Crosbie Road/ Murrumbeena Road/ Leila Road Construction	MCA1 MCA2	At the time of delivery of IN-3C
IN-3L	Cobar St & Crosbie Rd & North Road Land	MCA1 MCA2	At time of subdivision or redevelopment of adjacent site
IN-3C	Cobar St & Crosbie Rd & North Road Construction	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 Land	MCA1	At time of subdivision
IN-4C	North Drive & East Boundary Road Construction	MCA1	At time of subdivision
IN-5L	South Drive & East Boundary Road Land	MCA1	At time of subdivision
IN-5C	South Drive & East Boundary Road Construction	MCA1	At time of subdivision
IN-6L	North Road & Murra Street Land	MCA1 MCA2	At time of subdivision or redevelopment of adjacent site
IN-6C	North Road & Murra Street Construction	MCA1 MCA2	Once the land is available and traffic volumes are deemed to require the infrastructure.
IN-7L	North Road & Carey Street Land	MCA1 MCA2	At time of subdivision or redevelopment of adjacent site
IN-7C	North Road & Carey Street Construction	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 Construction of Community Centre	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 ID Project Title Project Description		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	

EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

20



Plan 8: Open Space Improvement Projects





Drainage Projects

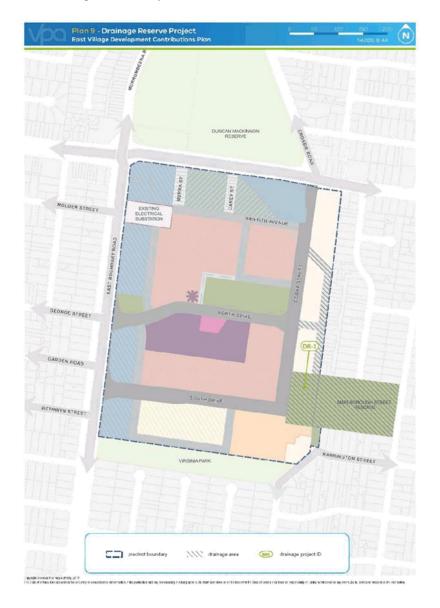
The Drainage Project funded by the DCP, as shown on Plan 9, is:

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



22



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 Construction of Pavilion	MCA1	Once population growth is deemed to require the infrastructure



Table 10: Summary Land Use Budget

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

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

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

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 m2). 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 m2) 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 m2 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 ATTRIBUT	ABLE TO I	MAIN CHARGE AREA 1 AND 2			in a		
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	dwellings / 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 ATTRIBUT	ABLE TO I	MAIN CHARGE AREA 1 ONLY	10				
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	dwellings / 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 Co Attributab MCA	ble to	Construction Cost Attributable to MCA	Total Cost Attributable to MCA	10000	ost 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)	Dequiv	Cost Per Owelling valent Retail (MCA1)
	THE SALESANDA										41.92%	3000	26.90%	1925.3	3.84%	275.0	27.33%		1955.9
200.4	Road Projects				ĵ														
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	102.45	200,398	\$	102.46
	Sub-Total Road Projects	\$ -	\$ 733,229	\$ 733,229		\$	- 4	\$ 733,229	\$ 733,229	\$	307,382	\$ 102	\$ 197,267	\$ 102	\$ 28,181	\$ 102	\$ 200,398	\$	102
200000	Intersection Projects																		
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	5	968.66
IN-2C Development	Crosble Road & Murrumbeena Road & Lella Road - Construction		\$ 1,794,934	\$ 1,794,934	100%	\$	- 2	\$ 1,794,934	\$ 1,794,934	5	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%	\$ 63	39,500	\$ -	\$ -	\$	268,089	\$ 89.36	\$ 172,051	\$ 89.36	24,579	89.36	\$ 174,781	5	89.36
IN-3C Development	Cobar St & Crosbie Rd & North Road - Construction		\$ 10,613,737	\$ 11,253,237	100%	s		\$ 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
Development	North Drive & East Boundary Road - Land	\$ 238,700			100%	\$ 23	38,700	5 -	s -	\$	104,067	\$ 34.69	\$ 66,786.53	\$ 34.69			\$ 67,846.63	5	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	5	853.95
IN-5L Development	South Drive & East Boundary Road - Land	\$ 480,300			100%	\$ 48	80,300			\$	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%	\$	7.	\$ 11,338,844	\$ 11,819,144	\$	4,943,433.73	\$ 1,647.81	\$ 3,172,526	\$ 1,647.81			\$ 3,222,883.79	s	1,647.81
IN-6L Development	North Road & Murra Street - Land	\$ 204,800			100%	\$ 20	04,800	s .		\$	85,855.66	\$ 28.62	\$ 55,099	\$ 28.62	7,871		\$ 55,974	5	28.62
IN-6C Development	North Foad & Murra Street - Construction		\$ 1,817,111	\$ 2,021,911	100%	s	34	\$ 1,817,111	\$ 2,021,911	s	761,764	\$ 253.92	\$ 488,874	\$ 253.92	69,839	253.92	\$ 496,634	5	253.92
IN-7L Development	North Road & Carey Street - Land	\$ 346,500			100%	\$ 34	46,500			5	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	5	810,083	\$ 270.03	\$ 519,883	s 270.03	74,269	270.03	\$ 528,135	5	270.03
	Sub-Total Intersection Projects	\$ 1,909,800	\$ 40,305,052	\$ 42,214,852		\$ 1,90	09,800	\$ 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.

EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

30



Project No. and Infrastructure Category	Project	Estimated Project Cost: Land	Pr	Estimate roject Co onstruct	d et:	Total Estimated Project Cost: Land & Construction	% Apportioned to DCP (Internal Use)		Land Cost Attributable to MCA	1990 (1993)	ruction Cost table to MCA		Total Cost tributable to MCA		st Attributable o Residential (MCA1)	Cost Per Dwelling Residential (MCA1)	to	t Attributable Commercial (MCA1)	Cost Per Dwelling equivalent to Commercial (MCA1)	Co	Cost ibutable to immercial (MCA2)	Cost Per Dwelling equivalent Commercial (MCA2)	Cost Attributab Retail (MCA1)		Cost Per Dwelling quivalent Retail (MCA1)
															41.92%	3000		26.90%	1925.3		3.84%	275.0	27.33%		1955.9
	Community Building Projects		10																	Į.					
CB1-C Community	Community Centre - Construction	\$. \$	5,710	278	\$ 5,710,278	100%	1		5	5,710,278	\$	5,710,278	5	5,710,278	\$ 1,903.43	5		\$ -	5	*	\$ -	\$	- 5	
2.	Sub-Total Community Building Projects	\$. \$	5,710	278	\$ 5,710,278		3		\$	5,710,278	\$	5,710,278	\$	5,710,278	\$ 1,903.43	5		\$ -	\$		\$.	\$	- \$	* 1
- 2	Sporting Reserve Projects																							- 3	- 1
SR1 Development	Sporting Reserve - Construction of soccer fields and landscaping	5	. \$	4,670	638	\$ 4,670,638	100%	4		\$	4,670,638	\$	4,670,638	\$	4,670,638	\$ 1,556.88	5	© 1	\$.	5		s -	5	- \$	- 2
SR2 Development	Sporting Reserve - Construction of Pavillon	5	. \$	2,494	956	\$ 2,494,956	100%	100		\$	2,494,956	\$	2,494,956	\$	2,494,956	\$ 831.65	5		\$ -	\$		s -	\$	- \$	
	Sub-Total Sporting Reserve Projects	\$. 5	7,165	594	\$ 7,165,594		5	-	\$	7,165,594	5	7,165,594	\$	7,165,594	\$ 2,388.53	5	2.	\$ -	\$		\$ -	S	- \$	14
	Open Space Improvements																								
OS-1 Development	Virginia Park landscaping and shared user path	5 -	5	743	647	\$ 743,647	100%	95		\$	743,647	\$	743,647	5	743,647	\$ 248	5	-	s -	\$	-	s -	s	- 5	
OS-2 Development	Central Park Improvements - Construction	5 -	\$	2,884	586	\$ 2,884,586	100%	45		\$	2,884,586	\$	2,884,586	\$	1,257,603	\$ 419	5	807,086.24	\$ 419.20	5		\$ -	\$ 819	897 \$	419.20
8	Sub-Total Open Space Projects	5	. 5	3,628	233	\$ 3,628,233	-	5		\$	3,628,233	5	3,628,233	\$	2,001,250	\$ 667,08	5	807,086	\$ 419.20	\$		\$ -	\$ 819	897 \$	419.20
	Drainage Projects																								
DR-01 Development	Drainage works	\$. \$	1,199	835	\$ 1,199,835	100%	40		\$	1,199,835	\$	1,199,835	5	523,096.09	\$ 174.37	\$	335,705.13	\$ 174.37	\$		s -	\$ 341,03	.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
	TOTALS	\$ 1,909,800	1	58,742	221	\$ 60,652,021			1,909,800		58,742,221		60,652,021	5	33,705,293	\$ 11,235.10	\$	12,890,361	\$ 6,695.26	5	961,395.85	\$ 3,466.83	\$ 13,094	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:

- MCΔ1
 - Retail gross leasable floorspace (m2)
 - o 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								
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 C	ATEGORY								
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								

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 AR	EA						
Charge area	Rate	a.						
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 Collection 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 intersuburban 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 (eg. 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

		Tra	nsport	Community a	nd Education		ted Open ace	Credit	ed Open S	pace		(W			JSE	
_				Community	Education			Loca	l Open Sp	ace		NDA (SQM)	(wbs)	(mbs)	HOL	
VPA PARCEL ID	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 Cl 53.01)	Town Square (via Cl 53.01)	Local Open Space (% NDA)	NDA (SQM)	COMMERCIAL NDA	MIXED USE NDA	RETAIL NDA (s	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
										ica sa						
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

EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

42



		Tra	nsport	Community a	nd Education		ted Open ace	Credit	ed Open S	pace		(W			ISE	
₽				Community	Education			Loca	l Open Spa	ace		A (50	(mbs)	Ê	NHOL	
VPA PARCEL ID	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 Cl 53.01)	Town Square (via Cl 53.01)	Local Open Space (% NDA)	NDA (SQM)	COMMERCIAL NDA (SQM)	MIXED USE NDA	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
										74					n):	
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	1,500.0 0	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



		Tra	nsport	Community a	nd Education		ted Open ace	Credit	ed Open S	pace		(MI			JSE	
≘			Î	Community	Education			Loca	l Open Sp	ace		(SQM)	mbs)	Ē	JOH THE	
VPA PARCEL ID	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 Cl 53.01)	Local Open Space (% NDA)	NDA (SQM)	COMMERCIAL NDA	MIXED USE NDA (sqm)	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
		2								a).		J			and a	
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

EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

44



		Tra	nsport	Community a	nd Education		ted Open ace	Credite	ed Open S	pace		(M)			JSE	2
				Community	Education			Loca	l Open Sp			V (SQ	(wbs)	(mb	Ę Ę	
VPA PARCEL ID	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 Cl 53.01)	Town Square (via CI 53.01)	Local Open Space (% NDA)	NDA (SQM)	COMMERCIAL NDA (SQM)	MIXED USE NDA	RETAIL NDA (sqm)	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
										25-	alus a		c, 10		100 M	ere e
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



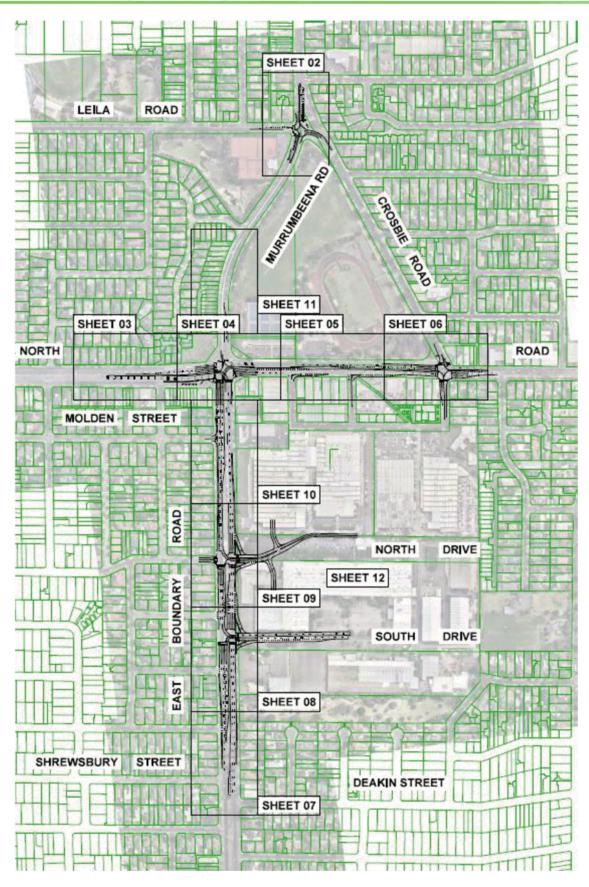
		Tra	nsport	Community a	nd Education	Uncredit Sp	ed Open ace	Credit	ed Open S	pace		(M)	•		JSE	
₽				Community	Education			Loca	l Open Spa	ace		NDA (SQM)	(mbs)	(wbs)	NHOI	
VPA PARCEL ID	TOTAL LAND AREA (SQM)	Existing Road Reserve	DCP Land for Transport	DCP Land for Community Facilities	Land for Future Government School	Utility	Drainage	Local Park (via Cl 53.01)	Town Square (via Cl 53.01)	Local Open Space (% NDA)	NDA (SQM)	COMMERCIAL ND/	MIXED USE NDA	RETAIL NDA (s	RESIDENTIAL TOWNHOUSE NDA (sqm)	NDA (SQM)
12,000																
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	1,500.0	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	1,500.0 0	10.00%	198,271.44	50,737.91	83,212.99	15,000.00	49,167.77	198,118.6 7

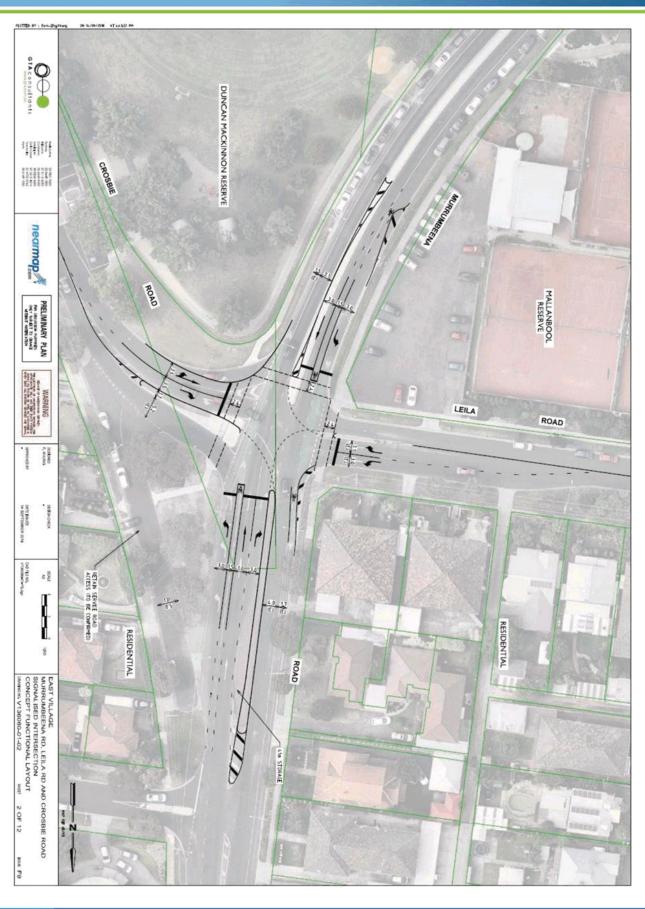
EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

46

Appendix 2 – Project Cost Sheets for Road and Intersection projects

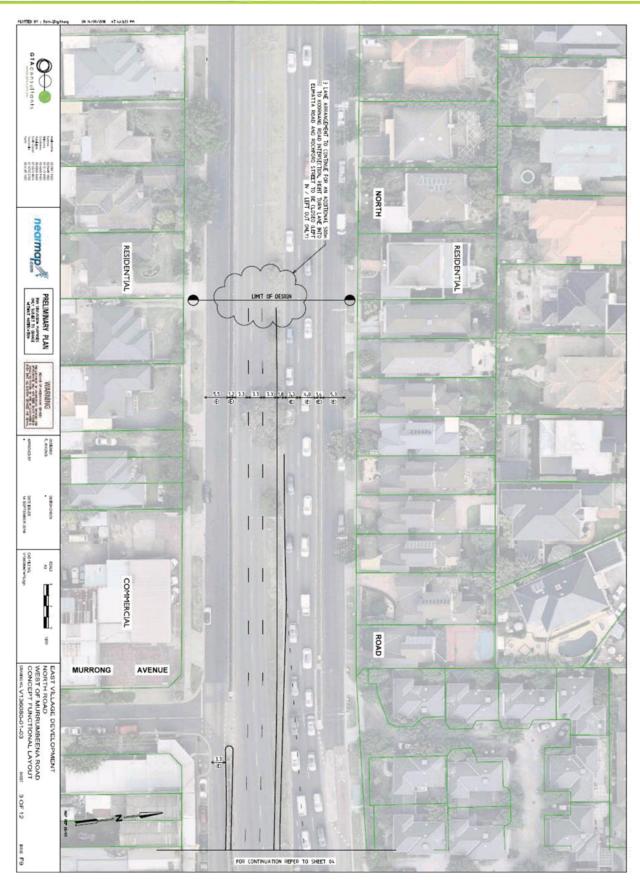


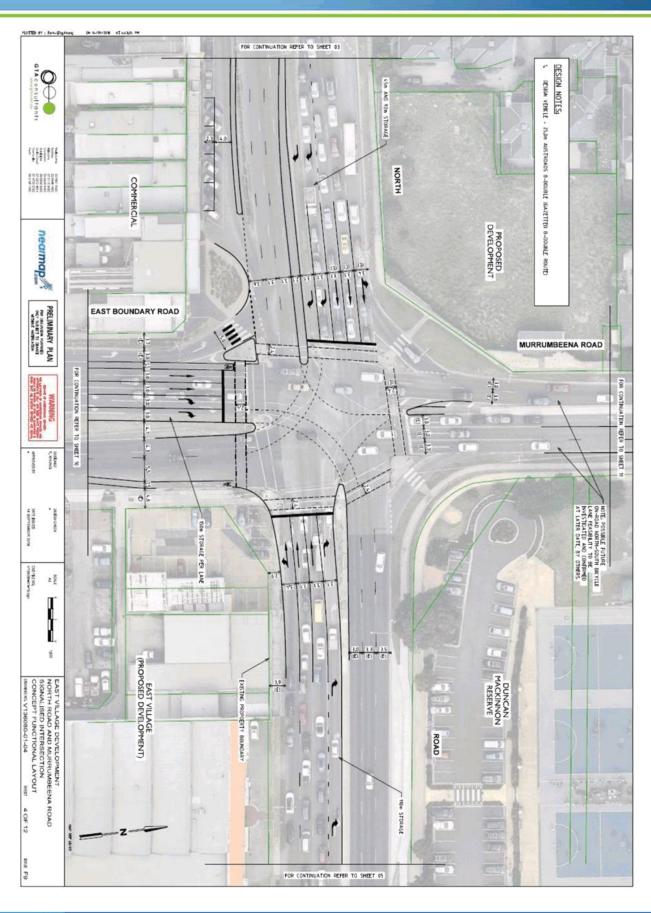




49 EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

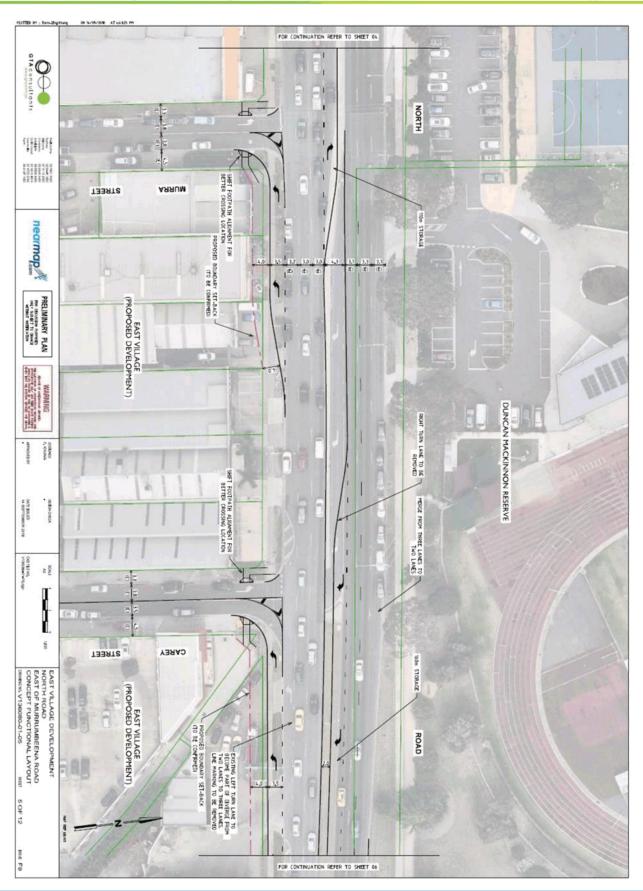


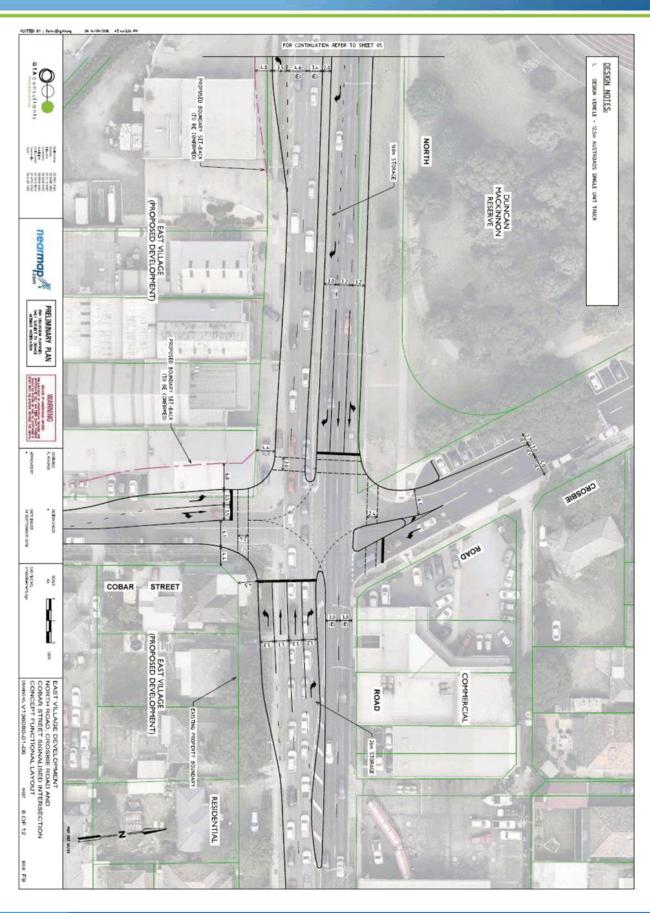




51 EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

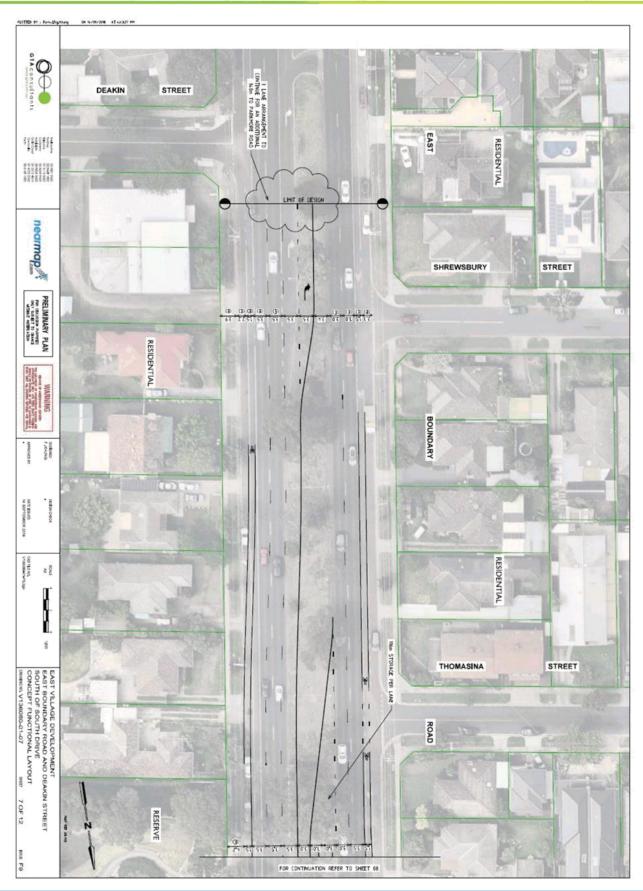


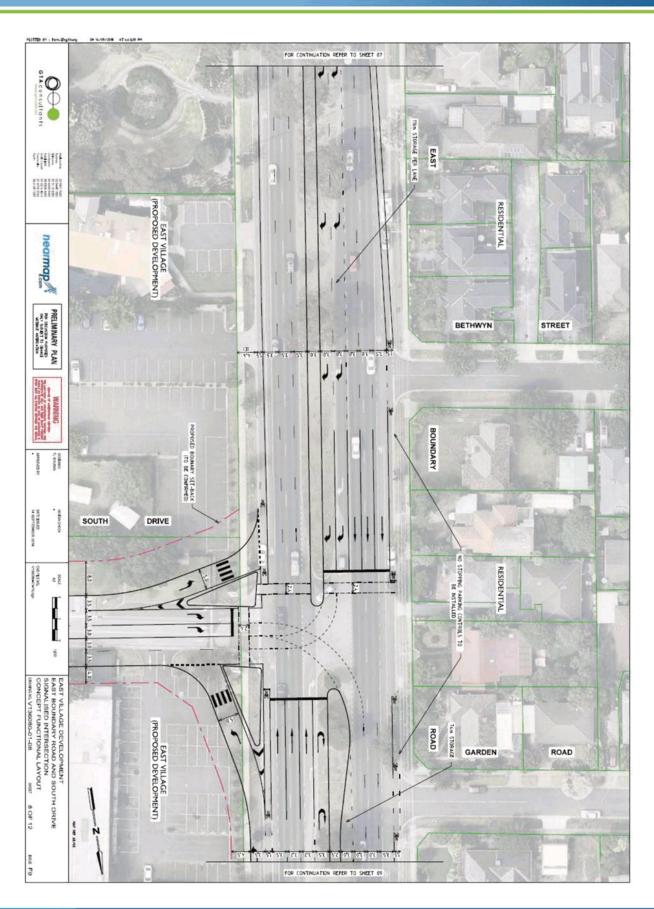




EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018

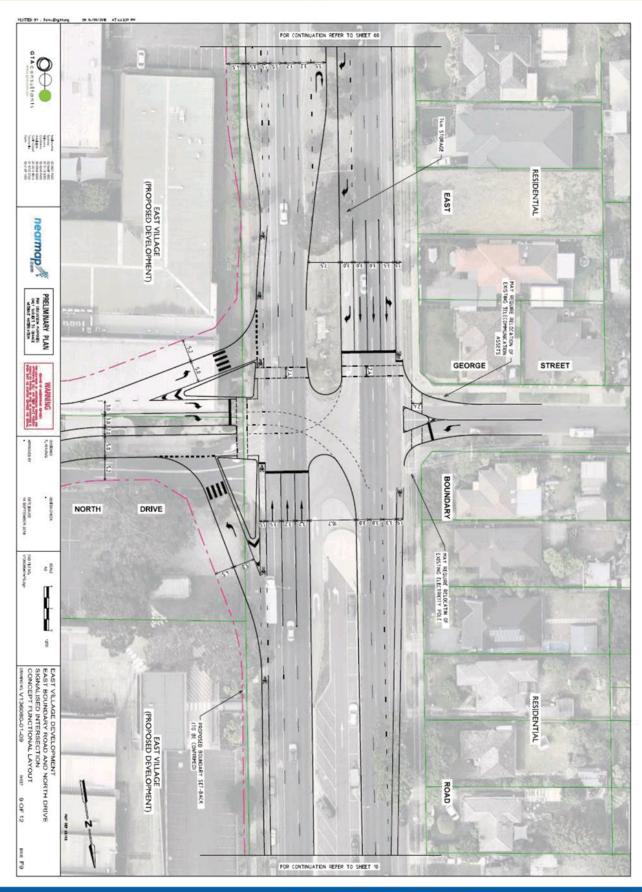


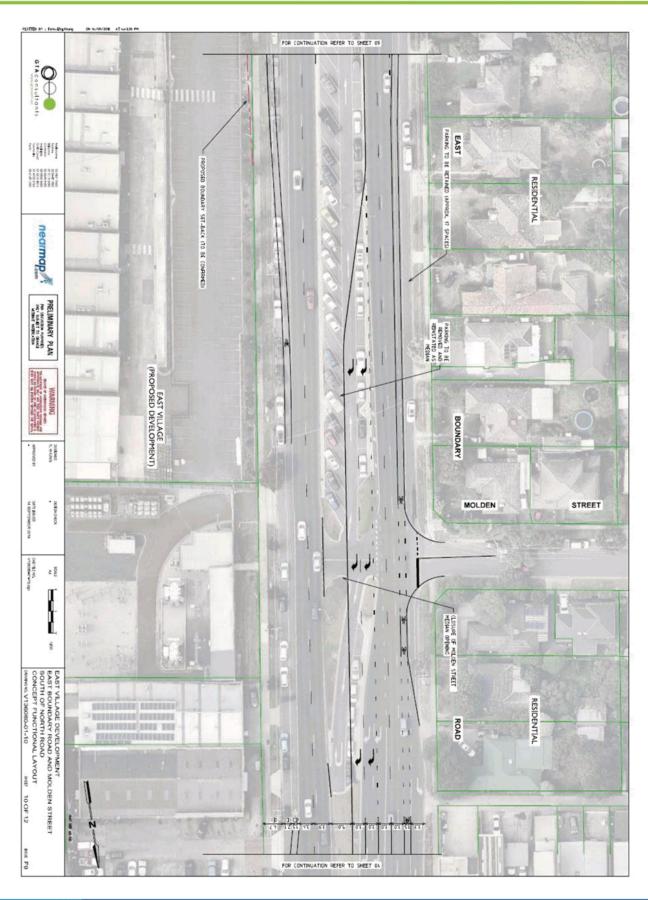




55 EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018



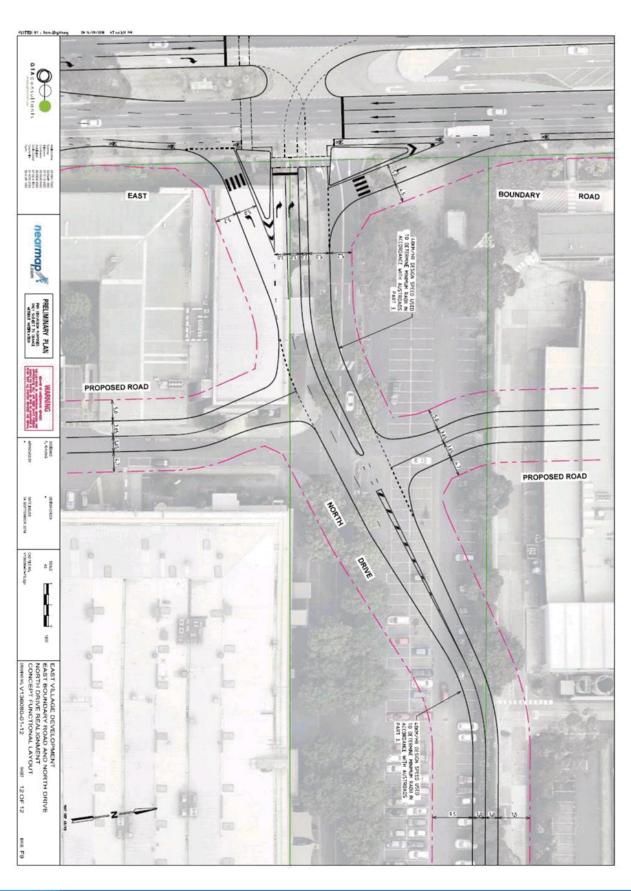




EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018







59 EAST VILLAGE DEVELOPMENT CONTRIBUTIONS PLAN – OCTOBER 2018





V136081: East Village external Road works - Stage 1N - North Road/Murrumbeena 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

Item Description 1.0 SITEWORKS AND EARTHWORKS 1.1 Site preparation 1.2 Earthworks 1.3 Subgrade improvement 1.4 Service proving works 2.0 ROAD PAVEMENT Asphalt Pavement - 715mm depth pavement 2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths 3.3 Concrete median works		Quantity 1 650 300 1 1480 3000 3300 860 280 250		\$ \$ \$	15,000.00 80.00 150.00 30,000.00 220.00 70.00	\$ \$ \$	Amount 15,000.00 52,000.00 45,000.00 30,000.00 325,600.00	Comments Narrow Widening - Deep strength asphalt pavement Type V asphalt within the braking zone or
1.1 Site preparation 1.2 Earthworks 1.3 Subgrade improvement 1.4 Service proving works 2.0 ROAD PAVEMENT Asphalt Pavement - 713mm depth pavement 2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 [Kerb and Channel 3.2 Pedestrian & Cycle Paths	ent for primary	1 650 300 1 1480 3000 3300 860 280	item m² item m² item m² item	\$ \$	80.00 150.00 30,000.00 220.00 70.00	5 5 5	52,000.00 45,000.00 30,000.00 325,600.00	povement Type V asphalt within the braking zone or
1.2 Earthworks 1.3 Subgrade improvement 1.4 Service proving works 2.0 ROAD PAVEMENT Asphalt Pavement - 715mm depth pavement 2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths	ent for primary	1480 3000 3000 3000 3300 860 280	m ² item m ² m ⁴ m ⁵	\$ \$	80.00 150.00 30,000.00 220.00 70.00	5 5 5	52,000.00 45,000.00 30,000.00 325,600.00	povement Type V asphalt within the braking zone or
1.3 Sungrade improvement 1.4 Service proving works 2.0 ROAD PAVEMENT Asphalt Pavement - 713mm depth pavement 2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths	ent for primery	3000 1 1480 3000 3300 860 280	m² item	5 5	150.00 30,000.00 220.00 70.00	5 5	45,000.00 30,000.00 325,600.00	povement Type V asphalt within the braking zone or
1.4 Service proving works 2.0 ROAD PAVEMENT Asphalt Pavement - 715mm depth pavement 2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths	ent for primary	1480 3000 3300 860 280	m² m² m²	5 5	30,000.00 220.00 70.00	5 5	30,000.00	povement Type V asphalt within the braking zone or
2.0 ROAD PAVEMENT Asphalt Pavement - 715mm depth pavement 2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths	ent for primary	1480 3000 3300 860 280	m² m² m²	\$	220.00	5	325,600.00	povement Type V asphalt within the braking zone or
Asphalt Pavement - 715mm depth pavement 2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths	ent for primary	3000 3300 860 280	m² m²	\$	70.00	\$		povement Type V asphalt within the braking zone or
2.1 arterial road 2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths	ent for primary	3000 3300 860 280	m² m²	\$	70.00	\$		povement Type V asphalt within the braking zone or
2.2 Asphalt resheet works with type V asphalt 2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths		3000 3300 860 280	m² m²	\$	70.00	\$		Type V asphalt within the braking zone or
2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths		3300 860 280	m²	_			210,000.00	
2.3 Asphalt resheet works with type H asphalt 3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths		3300 860 280	m²	_			210,000.00	
3.0 CONCRETE WORKS 3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths		860 280		\$	50.00	1 5		intersection
3.1 Kerb and Channel 3.2 Pedestrian & Cycle Paths		280	Lm			-	165,000.00	Other areas
3.2 Pedestrian & Cycle Paths		280	Lm					
				5	100.00	\$	86,000.00	
3.3 Concrete median works		550	m²	\$	135.00	\$	37,800.00	
			m²	\$	150.00	\$	82,500.00	
1 1				l		Ι.,		All of the pram ramps need to be
***				١.			25 200 20	constructed in accordance with DDA
3.4 Pram ramp works 4.0 DRAINAGE		14	item	\$	2,500.00	5.	\$5,000.00	requirements
4.1 Orainage - pipes		60	Lm	\$	250.00	\$	15,000.00	
4.2 Orainage - pits		3	item	5	2,500.00	3	12,300.00	
4.3 Orainage – Sub-soil drainage		1300	Lm	5	65.00	5		pavement interface also require SSO
4.5 Granage - 300 301 Granage		1200	Citt	-		۴	37,300.00	Additional protection above Melbourne
4.4 Drainage - Miscellaneous (Description)		1	Item	\$	10,000.00	5	10,000.00	pipe/Pits
5.0 TRAFFIC		-	744	-		-	20,000.00	
Traffic Signals - East Boundary Road/ North	Road/				-			Significant traffic Signal works on all three
5.1 Murrumbeena Road		1	Item	5	350,000,00	5	350,000.00	legs
5.2 Traffic Safety (barriers etc)		1	Item	5	30,000.00	-		Provisional allowance
6.0 LANDSCAPE			-	-		Ť		
6.1 Trees		- 1	Item	s	1,200.00	5	-	
6.2 Landscaping - median works		330	m²	5	80.00	5	26,400.00	
6.3 Landscaping - batter and back of kerb work		450	m ^z	5	65.00	5	29,250.00	
7.0 STREET LIGHTING	*	450		-	02.00	-	23,230.00	
7.1 Street Lighting		7	Item	5	18,000.00	\$	126 000 00	Intersection and median lights
8.0 MISCELLANEOUS		- '	icem	2	10,000.00	-	126,000.00	intersection and median agrics
		-	-	4.3		-		
8.1 Line marking		1	Item	5	12,000.00	\$	12,000.00	
8.2 Regulatory Signage		1	Item	\$	15,000.00	\$	13,000.00	
8.3 Works maintenance – up to 1 year	-	1	Item	5	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	4	1	Item	5	100,000.00	\$	100,000.00	
9.0 OTHER					-			
9.1 Telstra services relocation/ Protection work	rs .	1	Item	\$	1,800,000.00	\$	1,800,000.00	Email confirmation for full works only
Access to the second se			7					Verbal confirmation for full external road
9.2 NBN services relocation/Protection works		1	Item	\$	320,000.00	\$	320,000.00	
								This is a broad level estimate only, subject
9.3 Optus services relocation/Protection works			Item	\$	120,000.00	5	120,000.00	
								This is a broad level estimate only, subject
9.4 Gas services relocation/Protection works		1	Item	5	60,000.00	5	60,000.00	to verification by authority
Nextgen communication services relocation	/Protection					l		This is a broad level estimate only, subject
9.5 works		1	item	5	120,000.00	5	120,000.00	to verification by authority
	7							This is a broad level estimate only, subject
9.6 Water and Sewer services relocation/Protes	tion works		Item	5	250,000.00	5	250,000.00	to verification by authority
9.7 Electrical services relocation/Protection wo		1	Item	5	250,000.00	5	250,000.00	Verbal confirmation for full works only
SUB-TOTAL WORKS				-		5	4,907,550.00	
10.00 DELIVERY						-	,201,230.00	
10.1 Council Fees		3.25	%		- 20	5	159,495.38	
10.1 Counci Fees 10.2 VicRoads Fees		3.23	35	1		5	49,073.50	
10.2 Victodos Fees 10.3 Traffic Management		5	%	\vdash		5	245,377.50	
10.4 Environmental Management		0.5	%	+		5	24,537.75	
10.4 Environmental Management 10.3 Survey/Design		0.3	%	\vdash		5	245,377.50	
10.6 Supervision & Project Management		9	3	1		5	441,679.30	
10.7 Site Establishment		2.5	35	\vdash		5	122,688.75	
10.8 Contingency - Overall (Item 1.1 to 9.7)		15	5	1		5	736,132.50	
SUB-TOTAL DELIVERY		2.7		_		5	2,024,364.38	
the state of the s						-	The second secon	
11 TOTAL ESTIMATED COST						\$	6,931,914.38	

24/09/2018 1:13 PM V136081 1 of 2



V136081: East Village external Road works - Stage IN2 - Murrumbeans Road/Crosbie Road/Lella Road Intersection Civil Construction Date 24/09/2018

Basis of Estimate
This cost estimate is based on GTA drawing Y136081-01 - 01 and 02 - issue F9 dated 14/05/2018

	East Ville	se externa	Roadw	vorks	- Stage IN2 (F	9 v	ersion)	
Item	Description	Quantity	Unit	T	Rate	Ť	Amount	Comments
	SITEWORKS AND EARTHWORKS		-100					
	Site preparation	1	Item	5	15,000.00	5	15,000.00	
	Earthworks	20	m²	\$	80.00	3	1,600.00	
	Subgrade improvement		m²	5	150.00	\$	-	
			_	-		-		
	Service proving works	1	Item	\$	10,000.00	\$	10,000.00	
2.0	ROAD PAVEMENT		0 1					
	Asphalt Pavement - 715mm depth pavement for primary			l .		١.		Narrow Widening - Deep strength asphalt
2.1	erterial road	220	m ²	5	220.00	3	48,400.00	pavement
				l		ı		Type V asphalt within the braking zone or
	Asphalt resheet works with type V asphalt	2250	m ²	5	70.00	\$	157,500.00	intersection
	Asphalt resheet works with type H asphalt		m ²	\$	50.00	\$	- /	Other areas
3.0	CONCRETE WORKS			.,.				
3.1	Kerb and Channel	290	Lm	\$	100.00	\$	29,000.00	
3.2	Pedestrian & Cycle Paths		m ²	\$	135.00	\$	1	
3.3	Concrete median works	140	m²	\$	150.00	\$	21,000.00	The state of the s
							1	All of the pram ramps need to be
				l				constructed in accordance with DDA
8.4	Pram ramp works		Dem	S	2,500.00	4	20,000.00	requirements
	DRAINAGE		1000	Ť		-		
	Drainage - pipes	50	Lm	S	250.00	6	12,500.00	-
	Drainage - pits	8	tim.	ş	2,500.00	5	20,000.00	
		400		3	65.00	*		pavement interface also require SSD
4.3	Drainage - Sub-soil drainage	400	Lm	3	65.00	3	26,000.00	
	Brokenson & Monthly and Observation by		Maren		40.000.00		40.000.00	Additional protection above Melbourne
	Drainage - Miscellaneous (Description)	1	Item	\$	10,000.00	2	10,000.00	pipe/Pits
5.0	TRAFFIC	9		9			10101	
	Traffic Signals - Murrumbeena Road/Crosbie Road/Leila			l				
5.1	Road	1	Dem	\$	400,000.00	\$	400,000.00	New intersection - Minor
5.7	Traffic Safety (barriers etc)	1	Item	\$	20,000.00	\$	20,000.00	Provisional allowance
6.0	LANDSCAPE			1000			No. of the Contract of the Con	
6.1	Trees	é	Item	\$	1,200.00	Ś		
6.2	Landscaping - median works	-	m ²	5	80,00	5	7 .	
	Landscaping - batter and back of kerb works	350	m²	\$	65.00	\$	22,750.00	
	STREET LIGHTING	440		4	2004 200	-	any two new	
			Dem	5	18,000.00	ś		harman alternation alternation
	Street Lighting	8	Dem	2	18,000.00	>	144,000.00	Intersection and median lights
8.0	MISCELLANEOUS							
8.1	Line marking	1	Stem	\$	8,000.00	\$	8,000.00	
8.2	Regulatory Signage	1	Destri	\$	10,000.00	\$	10,000.00	
8.3	Works maintenance – up to 1 year	1	Item	5	20,000.00	\$	20,000.00	
	Landscape maintenance = 1yr/2 summers	1	Item	5	5,000.00	\$		Including traffic Management
	Traffic signals 10 year Maintenance Fee	4	Item	3	100,000.00	5	100,000.00	and the state of t
		- 1	*SECTO	2	100,000.00	3	100,000.00	
	OTHER					-		
9.1	Telstra services relocation/ Protection works	1	Dem	\$	40,000.00	\$	40,000.00	Email confirmation
		V		1		1		
9.2	NBN services relocation/Protection works	1	Bem	\$	*	\$		Verbal confirmation for full works only
		76						This is a broad level estimate only, subjec-
9.3	Optus services relocation/Protection works	1	ftem	5	rie .	5		to verification by authority
		1		<u> </u>		Ť		This is a broad level estimate only, subject
9.4	Gas services relocation/Protection works	1	(tem	5	70,000.00	5	70,000.00	to verification by authority
2004		- 1		-		-	- my common along	
	Nextgen communication services relocation/Protection		No.	_				This is a broad level estimate only, subjec-
9.5	works	1	Item	ş		\$	*	to verification by authority
				1		ı		This is a broad level estimate only, subjec-
9.6	Water and Sewer services relocation/Protection works	1	Item	5	40,000.00	5	40,000.00	to verification by authority
9.7	Electrical services relocation/Protection works	1	Item	5	20,000.00	\$	20,000.00	Verbal confirmation for full works only
	SUB-TOTAL WORKS	-		_		\$	1,270,750.00	
10.40	DELIVERY			Т		-	4,479,730.00	
		8.00	~	-		-	** 200 ***	
	Council Fees	3.25	96	-		Ş	41,299.38	
	Victoads Fees	1	%	-		5	12,707.50	
10.3	Traffic Management		%	-		S	63,537.50	
	Environmental Management	0.5	96	_		S	6,353.75	
	Survey/Design	5	%			5	63,537.50	
	Supervision & Project Management	9	%			\$	114,367.50	
	Site Establishment	2.5	%			5	31,768.75	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%			S	190,612.50	
	SUB-TOTAL DELIVERY					5	524,184.38	
11	TOTAL ESTIMATED COST					\$	1,794,934.38	
200	TOTAL COLUMN TO COURT					*	4124234.30	ļ

24/09/2018 V136081 1 of 2





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

		et Williams et	rternal S	cad	works - Stage	18/2	1	
Item	Description	Quantity		080	Rate	IING	Amount	Comments
	SITEWORKS AND EARTHWORKS	- Commert	- CHILL		Hare		Announc	Comments
	Site preparation	1	Item	5	30,000.00	5	30,000.00	
	Earthworks	2350	m*	5	80.00	\$	188,000.00	
1.3	Subgrade improvement	320	m ²	5	150.00	5	48,000.00	
-	Control of the Contro	1	Item	5	-	-		
	Service proving works	1	nem	2	35,000.00	2	35,000.00	
2.0	ROAD PAVEMENT Asphalt Pavement - 715mm depth pavement for primary	0						Narrow Widening - Deep strength asphalt
	arterial road	1210	m.z	\$	220.00	s	266,200.00	
	artenar road	1210	310.	,	220.00	3	266,200.00	
		2380	m*		70.00	s		Type V asphalt within the braking zone or
	Asphalt resheet works with type V asphalt Asphalt resheet works with type H asphalt	2380	m²	\$	50.00		166,600.00	intersection Other areas
	CONCRETE WORKS	230	m.	>	30.00	2	12,300.00	Other areas
		830		-	100.00	-	83,000.00	
	Kerb and Channel	1200	Lm	5	135.00	5	162,000.00	
3.2	Pedestrian & Cycle Paths Concrete median works	200	m²	5	130.00	-	30,000.00	
5.5	Concrete median works	200	m-	2	150.00	3	30,000.00	
								All of the pram ramps need to be
				١.		١.,		constructed in accordance with DDA
	Pram ramp works DRAINAGE	10	Item	\$	2,500.00	5	25,000.00	requirements
	The state of the s	0				-		
	Drainage - pipes	400	Lm	5	250.00	\$	100,000.00	
	Drainage - pits	20	Item	\$	2,500.00	5	50,000.00	
4.3	Drainage - Sub-soil drainage	1650	Lm	\$	65.00	5	107,250.00	pavement interface also require SSD
				١.	Access		4	Additional protection above Melbourne
	Drainage - Miscellaneous (Description)	1	Item	5	15,000.00	\$	15,000.00	pipe/Pits
5.0	TRAFFIC							
				١.				Significant traffic Signal works on all three
	Traffic Signals - North Road/ Crosbie Road	1	Item	\$	330,000.00	5	330,000.00	legs
	Treffic Safety	1	Item	5	90,000.00	\$	90,000.00	Provisional allowance
	LANDSCAPE							
_	Trees	-	Item	5	1,200.00	\$	-	
	Landscaping - median works	120	m²	\$	80.00	S	9,600.00	
	Landscaping - batter and back of kerb works	600	m ^z	\$	65.00	5	39,000.00	
	STREET LIGHTING							
7.1	Street Lighting	8	Item	\$	18,000.00	5	144,000.00	Intersection and median lights
8.0	MISCELLANEOUS		1	9				
8.1	Line marking	1	Item	5	15,000.00	5	15,000.00	
8.2	Regulatory Signage	1	Item	\$	18,000.00	\$	18,000.00	
	Works maintenance – up to 1 year	1	Item	5	50,000.00	5	50,000.00	
_	Landscape maintenance – 1yr/2 summers	1	Item	5	20,000.00	\$		Including traffic Management
_		1		5	100,000.00	5	100,000.00	incoming trainic management
	Traffic signals 10 year Maintenance Fee	- 1	Item	2	100,000.00	2	100,000.00	U.
	OTHER			_		_		
9.1	Telstra services relocation/ Protection works	1	Item	\$	3,800,000.00	5	3,800,000.00	Email confirmation
		760		l.		L		
9.2	NBN services relocation/Protection works	1	Item	5	550,000.00	\$	330,000.00	Verbal confirmation for full works only
			V			١		This is a broad level estimate only, subject
9.3	Optus services relocation/Protection works	1	/tem	\$	80,000.00	5	80,000.00	to verification by authority
				١.		١		This is a broad level estimate only, subject
9.4	Gas services relocation/Protection works		item	5	100,000.00	5	100,000.00	to verification by authority
	Nextgen communication services relocation/Protection	<i>r</i>		l				This is a broad level estimate only, subject
9.5	works	1	/tem	\$	100,000.00	5	100,000.00	to verification by authority
								This is a broad level estimate only, subject
9.6	Water and Sewer services relocation/Protection works		/tem	s	300,000.00	5	300,000.00	to verification by authority
	The second secon	-	-	-		-	300,000	and an analysis of
	Electrical services relocation/Protection works	1	Item	\$	450,000.00	5	450,000,00	Verbal confirmation for full works only
2./		- 1	STREET,	-	450,000.00	-		versel confirmation for run works only
	SUB-TOTAL WORKS					\$	7,514,150.00	
	DELIVERY							
-	Council Fees	3.25	%			5	244,209.88	
	VicRoads Fees	1	%	_		\$	73,141.50	
	Traffic Management		%			5	375,707.50	
	Environmental Management	0.5	%			\$	37,570.75	
	Survey/Design		%			5	375,707.50	
	Supervision & Project Management	9	%	_		\$	676,273.50	
	Site Establishment	2.5	%			5	187,853.75	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%			5	1,127,122.50	
	SUB-TOTAL DELIVERY					\$	3,099,586.88	
11	TOTAL ESTIMATED COST					\$	10,613,736.88	

24/09/2018 1:17 PM V136081 1 of 2



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 F9 dated 14/09/2018

2.1 arterial road 1850 m² \$ 220.00 \$ 407,000.00 pavement		-			_				
1. Site previous and content works with type or spread 1 New 5 28,000 00 5 29,000 00	Item				toac		IN4		Comments
1.1 Seminor 1 Rem 2 28,000 00 2 20,000 00			Quantity	Unit		Kate	H	Amount	Comments
1.3 Estimated improvement 300 m² 5 300.00 5 33,000.00				Item		20,000,00		20,000,00	
3.1 Singress improvement	1.2	Earthworks	1300		_		_		
1. Rem	-			- 1	-		<u> </u>		
Applied Favement - 7:3mm depth pavement for primary 1830 m² 5 220.00 5 407,000.00 pavement 1870 m² 5 220.00 5 407,000.00 pavement 1870 m² 5 220.00 5 218,000.00 pavement 1870 m² 5 200.00 5 218,000.00 pavement 1870 m² 5 200.00 5 218,000.00 pavement 1870 m² 5 200.00 6 128,000.00 pavement 1870 m² 6 200.00 6 128,000.00 pavement 1870 m² 6 200.00 6 200.00 pavement 1870 m² 6 200.00 6 200.00 pavement 1870 m² 6 200.00 6 200.00 6 200.00 pavement 1870 m² 6 200.00 6 200.00 6 200.00 pavement 1870 m² 6 200.00 6 200.00 6 200.00 6 200.00 pavement 1870 m² 6 200.00 6 200					_		-		
Appheit Pavement - 713mm depth pavement for primary 1.850 m² \$ 220.00 \$ 407,000.00 pavement 1.850 m² \$ 230.00 \$ 407,000.00 pavement 1.850 m² \$ 77.00 \$ 2.38,000.00 pavement 1.850 m² \$ 1.500 m² \$ 2.300.00 pavement 1.850 m² \$ 2.300.00 pavement	1.4	service proving works	-	item	>	25,000.00	,	25,000.00	
1.1 Appeal resident works with type V signate 1.20	2.0	ROAD PAVEMENT							
2. Asphalt reshect works with type V sphalt 2400 m² 5 70.00 \$ 238,000.00 7 1 1 1 1 1 1 1 1 1		Asphalt Pavement - 715mm depth pavement for primary			Г		Г		Narrow Widening - Deep strength asphalt
2.1 A Appeat reserte works with type H appeats 3400 m² 5 70.00 5 123,000.00 The reservation 1.00	2.1	arterial road	1850	mª	\$	220.00	\$	407,000.00	pavement
1. A A Spark reshed works with type if asphalt 1. Section WORKS 1. Section WORKS 1. Section WORKS 1. Section WORKS 1. Section Review Review Works 1. Section Review Review Works 1. Section Review Review Works 1. Section Review Review Review Works 1. Section Review R									Type V asphalt within the braking zone or
3.0 CONCERTE WORKS					\$	70.00	\$		
3.1 2 2 2 2 2 2 2 2 2	2.4	Asphalt resheet works with type H asphalt	2500	m ¹	\$	50.00	\$	125,000.00	Other areas
3.3 Societima & Cycle Peths 200 m² 5 130.00 3 18750.00 1 16 100.000 1 1 1 1 1 1 1 1 1	$\overline{}$						_		
3.3 Concrete median works	$\overline{}$				-		-		
1.0					-		÷		
1-4 Pramar ramp works	3.3	Concrete median works	120	m*	\$	150.00	\$	18,000.00	
3.4 Pann ramp works							14		
4. D Paninage - pipes 330					L				
4.1 Drainage - pipes 330			10	Item	\$	2,500.00	\$	25,000.00	requirements
4.3 Ordinage - pits 12 Item 5 2,000,00 5 30,000,00 Additional protection above Melbourne 5 5,00 5 43,000,00 Additional protection above Melbourne 5 5,00 Additional protection above Melbourne 5 5,00 Additional protection above Melbourne 5 1,000,000 5 10,000,000 5 40,000,00 5 40,000,00 5 40,000,00 5 40,000,00 5 40,000,00 5 40,000,00 5 40,000,00 5 40,000,00 5 40,000,00 6 40,	-								
4.4 Orninge — Sub-sol drainage 4.4 Orninge — Sub-sol drainage 4.5 Ornaffe (Spraine) 4.6 Orninge — Sub-sol drainage 4.6 Orninge — Sub-sol drainage 4.7 Orninge — Sub-sol drainage 4.8 Orninge — Sub-sol drainage 4.9 Orninge — Sub-sol drainage 4.0 Orninge — Sub-sol drainage 4.1 Orninge — Sub-sol drainage 4.2 Orninge — Sub-sol drainage 4.3 Orninge — Sub-sol drainage 4.4 Orninge — Sub-sol drainage 4.5 Orninge — Sub-sol drainage 4.6 Orninge — Sub-sol drainage 4.7 Orninge — Sub-sol drainage 4.8 Orninge — Sub-sol drainage 4.9 Orninge — Sub-sol drainage 4.0 Orninge — Sub-sol drainage 4.1 Item 5.1 0,000,000 6.2 0,000,000 6.3 0,000,000 6.4 0,000,000 6.5 0,000,000 6.6 0,000 6.7 0,000 6.8 0,000 6.9 0,000			_						
4.4 Drainage - Miscellaneous (Description) 1 Item 5 10,000.00 5					_				
4. 4 Drainage - Miscalianeous (Description) 1. Item	4.3	urainage - Sub-soil drainage	700	Lm	\$	65.00	\$	45,500.00	
S. O TRAFFIC		Paris and Adiabatic Adiaba	.			40.000.00			
3.1 Traffic Signats - East Boundary Road/ North Drive 1 Item			1	item	>	10,000.00	\$	10,000.00	pipe/rits
3.2 Traffic Safety (barriers etc) 4. Item \$ 4,000.00 \$ 40,000.00 Provisional allowance 6. LANDSCAPE 5. Item \$ 1,200.00 \$ 3,600.00 6. Item \$ 1,200.00 \$ 3,600.00 6. Item \$ 1,200.00 \$ 3,600.00 6. Item \$ 1,200.00 \$ 3,600.00 7. Item \$ 1,000.00 \$ 16,000.00 7. Item \$ 1,000.00 \$ 126,000.00 Intersection and median lights 7. Item \$ 1,000.00 \$ 126,000.00 Intersection and median lights 8. Item \$ 1,000.00 \$ 126,000.00 Intersection and median lights 8. Item \$ 1,000.00 \$ 1,000.00 Intersection an	$\overline{}$			Item		400 000 00		400.000.00	Namintarraction
S.O. LANDSCAPE			_		<u> </u>		÷		
6.1 Trees 6.2 Landscaping - median works 6.3 Landscaping - better and back of kerb works 7.0 STREET LIGHTING 7.1 Item 8.1 Life marking 8.2 Regulatory signage 9.2 Item 9.1 Life marking 1.1 Item 9.1 Life marking 1.2 Item 9.3 3,000.00 9.0 OTHER 9.1 Testra services relocation/Protection works 1.1 Item 9.1 Item 9.1 Life marking 1.2 Item 9.1 Life marking 1.3 Item 9.2 Regulatory signage 1.3 Item 9.3 3,000.00 9.0 OTHER 9.1 Testra services relocation/Protection works 1.1 Item 9.1 1 Item 9.2 NBN services relocation/Protection works 1.2 Item 9.3 0,000.00 9.4 Gas services relocation/Protection works 1.2 Item 9.4 Gas services relocation/Protection works 1.3 Item 9.4 Works manufacture only and waiting 9.5 Works Next year communication services relocation/Protection works 1.3 Item 9.4 Gas services relocation/Protection works 1.4 Item 9.5 30,000.00 9.6 Woter and Sewer services relocation/Protection works 1.4 Item 9.5 30,000.00 9.6 Woter and Sewer services relocation/Protection works 1.4 Item 9.5 30,000.00 9.6 Woter and Sewer services relocation/Protection works 1.4 Item 9.5 30,000.00 9.6 Woter and Sewer services relocation/Protection works 1.4 Item 9.5 30,000.00 9.6 Woter and Sewer services relocation/Protection works 1.4 Item 9.5 150,000.00 9.6 Woter and Sewer services relocation/Protection works 1.4 Item 9.5 150,000.00 9.6 Uservices relocation/Protection works 1.5 Item 9.6 Uservices relocation/Protection works 1.6 Item 9.7 Security of the security responses 1.6 Item 9.7 Security of the			1	item	>	40,000.00	\$	40,000.00	Provisional allowance
6.2 Landscaping - median works 6.3 Landscaping - better and back of herb works 7.1 STREET LIGHTING 7.1 STREET LIGHTING 8.1 Line marking 8.2 Regulatory Signage 8.3 Works maintenance - up to 1 year 9.4 Landscape maintenance - up to 1 year 9.5 Testing size of year Maintenance Fee 9.1 Testistra services relocation/ Protection works 9.2 NBN services relocation/ Protection works 9.3 Optus services relocation/ Protection works 9.3 Optus services relocation/ Protection works 9.4 Gas services relocation/ Protection works 9.5 Works and communication services relocation/ Protection works 9.6 Woter and Sewer services relocation/ Protection works 9.7 Silectrical services relocation/ Protection works 9.8 Works and communication services relocation/ Protection works 9.7 Silectrical services relocation/ Protection works 9.8 Woter and Sewer services relocation/ Protection works 9.9 Woter and Sewer services relocation/ Protection works 9.0 Woter and Sewer services relocation/ Protection works 9.1 Rem \$ 30,000.00 \$ 30,000.00 Verbal confirmation for full works only This is a guess estimate only and waiting This is a guess estimate only and waiting This is a guess estimate only and waiting Septiment			- 4	item.		4 300 00		2 600 00	
6.3 Landscaping - batter and back of kerb works 7.0 STREET LIGHTING 8.0 MISCELLANEOUS 8.1 Line marking 8.1 litem \$ 12,000.00 \$ 12,000.00 \$ 12,000.00 8.2 Regulatory Signage 1 Item \$ 12,000.00 \$ 12,000.00 8.3 Words maintenance - up to 1 year 1 Item \$ 32,000.00 \$ 33,000.00 8.4 Landscape maintenance - up to 2 year 1 Item \$ 3,000.00 \$ 3,000.00 8.5 Treffic signals 10 year Maintenance Fee 1 Item \$ 1,000,000 \$ 100,000.00 9.0 OTHER 1 Item \$ 1,000,000 \$ 1,000,000 \$ 1,000,000 9.1 Telstra services relocation/Protection works 1 Item \$ 1,000,000 \$ 1,000,000 9.2 NBN services relocation/Protection works 1 Item \$ 3,000,00 \$ 1,000,000 9.3 Optus services relocation/Protection works 1 Item \$ 3,000,00 \$ 30,000.00 9.4 Gas services relocation/Protection works 1 Item \$ 30,000.00 \$ 30,000.00 9.5 Works 9.6 Water and Sewer services relocation/Protection works 1 Item \$ 30,000.00 \$ 30,000.00 1 Item \$ 30,000.00 \$ 30,000.00 1 Item \$ 30,000.00 \$ 100,000.00 2 Item \$ 30,000.00 \$ 100,000.00 2 Item \$ 30,000.00 \$ 100,000.00 2 Item \$ 30,000.00 \$ 100,000.00 3 Item \$ 30,000.00 \$ 100,000.00 3 Item \$ 30,000.00 \$ 100,000.00 3 Item \$ 30,000.00 \$ 100,000.00 4 Item \$ 30,000.00 \$ 100,000.00 5 Item \$ 30,000.00 6 Item \$ 100,000.00 7 Item \$ 30,000.00 7 Item \$ 30,000.00 8 Item \$ 30,000.00 8 Item \$ 30,000.00 8 Item \$ 30,000.00 8 Item \$ 30,000.00 9 Item \$ 30,00					<u> </u>		÷		
7.0 STREET LIGHTING 7.1 Street Lighting 7.1 Street Lighting 7.1 Street Lighting 8.1 Line marking 8.2 MISCELLAREOUS 8.1 Line marking 8.2 Regulatory Signage 8.3 Works maintenance — up to 1 year 9.4 Landscape maintenance — up to 1 year 9.5 Litem \$ 12,000.00 \$ 12,000.00 9.6 Landscape maintenance — up to 1 year 9.6 Litem \$ 3,000.00 \$ 3,000.00 9.7 Litem \$ 3,000.00 \$ 100,000.00 9.8 Landscape maintenance — up to 1 year 9.1 Item \$ 1,000,000.00 \$ 100,000.00 9.2 NBN services relocation/Protection works 9.1 Telistra services relocation/Protection works 9.2 NBN services relocation/Protection works 9.3 Optus services relocation/Protection works 9.4 Gas services relocation/Protection works 9.5 Works 9.6 Woter and Sewer services relocation/Protection works 9.7 Electrical services relocation/Protection works 9.8 Woter and Sewer services relocation/Protection works 9.9 Works 9.0 OTHER 9.1 Telm \$ 30,000.00 \$ 100,000.00 9.2 NBN services relocation/Protection works 9.3 Optus services relocation/Protection works 9.4 Farm \$ 30,000.00 \$ 100,000.00 9.5 Line works of the works only and waiting for authority responses 9.6 Woter and Sewer services relocation/Protection works 9.7 Electrical services relocation/Protection works 9.8 Woter and Sewer services relocation/Protection works 9.9 Works 9.0 ODELIVEY 9.1 Item \$ 150,000.00 \$ 150,000.00 9.1 Verbal confirmation for full works only 1 Item \$ 150,000.00 9.1 Item \$					-		_		
7 Item \$ 18,000.00 \$ 12,000.00 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 \$ 12,000.00 \$ 12,000.00 8.3 Works maintenance — up to 1 year 1 Item \$ 3,000.00 \$ 33,000.00 8.4 Landscape maintenance — 1yr/2 summers 1 Item \$ 3,000.00 \$ 33,000.00 8.5 Traffic signals 10 year Maintenance Fee 1 Item \$ 10,000.00 \$ 100,000.00 9.0 OTHER 9.1 Teistra services relocation/Protection works 1 Item \$ 10,000.00 \$ 1,000,000.00 9.1 Teistra services relocation/Protection works 1 Item \$ 10,000.00 \$ 1,000,000.00 9.2 NBN services relocation/Protection works 1 Item \$ 30,000.00 \$ 1,000,000.00 9.3 Optus services relocation/Protection works 1 Item \$ 30,000.00 \$ 1,000,000.00 This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses 1 Item \$ 33,000.00 \$ 130,000.00 10.00 DELIVERY 1 Item \$ 130,000.00 \$ 130,000.00 10.00 DELIVERY 1 Item \$ 110,000.00 \$ 1			250	m-	>	65.00	>	16,230.00	
8.0 MISCELLANEOUS 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 \$ 33,000.00 8.4 Landscape maintenance — 1yr2 summers 1 Item \$ 5,000.00 \$ 30,000.00 8.5 Traffic signals 10 year Maintenance Fee 9.0 OTHER 9.1 Teistra services relocation/Protection works 1 Item \$ 1,000,000.00 \$ 100,000.00 9.2 NBN services relocation/Protection works 1 Item \$ 1,000,000.00 \$ 100,000.00 9.3 Optus services relocation/Protection works 1 Item \$ 100,000.00 \$ 100,000.00 9.3 Optus services relocation/Protection works 1 Item \$ 100,000.00 \$ 100,000.00 9.3 Optus services relocation/Protection works 1 Item \$ 100,000.00 \$ 30,000.00 1 Item \$ 30,000.00 \$ 30,000.00 1 Item \$ 30,000.00 \$ 30,000.00 1 Item \$ 5,000.00 \$ 5,000.00 1 Item \$ 30,000.00 \$ 100,000.00 1 Item \$ 5,000.00 \$ 100,000.00 1 Item \$ 1,000.00 1 Item \$ 1,000.	-		_						
8.1 Line marking 1 Item \$ 12,000.00 \$ 12,000.00 \$ 12,000.00 \$ 8.3 Works maintenance – up to 1 year 1 Item \$ 12,000.00 \$ 12,000.00 \$ 12,000.00 \$ 13,000.00 \$ 3,000.00			7	Item	\$	18,000.00	\$	126,000.00	Intersection and median lights
8.2 Regulatory Signage	-								
8.3 Works maintenance — up to 1 year 8.4 Landscape maintenance — 1/2 summers 8.5 Traffic signals 10 year Maintenance Fee 9.0 OTHER 9.1 Teistra services relocation/Protection works 1 Item \$ 1,00,000.00 \$ 1,000,000.00 Email confirmation 9.2 NBN services relocation/Protection works 1 Item \$ 1,000,000.00 \$ 1,000,000.00 Email confirmation 9.3 Optus services relocation/Protection works 1 Item \$ 1,000,000.00 \$ 1,000,000.00 Email confirmation 9.4 Gos services relocation/Protection works 1 Item \$ 30,000.00 \$ 30,000.00 for authority responses Naxtgen communication services relocation/Protection works 1 Item \$ 33,000.00 \$ 600,000.00 for authority responses Naxtgen communication services relocation/Protection works 1 Item \$ 33,000.00 \$ 33,000.00 for authority responses This is a guess estimate only and waiting 9.6 Water and Sewer services relocation/Protection works 1 Item \$ 150,000.00 \$ 33,000.00 for authority responses This is a guess estimate only and waiting 9.6 Water and Sewer services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses This is a guess estimate only and waiting 9.7 Electrical services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 for					-		-		
8.4 Landscape maintenance - 1yr/2 summers					\$		÷		
S. Traffic signals 10 year Maintenance Fee 1 Item 5 100,000.00 5 100,000.00	-			Item	\$		-		
9.0 OTHER 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 This is a guess estimate only and waiting 9.4 Gas services relocation/ Protection works 1 Item \$ 30,000.00 \$ 30,000.00 for authority responses Nextgan communication services relocation/ Protection 9.5 Works 1 Item \$ 33,000.00 \$ 33,000.00 for authority responses This is a guess estimate only and waiting 9.6 Water and Sewer services relocation/ Protection works 1 Item \$ 35,000.00 \$ 33,000.00 for authority responses This is a guess estimate only and waiting 9.6 Water and Sewer services relocation/ Protection works 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses This is a guess estimate only and waiting 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses This is a guess estimate only and waiting 1 Item \$ 150,000.00 \$ 150,000.00 for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 verbal confirmation for full works only 5 UsE-TOTAL WORKS 1 Item \$ 130,000.00 \$ 150,000.00 for authority responses 1 Item \$ 130,000.00 \$ 150,000.00 verbal confirmation for full works only 5 UsE-TOTAL DELIVERY 5 10.4 Environmental Management 9 5 \$ 200,000.00 5 200,000.00 10.6 Supervision & Project Management 9 5 \$ 137,409.00 10.8 Contingency - Overall (Item 1.1 to 9.7) 10.8 Contingency - Overall (Item 1.1 to 9.7) 5 UsE-TOTAL DELIVERY 5 1,716,041.25	8.4	Landscape maintenance – 1yr/2 summers	1	Item	\$	5,000.00	\$	5,000.00	Including traffic Management
9.1 Teistra 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 This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses Navigen communication services relocation/Protection 9.3 Works 1 Item \$ 30,000.00 \$ 600,000.00 Tauthority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate	8.5	Traffic signals 10 year Maintenance Fee	1	Item	\$	100,000.00	\$	100,000.00	
9.2 NBN services relocation/Protection works 1 Item \$ 100,000.00 \$ 100,000.00 Verbal confirmation for full works only This is a guess estimate only and waiting for survices relocation/Protection works 1 Item \$ 30,000.00 \$ 30,000.00 This is a guess estimate only and waiting for survices relocation/Protection works 1 Item \$ 30,000.00 \$ 600,000.00 This is a guess estimate only and waiting for authority responses Next gen communication services relocation/Protection 9.5 Water and Sewer services relocation/Protection works 1 Item \$ 33,000.00 \$ 35,000.00 This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses Sub-Total Works 1 Item \$ 150,000.00 \$ 150,000.00 Verbal confirmation for full works only Sub-Total Works 1 Item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only Sub-Total Works 1 Item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only Item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only Sub-Total Works 1 Item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only Item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only Item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only Item \$ 150,000.00 \$ 130,000.00 Verbal Management 1 Item \$ 150,000.00 \$ 130,000.00 Verbal Management 2	9.0	OTHER							
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 Nextgen communication services relocation/Protection 9.5 Works 1 Item \$ 35,000.00 \$ 33,000.00 for authority responses 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 For authority responses This is a guess estimate only and waiting for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 For authority responses 9.7 Electrical services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 Verbal confirmation for full works only 5 UB-TOTAL WORKS 5 4,160,100.00 10.1 Council Fees 9.25 \$ \$ 135,203.25 10.2 VicRoads Fees 1 \$ \$ \$ \$ \$ \$ 200,003.00 10.3 Traffic Management 5 \$ \$ \$ \$ \$ 200,003.00 10.4 Environmental Management 9.5 \$ \$ \$ 200,003.00 10.5 Supervision & Project Management 9.5 \$ \$ \$ \$ 374,409.00 10.8 Contingency - Overall (Item 1.1 to 9.7) 10.8 Contingency - Overall (Item 1.1 to 9.7) 5 UB-TOTAL DELIVERY 5 1,716,041.25	9.1	Telstra services relocation/ Protection works	1	Item	\$	1,000,000.00	\$	1,000,000.00	Email confirmation
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 Nextgen communication services relocation/Protection 9.5 Works 1 Item \$ 35,000.00 \$ 33,000.00 for authority responses 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 For authority responses This is a guess estimate only and waiting for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 For authority responses 9.7 Electrical services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 Verbal confirmation for full works only 5 UB-TOTAL WORKS 5 4,160,100.00 10.1 Council Fees 9.25 \$ \$ 135,203.25 10.2 VicRoads Fees 1 \$ \$ \$ \$ \$ \$ 200,003.00 10.3 Traffic Management 5 \$ \$ \$ \$ \$ 200,003.00 10.4 Environmental Management 9.5 \$ \$ \$ 200,003.00 10.5 Supervision & Project Management 9.5 \$ \$ \$ \$ 374,409.00 10.8 Contingency - Overall (Item 1.1 to 9.7) 10.8 Contingency - Overall (Item 1.1 to 9.7) 5 UB-TOTAL DELIVERY 5 1,716,041.25					П		Г		
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 Nextgen communication services relocation/Protection 9.5 Works 1 Item \$ 35,000.00 \$ 33,000.00 for authority responses 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 For authority responses This is a guess estimate only and waiting for authority responses 1 Item \$ 150,000.00 \$ 150,000.00 For authority responses 9.7 Electrical services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 Verbal confirmation for full works only 5 UB-TOTAL WORKS 5 4,160,100.00 10.1 Council Fees 9.25 \$ \$ 135,203.25 10.2 VicRoads Fees 1 \$ \$ \$ \$ \$ \$ 200,003.00 10.3 Traffic Management 5 \$ \$ \$ \$ \$ 200,003.00 10.4 Environmental Management 9.5 \$ \$ \$ 200,003.00 10.5 Supervision & Project Management 9.5 \$ \$ \$ \$ 374,409.00 10.8 Contingency - Overall (Item 1.1 to 9.7) 10.8 Contingency - Overall (Item 1.1 to 9.7) 5 UB-TOTAL DELIVERY 5 1,716,041.25	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 for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses 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 for authority responses 1 // Item \$ 33,000.00 \$ 33,000.00 for authority responses 1 // Item \$ 33,000.00 \$ 33,000.00 for authority responses 1 // Item \$ 33,000.00 \$ 33,000.00 for authority responses 1 // Item \$ 35,000.00 \$ 35,000.00 for authority responses 1 // Item \$ 150,000.00 \$ 150,000	9.3	Optus services relocation/Protection works	1	Item	\$	30,000.00	5	30,000.00	
9.4 Gas services relocation/Protection works Nextgen communication services relocation/Protection 9.3 works 1 item \$ \$600,000.00 \$ \$600,000.00 for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses This is a guess estimate only and waiting for authority responses							Ė		
Nextgen communication services relocation/Protection 1	9.4	Gas services relocation/Protection works	1	Item	\$	600,000.00	\$	600,000.00	
9.5 works 1 item \$ 33,000.00 \$ 33,000.00 for authority responses This is a guess estimate only and waiting 9.6 Water and Sewer services relocation/Protection works 1 item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only SUB-TOTAL WORKS 1.0.0 DELIVERY 1.0.1 Council Fees 1.0.2 VicRoads Fees 1.0.3 Surrey/Cesign 1.0.4 Environmental Management 1.0.5 Survey/Cesign 1.0.5 Survey/Cesign 1.0.6 Supervision & Project Management 1.0.7 Survey/Cesign 1.0.8 Supervision & Project Management 1.0.9 Supervision & Project Management 1.0.1 Council Fees 1.0.2 VicRoads Fees 1.0.3 Survey/Cesign 1.0.4 Supervision & Project Management 1.0.5 Survey/Cesign 1.0.6 Supervision & Project Management 1.0.7 Survey/Cesign 1.0.8 Contingency - Oversall (Item 1.1 to 9.7) 1.0.8 Sub-TOTAL DELIVERY 1.0.9 Sub-TOTAL DELIVERY 1.0.1 Supervision & Project Management 1.0.2 VicRoads Project Management 1.0.3 Supervision & Project Management 1.0.4 Supervision & Project Management 1.0.5 Supervision & Project Management 1.0.6 Sub-TOTAL DELIVERY 1.0.7 Sub-TOTAL DELIVERY 1.0 Sub-TOTAL DELIVERY 1.0 Supervision & Sub-TOTAL DELIVERY 1.0 Supervision & Sub-TOTAL DELIVERY									
9.6 Water and Sewer services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 Verbal confirmation for full works only 9.7 Electrical services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 Verbal confirmation for full works only 5UB-TOTAL WORKS \$ 4,160,100.00 10.01 Council Fees 3.25 \$ \$ 135,203.25 10.1 Council Fees 1 \$ \$ \$ \$ 41,601.00 10.3 Traffic Management 5 \$ \$ \$ \$ 208,003.00 10.4 Environmental Management 0.3 \$ \$ \$ 208,003.00 10.5 Survey/Design 5 \$ \$ \$ 208,003.00 10.6 Supervision & Project Management 9 \$ \$ \$ \$ 374,409.00 10.7 Site Establishment 2.5 \$ \$ \$ 104,002.30 5 UB-TOTAL DELIVERY \$ \$ 1,716,041.25	9.5		1	Item	5	35,000.00	5	35,000.00	
9.6 Water and Sewer services relocation/Protection works 1 Item \$ 150,000.00 \$ 130,000.00 for authority responses 1 Item \$ 150,000.00 \$ 130,000.00 Verbal confirmation for full works only 5 UB-TOTAL WORKS 10.00 DELIVERY 10.1 Council Fees 10.2 Vickbads Fees 1 5 5 41,601.00 10.3 Traffic Management 5 5 5 208,005.00 10.4 Environmental Management 10.5 Survey/Design 5 5 5 208,005.00 10.6 Supervision & Project Management 9 5 5 374,409.00 10.7 Site Establishment 10.8 Contingency - Overall [Item 1.1 to 9.7] 10.8 Contingency - Overall [Item 1.1 to 9.7] 10.9 SUB-TOTAL DELIVERY 5 1,716,041.25					Ť		Ť	,	
9.7 Electrical services relocation/Protection works 1 Item \$ 150,000.00 \$ 150,000.00 Verbal confirmation for full works only 10.00 DELIVERY 10.1 Council Fees 3.25 % \$ 135,203.25 10.2 Vicknods Fees 1 % \$ 41,601.00 10.3 Traffic Management 5 % \$ 200,003.00 10.4 Environmental Management 0.5 % \$ 200,003.00 10.5 Survey/Design 5 % \$ 200,003.00 10.6 Supervision & Project Management 9 % \$ 374,409.00 10.7 Site Establishment 9 % \$ 104,002.50 10.8 Contingency - Overall (Item 1.1 to 9.7) 15 % \$ 624,013.00 508-TOTAL DELIVERY \$ 1,716,041.25	9.6	Water and Sewer services relocation/Protection waster		Itom		150,000,00		150 000 00	
SUB-TOTAL WORKS \$ 4,160,100.00	3.6	TOTAL CITY SERVICES FEIOCODONY Protection WORKS	-	il em	,	250,000.00	-	250,000.00	is scalary responses
SUB-TOTAL WORKS \$ 4,160,100.00		Electrical services relocation/Protection waste	.	lte-		150,000,00	_	480 000 00	Verbal confirmation for \$40 works call
10.00 DELIVERY	3.7		1		-	250,000.00	=		TELES COMMITMENT FOR THE WORKS ONLY
10.1 Council Fees 3.25							\$	4,160,100.00	
10.2 VicRoads Fees 1 5 5 41,601.00 10.3 Traffic Management 5 5 5 208,003.00 10.4 Environmental Management 0.5 5 5 208,003.00 10.5 Survey/Design 5 5 5 208,003.00 10.6 Supervision & Project Management 9 5 5 208,003.00 10.7 Site Establishment 2.5 5 5 374,409.00 10.8 Contingency - Overall (Item 1.1 to 9.7) 15 5 5 624,013.00 5 UB-TOTAL DELIVERY 5 1,716,041.25	$\overline{}$								
10.3 Traffic Management 5 % \$ 208,005.00 10.4 Environmental Management 0.5 % \$ 20,000.50 10.5 Survey/Design 5 % \$ 208,005.00 10.6 Supervision & Project Management 9 % \$ 374,409.00 10.7 Size Establishment 2.5 % \$ 104,002.50 10.8 Contingency - Overall (Item 1.1 to 9.7) 15 % \$ 624,015.00 SUB-TOTAL DELIVERY \$ 1,716,041.25					\vdash		-		
10.4 Environmental Management 0.5 % \$ 20,800.50 10.5 Survey/Design					-		_		
10.5 Survey/Design 5 % \$ 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 % \$ 624,013.00 SUB-TOTAL DELIVERY \$ 1,716,041.25					\vdash		_		
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 SUB-TOTAL DELIVERY \$ 1,716,041.25			_		\vdash		_		
10.7 Site Establishment 2.5 % \$ 104,002.50 10.8 Contingency - Overall (Item 1.1 to 9.7) 15 % \$ 624,015.00 SUB-TOTAL DELIVERY \$ 1,716,041.25					\vdash				
10.8 Contingency - Overall (Item 1.1 to 9.7) 15 % \$ 624,015.00 SUB-TOTAL DELIVERY \$ 1,716,041.25					\vdash		-		
SUB-TOTAL DELIVERY \$ 1,716,041.25					\vdash				
	10.8	• 1	15	70	_		=		
11 TOTAL ESTIMATED COST \$ 5,876,141.25							·		
	11	TOTAL ESTIMATED COST					\$	5,876,141.25	

24/09/2018 V136081 1 of 2





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 V136061-01 - 01 and 07 to 08 - issue F9 dated 14/09/2018

	En .	d works - Stage	INS	ĺ	3			
Item	Description	Quantity	Unit		Rate		Amount	Comments
_	SITEWORKS AND EARTHWORKS							
	Site preparation	1	Item	5	35,000.00		35,000.00	
	Earthworks	1800	m	\$	80.00	_	144,000.00	
1.3	Subgrade improvement	580	m²	5	150.00	5	87,000.00	
1.4	Service proving works	1	Item	5	45,000.00	\$	45,000.00	
2.0	ROAD PAVEMENT							
	Asphalt Pavement - 715mm depth pavement for primary							Narrow Widening - Deep strength asphalt
2.1	arterial road	3100	m ^s	\$	220.00	\$	682,000.00	pevement
								Type V asphalt within the braking zone or
2.3	Asphalt resheet works with type V asphalt	3650	m²	5	70.00	\$	255,500.00	intersection
	Asphalt resheet works with type H asphalt	3600	m²	\$	30.00	\$	280,000.00	Other areas
	CONCRETE WORKS							
	Kerb and Channel	1400	Lm	5	100.00	-	140,000.00	
	Pedestrian & Cycle Paths	1900	m²	\$	135.00	\$	256,500.00	
3.3	Concrete median works	1100	m²	\$	150.00	\$	163,000.00	
1 1						ì		All of the pram ramps need to be
					the street of the street	L		constructed in accordance with DDA
	Prem remp works	10	Item	\$	2,500.00	\$	23,000.00	requirements
	DRAINAGE							
	Drainage - pipes	920	Lm	5	250.00	5	230,000.00	177
	Drainage - pits	45	Item	5	2,500.00	5	112,500.00	
4.3	Drainage - Sub-soil drainage	5500	Lm	\$	65.00	\$	357,500.00	povement interfoce also require SSD
				L				Additional protection above Melbourne
	Drainage - Miscellaneous (Description)	1	Item	\$	15,000.00	\$	15,000.00	pipe/Pits
	TRAFFIC			_				
5.1	Treffic Signals - East Boundary Road/ South Drive	1	Item	5	350,000.00	5	350,000.00	New intersection
					inc.	l		V
								This POS may affected due to
							The same of the sa	continuation of 3 through lane
	Traffic Signals - Pedestrian operated Signal 190m South of		State					arrangement and merge prior to East
	Shrewsbury Street	1	Item	5	100,000.00	\$		Boundary Road/Ardene Ct intersection
	Traffic Safety (barriers etc) LANDSCAPE	1	Item	\$	120,000.00	5	120,000.00	Provisional allowance
		40	-		1,200.00	-	48,000.00	
_	Trees		Item	5		-		
	Landscaping - median works	2500	m,	5	80.00		200,000.00	
	Landscaping - batter and back of kerb works	2100	m ^a	\$	65.00	2	136,500.00	
	STREET LIGHTING					-		
	Street Lighting	20	Item	\$	18,000.00	\$	360,000.00	Intersection and median lights
	MISCELLANEOUS						-	
	Line marking	1	Item	\$	15,000.00	5	13,000.00	
	Regulatory Signage	1	Item	5	THE RESERVE OF THE PERSON NAMED IN	5	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	5	25,000.00	\$	25,000.00	Including traffic Management
8.5	Traffic signals 10 year Maintenance Fee	1	Item	5	100,000.00	5	100,000.00	
9.0	OTHER				-		- 77	
	Teistra services relocation/ Protection works	1	Item	5	1,100,000.00	5	1,100,000.00	Email confirmation
9.2	NBN services relocation/Protection works	1	Item	5	300,000.00	5	300,000.00	Verbal confirmation for full works only
								This is a guess estimate only and waiting
9.3	Optus services relocation/Protection works	1	ttem	\$	70,000.00	5	70,000.00	for authority responses
								This is a guess estimate only and waiting
9.4	Gas services relocation/Protection works	1	Item	\$	1,500,000.00	5	1,500,000.00	for authority responses
	Nextgen communication services relocation/Protection							This is a guess estimate only and waiting
9.5	works	1	Item	5	60,000.00	5	60,000.00	for authority responses
		-		۲		-		This is a guess estimate only and waiting
	Minter and Course reminer respective (Section)	1	Item	5	250,000,00	s	250 000 00	for authority responses
9.7	Water and Sewer services relocation/Protection works Electrical services relocation/Protection works	1		3				Verbal confirmation for full works only
-	SUB-TOTAL WORKS			-		5	8,027,500.00	
-						3	0,027,500.00	
	DELIVERY	* * * *					340.000.00	
$\overline{}$	Council Fees	3.25	%	-		\$	260,893.75	
	VicRoads Fees	1	%	-		5	80,275.00	
	Traffic Management	3	%	-		\$	401,375.00	
	Environmental Management	0.3	%	-		\$	40,137.50	
	Survey/Design	3	%	-		\$	401,375.00	-
	Supervision & Project Management	9		-		-	722,475.00	
	Site Establishment Contingency - Overall (Item 1.1 to 9.7)	2.5	5	-		5	1,204,125.00	
_		15		_				
	SUB-TOTAL DELIVERY					5	3,311,343.75	
11	TOTAL ESTIMATED COST					\$	11,338,843.75	

24/09/2018 V136081 1 of 2



Civil Construction Date 24/09/2018

Basis of Estimate
This cost estimate is based on GTA drawing V136081-01 - 01 and 05 - issue F9 dated 14/07/2018

			_					
-		-		beo	works - Stage	IN		
Item	Description	Quantity	Unit		Rate		Amount	Comments
	SITEWORKS AND EARTHWORKS			_		-		
	Site preparation	1	Item	5	10,000.00	\$	10,000.00	
-	Earthworks	400	m*	\$	80.00	5	32,000.00	
1.3	Subgrade improvement	0	m*	\$	150.00	\$		
1.4	Service proving works	1	Item	\$	15,000.00	\$	15,000.00	
2.0	ROAD PAVEMENT							
	Asphalt Pavement - 715mm depth pavement for primary					Г		Narrow Widening - Deep strength asphalt
2.1	arterial road	130	m ^s	\$	220.00	\$	28,600.00	povement
								Type V asphalt within the braking zone or
2.2	Asphalt resheet works with type V asphalt	0	m ¹	5	70.00	\$	*	intersection
2.3	Asphalt resheet works with type H asphalt	300	m ⁴	\$	30.00	5	15,000.00	Other areas
3.0	CONCRETE WORKS							
	Kerb and Channel	305	Lm	5	100.00	\$	30,500.00	
3.2	Pedestrian & Cycle Paths	200	m ^z	\$	135.00	\$	27,000.00	
3.3	Concrete median works	205	m ^z	\$	150.00	\$	30,750.00	
								All of the pram ramps need to be
				l				constructed in accordance with DDA
3.4	Prem remp works	2	Item	\$	2,500.00	5	5,000.00	requirements
	DRAINAGE	£ 2	(N					
4.1	Drainage - pipes	80	Lm	\$	250.00	5	20,000.00	78
	Drainage - pits	6	Item	5	2,500.00	5	15,000.00	
	Drainage - Sub-soil drainage	470	Lm	5	65.00	5		pavement interface also require SSD
						lbs.	A	Additional protection above Melbourne
4.4	Drainage - Miscellaneous (Description)	1	Item	s	5,000.00	5	5,000.00	
	TRAFFIC			-		-		
	Traffic Safety	1	Item	\$	20,000.00	5	20.000.00	Provisional allowance
	LANDSCAPE	8 3	1					
	Trees		Item	\$	1,200.00	s		
	Landscaping - median works	60	m ²	5	80.00	5	4,800.00	
	Landscaping - batter and back of kerb works	250	m²	5	65.00	5	16,250.00	-
	STREET LIGHTING	2.50	m	3	63.00	3	10,270.00	
_		_	2			-		
	Street Lighting	3	Item	5	18,000.00	5	54,000.00	Intersection and median lights
	MISCELLANEOUS							
8.1	Line marking	. 1	Item	5	6,000.00	5	6,000.00	
8.2	Regulatory Signage	1	Item	5	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
	OTHER							
	Telstra services relocation/ Protection works	1	Item	5	550,000.00	5	330,000,00	Email confirmation
	There's and Find the best and the control of the find	300	100	-	230,000	Ť	772,000.00	Section Control of the
9.2	NBN services relocation/Protection works	1	Item	5	100,000.00	5	100,000,00	Verbal confirmation for full works only
2.6	HON SELECT FEDERACION PROFES		NAME OF THE OWNER,	-	100,000.00	-	200,000.00	This is a broad level estimate only, subject
	Contraction and an incident Contraction and Co		/tem	5	30,000.00	s	20,000,00	
7.5	Optus services relocation/Protection works	- 2	158m	3	30,000.00	3	30,000.00	to verification by authority This is a broad level estimate only, subject
	Can annima mineralisa (Cantantina manta	1	item	5	20,000,00	\$	20,000,00	
3.4	Gas services relocation/Protection works	2	rcelm-	3	30,000.00	3	30,000.00	to verification by authority
	Nextgen communication services relocation/Protection	k .						This is a broad level estimate only, subject
9.5	works		/tem	5	30,000.00	5	30,000.00	to verification by authority
		F						This is a broad level estimate only, subject
9.6	Water and Sewer services relocation/Protection works		item	\$	50,000.00	5	30,000.00	to verification by authority
9.7	Electrical services relocation/Protection works	1	Item	5	100,000.00	5	100,000.00	Verbal confirmation for full works only
	SUB-TOTAL WORKS					5	1,286,450.00	
10.00	DELIVERY	0 0	1			Ť		-
	Council Fees	3.25	%			5	41.809.63	
	VicRoads Fees	1	36	_		5	12,864.50	-
_	Traffic Management	,	5			5	64,322.50	
-			5	-		-	6,432.25	
	Environmental Management	0.5	%	-		5		
	Survey/Design	9	3	-		5	64,322.50 115,780.50	
A 100 PM	Supervision & Project Management		%	-		5	115,780.50 32,161.25	90
10.7	Site Establishment	2.5		-				-
10.7	Contingency - Overall (Item 1.1 to 9.7)	15	%			5	192,967.50	
10.7							192,967.50 530,660.63	

24/09/2018 1:22 PM V136081 1 of 2





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 05 to part of 06 - issue F9 dated 14/09/2018

	Eo	st Village e	xternal F	beol	works - Stage	IN7		
Item	Description	Quantity	Unit		Rate		Amount	Comments
	SITEWORKS AND EARTHWORKS				-			
	Site preparation	1	Item	\$	10.000.00	\$	10,000.00	4
1.2	Earthworks	400	m*	\$	80.00	\$	32,000.00	
-	Subgrade improvement	0	m²	\$	150.00	\$		
		_						
	Service proving works	1	Item	\$	15,000.00	\$	15,000.00	
2.0	ROAD PAVEMENT							
	Asphalt Pavement - 715mm depth pavement for primary			١.		١.		Narrow Widening - Deep strength asphalt
2.1	arterial road	250	m ¹	\$	220.00	\$	55,000.00	pevement
			_	L.				Type V asphalt within the braking zone or
	Asphalt resheet works with type V asphalt	0	m ^x	\$	70.00	\$	-	intersection
	Asphalt resheet works with type H asphalt	350	m²	\$	50.00	\$	17,500.00	Other areas
_	CONCRETE WORKS							
	Kerb and Channel	250	Lm	\$	100.00	\$	25,000.00	
	Pedestrian & Cycle Paths	180	mx	\$	135.00	\$	24,300.00	
3.3	Concrete median works	260	m²	\$	150.00	\$	39,000.00	
				l				All of the pram ramps need to be
				l			Name of the last	constructed in accordance with DDA
	Pram ramp works	2	Item	\$	2,500.00	5	5,000.00	requirements
	DRAINAGE							
4.1	Drainage - pipes	110	Lm	\$	250.00	\$	27,500.00	240
4.2	Drainage - pits	8	Item	\$	2,500.00	5	20,000.00	
4.3	Drainage – Sub-soil drainage	460	Lm	\$	65.00	\$	29,900.00	pavement interface also require SSD
						100	7	Additional protection above Melbourne
4.4	Drainage - Miscellaneous (Description)	1	Item	\$	5,000.00	\$	5,000.00	pipe/Pits
5.0	TRAFFIC				****			******
5.1	Traffic Safety	1	Item	\$	25,000.00	\$	25,000.00	Provisional allowance
6.0	LANDSCAPE							
	Trees		Item	\$	1,200.00	\$		
6.2	Landscaping - median works	120	m²	\$	80.00	5	9,600.00	
6.3	Landscaping - batter and back of kerb works	250	m²	\$	65.00	5	16,250.00	
	STREET LIGHTING			-				
-	Street Lighting	4	Item	\$	18,000.00	\$	72,000.00	Interception and medical liable
		-	reem	3	18,000.00	3	72,000.00	Intersection and median lights
	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	5	600,000.00	\$	600,000.00	Email confirmation
				-	7			
9.2	NBN services relocation/Protection works		Item	5	80,000.00	\$	80,000,00	Verbal confirmation for full works only
			10001	-		-	20,000.00	This is a broad level estimate only, subject
	Optus services relocation/Protection works	1	Item	\$	20,000.00	\$	20,000.00	to verification by authority
2.5	Option Services relocation per ocertion works	-	THE STATE OF THE S	-	20,000.00	-	20,000.00	This is a broad level estimate only, subject
9.4	Gas services relocation/Protection works		Item	s	30,000.00	Ś	30,000,00	to verification by authority
		-	- redell	-	24,000.00	-	20,000.00	
	Nextgen communication services relocation/Protection			١.		١.		This is a broad level estimate only, subject
9.5	works	1	item	\$	20,000.00	5	20,000.00	to verification by authority
				l		l		This is a broad level estimate only, subject
9.6	Water and Sewer services relocation/Protection works		Item	\$	50,000.00	\$	30,000.00	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					_	368,050.00	
10.00	DELIVERY							
10.00	Council Fees	3.25	%				44,461.63	
	The second secon	3.23	%	-		\$	13,680.50	-
	VicRoads Fees			-		_		
	Traffic Management	0.5	%	-		\$	68,402.50	
_	Environmental Management		_	\vdash		-	6,840.25	
	Survey/Design		%	-		\$	68,402.50	
	Supervision & Project Management	9	%	-		\$	123,124.50	
	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	1,932,370.63	

24/09/2018 1:23 PM V136081 1 of 2



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							
						П		
2.1	Cobar 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							
	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 - batter 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							
	SUB-TOTAL WORKS					\$	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	%			\$	2,593.50	
10.5	Survey/Design	5	%			\$	25,955.00	
10.6	Supervision & Project Management	9	%			\$	46,719.00	
	Site Establishment	2.5	%			\$	12,977.50	
10.8	Contingency - Overall (Item 1.1 to 9.7)	15	%			\$	77,865.00	
	SUB-TOTAL DELIVERY					\$	214,128.75	
11	TOTAL ESTIMATED COST					\$	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.

 2. Approximate cost of protection and/or relocation of underground services during construction is included (broad level

 3. A 30% contingency has been applied to the engineer's opinion of probable costs based on the information from Concept
- Functional layout 4. This engineers opinion of probable cost is based on the drawings listed above and further changes may arise following
- This engineer of principle of proteins of proteins of the protein
- 7. GST is excluded.
- 8. Land acquisition is excluded 9. Price escalation is excluded.
- 10. 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.

24/09/2018 V136081 1 of 1 1:29 PM



Appendix 3 - Project Cost Sheets for Community Infrastructure



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

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)

ELEM

Attachment 5





PRELIMINARY

FOR DISCUSSION ONLY

UNIT QUANTITY

EAST VILLAGE STRATEGIC SITE

Community Infrastructure Design & Costings

Item 2 - Marlborough Street Reserve - Pavilion (Municipal size)

DESCRIPTION

DATE 8/08/2018 GFA 557

REF 12918/F

	DESCRIPTION .		Oitii	QOARTITI	MATE	COST
	Item 2 - Marlborough Street Reserve - Pavilion					
	Change rooms	(FECA)	M2	62	2,700	167,4
	Showers & toilets	(FECA)	M2	36	2,900	104,4
	Referees room	(FECA)	M2	20	2,900	58,0
	Public toilets	(FECA)	M2	35	2,900	101,5
	Kitchen & kiosk	(FECA)	M2	25	3,200	80,0
	- E/O for kitchen equipment	, ,	ITEM			130,0
	Storage	(FECA)	M2	20	2,100	42,0
	Office	(FECA)	M2	15	2,500	37,5
	Utility / cleaners room	(FECA)	M2	5	2,300	11,
	Community space	(FECA)	M2	120	2,500	300,0
	Drinks servery	(FECA)	M2	10	3,200	32,0
	Corridor & circulation	(FECA)	M2	70	2,200	153,1
	External covered viewing area	(UCA)	M2	139	750	104,2
	Site Works					
	Site preparation & clean up		ITEM			40,0
	Roads, footpaths and paved areas		ITEM			13,0
	Boundary walls, fences and gates		ITEM			7,0
	Outbuildings and covered ways		ITEM			7,0
	Landscaping and Improvements		ITEM			26,0
	External Services					
	External stormwater drainage, incl infrastructure		ITEM			130,0
	External sewer drainage, incl infrastructure		ITEM			40,0
	External water supply, incl infrastructure		ITEM			20,0
	External gas reticulation, incl infrastructure		ITEM			20,0
	External fire protection, incl infrastructure		ITEM			30,0
	External light & power, incl infrastructure		ITEM			120,0
	External communications, incl infrastructure		ITEM			30,0
ЈВ-ТОТ/	AL				\$	1,804,6
PRELIM	INARIES (Included Above)		-	%	\$	
COST ES	SCALATION TO TENDER (Included Above)		-	%	\$	
COST ES	SCALATION DURING CONSTRUCTION (Included Above)	-	%	\$	
COUNC	IL FEES		3.25	%	\$	58,0
AUTHO	RITY FEES		1.00	%	\$	18,0
	MANAGEMENT		2.00		\$	36,0
	NMENTAL MANAGEMENT		0.50	%	\$	9,0
	//DESIGN		5.00	%	\$	90,2
	ISION & PROJECT MANAGEMENT		9.00		\$	162,4
SITE EST	TABLISHMENT		2.50	%	\$	45,1
	IGENCY FURNITURE & EQUIPMENT (Excluded)		15.00 ITEM	%	\$	270,
	TED TOTAL PROJECT COST (Excluding GST)				Ś	2,494,9



PRELIMINARY FOR DISCUSSION ONLY

DATE

EAST VILLAGE STRATEGIC SITE
Community Infrastructure Design & Costings

8/08/2018

Community Infrastructure Design & Costings
Item 3 - Virginia Park - Open Space Upgrade

REF 12918/F

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL COST
	Item 3 - Virginia Park - Open Space Upgrade				
	Site Works				
	Site preparation & clean up				
	- General site prep & clean up	ITEM			50,00
	- Trimming of subgrade	M2	4,300	5	21,50
	- Fill the level change area	M3	640	60	38,40
	Roads, footpaths and paved areas				
	- Pedestrian gravel footpath (approx. 2m wide)	M2	300	80	24,0
	- Make good existing footpath and adjacent	ITEM			10,0
	Boundary walls, fences and gates	ITEM			
	- Assume nil				
	Outbuildings and covered ways	ITEM			
	- Assume nil				
	Landscaping and Improvements				
	- Garden bed, incl. tree & shrubs	M2	4,300	65	279,5
	External Services	ITEM			20.0
	External stormwater drainage External sewer drainage - Assume nil	ITEM			20,0
	External water supply	ITEM			10,0
	- Irrigation system	M2	4,300	15	64,5
	External gas reticulation - Assume nil	ITEM	4,500		01,5
	External fire protection - Assume nil	ITEM			
	External light & power	ITEM			20,0
	External communications - Assume nil	ITEM			
JB-TOT/	AL.			\$	537,9
PRELIM	INARIES (Included Above)		%	\$	
COST ES	SCALATION TO TENDER (Included Above)		%	\$	
	SCALATION DURING CONSTRUCTION (Included Above)		%	\$	
COUNC		3.25		\$	17,4
	RITY FEES	1.00		\$	5,3
	MANAGEMENT	2.00		\$	10,7
	NMENTAL MANAGEMENT V/DESIGN	0.50 5.00		\$	2,6 26,8
	/DESIGN /ISION & PROJECT MANAGEMENT	9.00		\$	26,8 48,4
	TABUSHMENT	2.50		\$	13,4
CONTIN		15.00		\$	80,6
	FURNITURE & EQUIPMENT (Excluded)	ITEM		\$	
NTICIDA	TED TOTAL PROJECT COST (Excluding GST)			Ś	743,6





PRELIMINARY

FOR DISCUSSION ONLY

GFA

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

8/08/2018 1,200

REF 12918/F

ELEM	DESCRIPTION	UNIT	QUANTITY	RATE	TOTAL
					COST
	Item 5 - Community Facility				
	MCH Areas	ITEM			390,000
	- refer over for detail				
	Innovation Hub	ITEM			675,000
	- refer over for detail				
	Kindergarten	ITEM			667,400
	- refer over for detail				
	Ancillary Areas	ITEM			921,000
	- refer over for detail				
	Extra over for service facility within commercial building				
	- 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
	Site Works				
	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
	External Services	ITEM			00.000
	External stormwater drainage External sewer drainage	ITEM			99,000 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-TOTA	AL .			\$	4,130,400
PRELIMI	INARIES (Included Above)		%	\$	-
COST ES	CALATION TO TENDER (Included Above)		%	\$	
	CALATION DURING CONSTRUCTION (Included Above)		%	\$	-
COUNC		3.25		\$	134,238
	RITY FEES	1.00		\$	41,304
	MANAGEMENT	2.00		\$	82,608
	NMENTAL MANAGEMENT /DESIGN	0.50 5.00		\$	20,652 206,520
	ISION & PROJECT MANAGEMENT	9.00		\$	371,736
	ABLISHMENT	2.50		\$	
CONTIN		15.00		\$	619,560
	FURNITURE & EQUIPMENT (Excluded)	ITEM		\$	
ANTICIPA	TED TOTAL PROJECT COST (Excluding GST)			\$	5,710,278
	ce Contract - August 2018)			•	_,



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
	Item 6 - Central Open Space Upgrade				2001
	Site Works				
	Site preparation & clean up	ITEM			110,000
	- Refer over for detail				
	Roads, footpaths and paved areas - Refer over for detail	ITEM			817,900
		ITENA			124.000
	Boundary walls, fences and gates - Refer over for detail	ITEM			124,000
	Outbuildings and covered ways	ITEM			430,000
	- Refer over for detail				130,000
	Landscaping and Improvements	ITEM			134,600
	- Refer over for detail				
	External Services				
	External Services External stormwater drainage	ITEM			160,000
	External stormwater dramage	III CIVI			100,000
	External sewer drainage	ITEM			14,000
					_ ,,
	External water supply	ITEM			82,000
	- Irrigation system	M2	3,600	15	54,000
	External gas reticulation - Asssume nil	ITEM			-
	External fire protection - Assume nil	ITEM			
	External fire protection - Assume fill	ITEIVI			-
	External light & power	ITEM			160,000
					200,000
	External communications - Assume nil	ITEM			-
SUB-TOTA	AL.			\$	2,086,500
PRELIM	INARIES (Included Above)		%	\$	
	CALATION TO TENDER (Included Above)		%	\$	
COST ES	CALATION DURING CONSTRUCTION (Included Above)	-	%	\$	
COUNC	IL FEES	3.25	%	\$	67,811
AUTHO	RITY FEES	1.00		\$	20,865
TRAFFIC	MANAGEMENT	2.00		\$	41,730
	NMENTAL MANAGEMENT	0.50		\$	10,433
	/DESIGN	5.00		\$	104,325
	ISION & PROJECT MANAGEMENT	9.00		\$	187,785
	GENCY CENCY	2.50		\$	52,163
CONTIN		15.00	76	\$	312,975
	FURNITURE & EQUIPMENT (Excluded)	ITEM		\$	
	TED TOTAL PROJECT COST (Excluding GST)			\$	2,884,586
(Fixed Price)	ce 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.

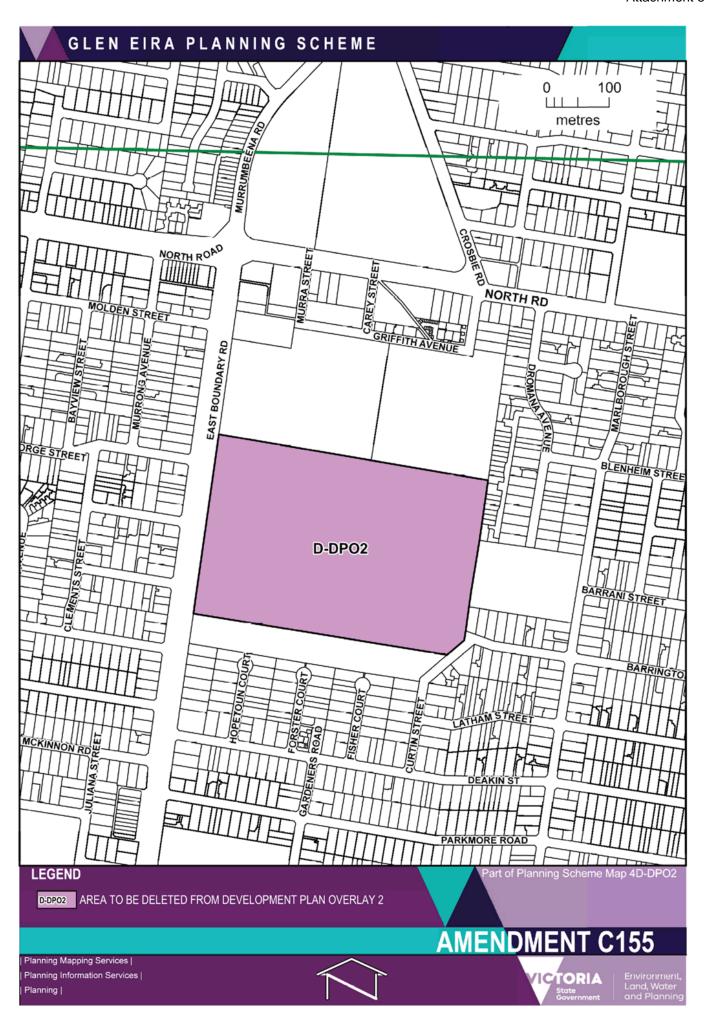


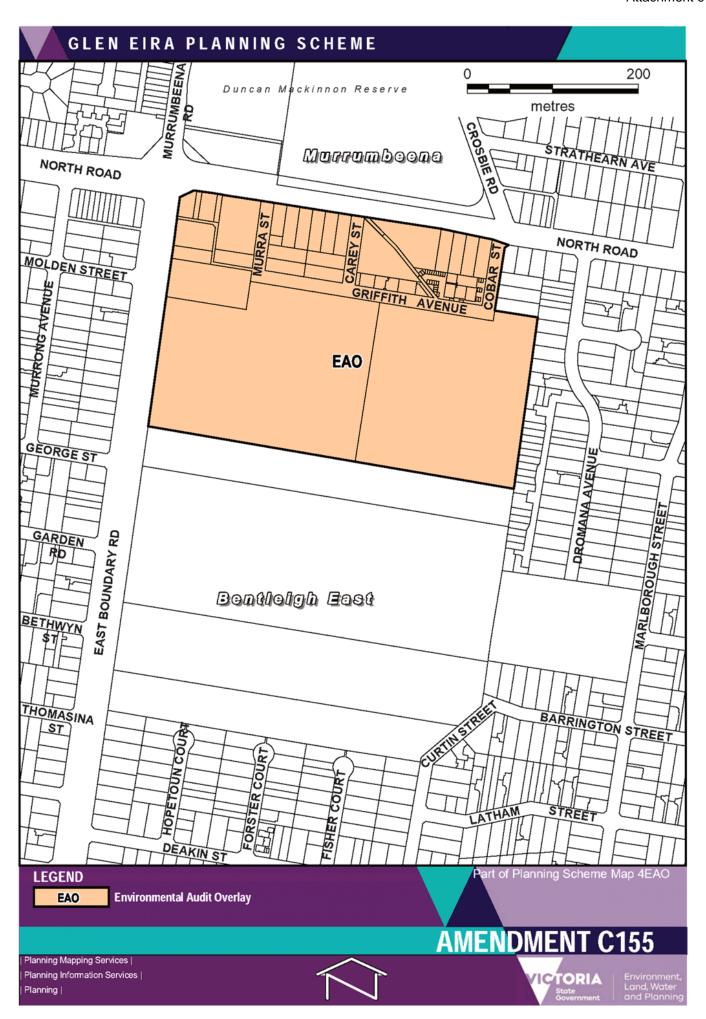
East Village Development Contributions Plan – October 2018











/ /

Attachment 10

Maddocks

Lawyers Collins Square, Tower Two Level 25, 727 Collins Street Melbourne VIC 3008 Australia

Telephone 61 3 9258 3555 Facsimile 61 3 9258 3666

info@maddocks.com.au www.maddocks.com.au

DX 259 Melbourne

Affordable Housing Agreement under section 173 of the Planning and Environment Act 1987

Subject Land: 236 and 240-246 East Boundary Road and 16 Griffith Avenue, Bentleigh East Victoria 3165

Glen Eira City Council ABN 65 952 882 314

and

Date

Fordtrans Pty Ltd ACN 064 838 651 and

Griffith Avenue Pty Limited ACN 147 981 075 and

Make 246 EBRB Pty Ltd ACN 607 059 325

Interstate offices
Canberra Sydney
Affiliated offices around the world through the
Advoc network - www.advoc.com

[7406539: 24567981_1]

Maddocks

Contents

1.	Definitions		
2.	Agreement under section 173 of the Act4		
3.	Purposes of Agreement		4
4.	Reasons for Agreement		4
5.	Owner's specific obligations		
	5.1 5.2 5.3 5.4 5.5 5.6 5.7 5.8 5.9	Affordable Housing Contribution Affordable Housing Proposal Staging of Affordable Housing Contribution Election by Council Transfer of Land to Council Transfer of Land to Registered Agency Section 173 Agreement Completed Affordable Housing Dwellings Statement of Compliance	6
6.	Dispute	Resolution	10
7.	7.1 7.2	Failure to comply with obligations	10
8.	Effect of	Agreement	11
9.	Owner's warranties 1		11
10.	Successors in title		11
11.	Owner's	further obligations	11
	11.1 11.2 11.3 11.4 11.5 11.6	Notice Further actions Mortgagee to be bound Council's costs to be paid Indemnity Council access	11 12 12 12
12.	General.		12
	12.1 12.2 12.3 12.4 12.5	Notices No waiver Severability Governing law No fettering of Council's powers	12 13 13
13.	Registra	tion of the Section 173 Agreement	13
14.	Ending o	of Agreement in Respect to Specific Owner	13
15.	Removal of Agreement		13
16.	Ending of Agreement		14
17.	GST		14

[7406539: 24567981_1]

page i

	ALCOHA CONTRACTO	CONTRACTOR OF STREET	CONTRACTOR OF A
111111111111111111111111111111111111111		100	EE3111
1.1.5.1.0300001.0	RIGHERSTON	100,000,000	81014111

Maddocks

18.	Interpretation	15
19.	Inconsistency with Adopted Affordable Housing Strategy	15

Affordable Housing Agreement under section 173 of the Planning and Environment Act 1987

Dated / /

Parties

Name Glen Eira City Council ABN 65 952 882 314

Address Corner Glen Eira and Hawthorn Roads, Caulfield, Victoria 3162

Short name | Council

Name Fordtrans Pty Ltd ACN 064 838 651

Address Gillon Group of Companies, 'Virginia Park 14 North Drive', 236 East Boundary

Road, Bentleigh East, Victoria 3165

Short name Owner 1

Name Griffith Avenue Pty Limited ACN 147 981 075

Address Australia Square, Level 34, 264-278 George Street, Sydney, New south

Wales 2000

Short name Owner 2

Name Make 246 EBRB Pty Ltd ACN 607 059 325

Address 86-90 High Street, Windsor, Victoria 3181

Short name Owner 3

Background

- Council is the responsible authority for the Planning Scheme.
- B. The Owner is, or is entitled to be, the registered proprietor of the Subject Land.
- C. The parties have agreed to enter into this Agreement in anticipation of the Proposed Amendment.
- D. As at the date of this Agreement, the Subject Land is encumbered by mortgage no. AM440401A, AM440402X and U899283R in favour of the Mortgagee.
- E. The Mortgagee consents to the Owner entering into this Agreement.
- The Council and the Owner have agreed that without limiting or restricting their respective powers to enter into this Agreement and in so far as it can be so treated, this Agreement is made pursuant to section 173 of the Act.

The Parties Agree

Definitions

In this Agreement unless expressed or implied to the contrary:

Act means the Planning and Environment Act 1987 (Vic).

Affordable Housing means affordable housing as defined by section 3AA of the *Planning* and *Environment Act 1987* (Vic).

Affordable Housing Formula is the number of completed Affordable Housing dwellings on the basis that 1 completed Affordable Housing dwelling is the equivalent of 70 square metres of Net Floor Area.

Affordable Housing Proposal has the meaning in clause 5.2.

Agreement means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement.

approved means approved by the Council in writing.

business day means Monday to Friday excluding public holidays in Victoria.

Claim means any and all claims, actions, disputes, differences, demands, proceedings, accounts, interest, costs (whether or not the subject of a court order), Loss, expenses and debts or liabilities of any kind (including those which are prospective or contingent and those the amount of which is not ascertained) of whatever nature and however arising.

complete in respect of any works or any part of any works means the completion of those works or the specified part of those works in accordance with plans and specifications approved by the Council to the satisfaction of the Council.

Comprehensive Development Plan means the adopted Comprehensive Development Plan approved under the Comprehensive Development Zone.

Comprehensive Development Zone means the Comprehensive Development Zone applicable to the Subject Land and incorporated into the Scheme.

Council's Adopted Affordable Housing Strategy means the strategy for affordable housing as adopted by Council from time to time.

GST means GST within the meaning of the GST Law and includes penalties and interest. If under or in relation to the *National Taxation Reform (Consequential Provisions) Act 2000* (Vic) or a direction given under section 6 of that Act, the supplier makes voluntary or notional payments, the definition of GST includes those voluntary or notional payments and expressions containing the term 'GST' have a corresponding expanded meaning.

GST Law has the meaning given to that term in the *A New Tax System (Goods and Services Tax) Act 1999 (Cwlth).*

Law means any law (including principles of law or equity established by decisions of courts) that applies in Victoria, and any rule, regulation, ordinance, order, by-law, local law, statutory instrument, control, restriction, direction or notice made under a law by any authority.

Lot means a lot created by a subdivision of the Subject Land whether in accordance with any planning permit for the Subject Land or otherwise.

Loss means any loss (including loss of profit and loss of expected profit), claim, action, liability, proceeding, summons, demand, notice, damage, death, personal injury, suit, judgment, injunction, order, decree, cost, charge, expense, outgoing, payment, damages, diminution in value or deficiency of any kind or character which a party pays, suffers or incurs or is liable for including:

- (a) liabilities on account of any tax of any nature whatsoever;
- (b) interest and other amounts payable to third parties;
- legal (on a full indemnity basis) and other expenses reasonably incurred in connection with investigating or defending any claim or action, whether or not resulting in any liability;
- (d) amounts paid in settlement of any claim or action; and
- (e) consequential loss and damage (irrespective of its nature or occurrence).

Mortgagee means the person/s registered, or entitled from time to time to be registered, by the Registrar of Titles as mortgagee of the Subject Land or any part of it, and includes a mortgagee in possession.

Net Floor Area mean the total floor area of all floors of all buildings on a site. It includes half the width of any party wall and the full width of all other walls. It does not include the area of car parks, balconies, patios and common areas, stairs, loading bays, accessways, or car parking areas, or any area occupied by machinery required for air conditioning, heating, power supply, or lifts.

Option 1 means the option set out in clause 5.1.1(a).

Option 2 means the option set out in clause 5.1.1(b).

Owner means the person registered or entitled to be registered as proprietor of an estate in fee simple of the Subject Land or any part of it (being Owner 1, Owner 2 and Owner 3 as at the date of this Agreement), and includes a Mortgagee in possession.

Party or Parties means the parties to this Agreement.

Planning Scheme means the Glen Eira Planning Scheme.

practical completion or practically completed means when:

- (a) an occupancy permit pursuant to the Building Act 1993 (Vic) has issued; and
- (b) a certificate of completion has been issued by an appropriately qualified independent consultant appointed by agreement between the parties or, in the absence of agreement, by the President of the Royal Australian Institute of Architects (Victorian Chapter) or his or her nominee, that all works have been finally completed except for minor defects or omissions, in accordance with this Agreement.

Proposed Amendment means the proposed amendment to the Planning Scheme to rezone the Subject Land to a comprehensive development zone.

Registered Agency means a registered agency as defined in section 4 of the *Housing Act* 1983 (Vic).

Registrar means the Registrar of Titles of Victoria.

Specified Consideration means 90% of the market value of the improvements constructed in respect of the Affordable Housing dwellings as at the date of exercise of the right of transfer pursuant to the terms of this Agreement.

Subject Land means the land contained in certificates of title volume 11362 folio 320, volume 11542 folio 569, volume 7448 folio 474, volume 9691 folio 206 and volume 2986 folio 002 or any part of that land known as 236 and 240-246 East Boundary Road and 16 Griffith Avenue, Bentleigh East Victoria 3165.

substantially commenced means construction of not less than 10% of the budgeted construction works for the Affordable Housing dwellings.

Termination Date means the date on which one of the following occurs:

- the Council notifies the Owner in writing that the Owner has fully complied with its obligations pursuant to this Agreement;
- (b) the Council notifies the Owner in writing that the Council no longer requires the Owner to perform its obligations pursuant to this Agreement; or
- (c) the parties agree in writing that the Agreement is no longer to apply to the Subject Land.

Agreement under section 173 of the Act

Without limiting or restricting the respective powers of the Owner and the Council to enter into this Agreement and, insofar as it can be so treated, this Agreement is made as a deed in accordance with section 173 of the Act.

3. Purposes of Agreement

- 3.1 The Parties acknowledge and agree that the purposes of this Agreement are to:
 - 3.1.1 give effect to the Comprehensive Development Plan;
 - 3.1.2 prescribe obligations on the Owner for the form of the development and use of part of the Subject Land; and
 - 3.1.3 achieve and advance the objectives of planning in Victoria and the objectives of the Planning Scheme in respect of the Subject Land.
- 3.2 The purposes of the Agreement as specified in clause 3.1 apply despite what is permitted in respect of development and use of the Subject Land under the Planning Scheme or any change in policy under the Planning Scheme and continue to apply despite the issue of any planning permit in respect of the Subject Land contrary to the covenants of the Owner as specified in this Agreement.

4. Reasons for Agreement

The Parties acknowledge and agree that Council has entered into this Agreement for the following reasons:

- 4.1 Council would not have agreed to commence the process to procure the Proposed Amendment unless the Owner agreed to enter into this Agreement imposing conditions on the development and use of part of the Subject Land; and
- 4.2 the Owner has elected to enter into this Agreement in order to obtain the benefit of the Proposed Amendment.

5. Owner's specific obligations

5.1 Affordable Housing Contribution

- 5.1.1 The parties acknowledge that the Owner is required to provide an Affordable Housing contribution on the Subject Land for nil financial consideration by way of the following options:
 - (a) Option 1 transfer of land comprising not more than and not less than a Net Floor Area of 10,500 square metres (based on 150 dwellings at 70 square metres each), provided that, at the election of the Owner, additional Net Floor Area may be provided; or
 - (b) Option 2 transfer of lot or lots comprising completed Affordable Housing dwellings of an aggregate Net Floor Area of not more and not less than 1,975 square metres, provided that, at the election of the Owner, additional Net Floor Area may be provided.
- 5.1.2 For the avoidance of any doubt, the parties acknowledge and agree that the transfer of land in Option 1 shall require the Owner to provide a land parcel or parcels (as the case may be) with:
 - (a) street frontage;
 - (b) utility services made available;
 - (c) a certificate of environmental audit pursuant to section 53Y of the Environment Protection Act 1980 (Vic) (EP Act) or a statement of environmental audit pursuant to section 53Z of the EP Act confirming that the land is suitable for the beneficial uses associated with sensitive uses that include high density residential use; and
 - (d) independent written confirmation that infrastructure and rock located within a depth of 0.5 metres below ground level has been removed.

5.2 Affordable Housing Proposal

- 5.2.1 Prior to the date which is 24 months before the estimated date of practical completion of the 1500th market dwelling on the Subject Land, and prior to the date which is 24 months before the estimated date of practical completion of the 2100th market dwelling on the Subject Land, the Owner must submit to Council's chief executive officer, an Affordable Housing Proposal that aligns with Council's Adopted Affordable Housing Strategy, provided that if Council's Affordable Housing Strategy is inconsistent with the provisions of clause 5.1.1, then the provisions of clause 5.1.1 shall prevail, and containing the following information in respect of Option 1 and Option 2:
 - a plan identifying the proposed land parcel or parcels within the Subject Land for the Affordable Housing dwellings;

- (b) in respect of the Affordable Housing dwellings:
 - the proposed number of dwellings;
 - (ii) the proposed mix of dwellings (by number of bedrooms);
 - (iii) the indicative size of the dwellings; and
 - (iv) the proposed design and quality of the dwellings;
- (c) the proposed tenant mix for occupation of the Affordable Housing dwellings;
- (d) details of the preferred Registered Agency;
- the estimated construction program having regard to Council's timing requirements in this Agreement;
- an explanation of how the Affordable Housing Proposal aligns with Council's Adopted Affordable Housing Strategy;

5.3 Staging of Affordable Housing Contribution

- 5.3.1 The Owner shall be entitled to stage its Affordable Housing contribution over four (4) parcels of land in respect of Option 1 or Option 2, by providing not less than 2,590 square metres of Net Floor Area in each parcel of land or the equivalent number of completed Affordable Housing dwellings calculated by reference to the Affordable Housing Formula, provided that, subject to clauses 5.5 and 5.6:
 - (a) at least 50% of the contribution in respect of Option 1 or Option 2 as required by Council, is delivered by the date of practical completion of the 1500th market dwellings on the Subject Land in accordance with this Agreement; and
 - (b) 100% of the contribution in respect of Option 1 or Option 2 as required by Council, is delivered by the date of practical completion of the 2100th market dwellings on the Subject Land in accordance with this Agreement.
- 5.3.2 In the event that the Owner elects to stage the Affordable Housing contribution in accordance with clause 5.3.1, then the Owner must comply with all of the obligations of this Agreement dealing with the Affordable Housing dwellings for each stage.

5.4 Election by Council

- 5.4.1 Within 120 days of receiving the Affordable Housing Proposal, Council must elect, by notice in writing to the Owner, whether it requires the Owner to:
 - transfer the nominated land parcel to Council for development and use as Affordable Housing;
 - transfer the nominated land parcel to a Registered Agency for development and use as Affordable Housing;
 - transfer the nominated land parcel and improvements, comprising completed dwellings to be used as Affordable Housing, to Council; or
 - (d) transfer the nominated land parcel and improvements, comprising completed dwellings to be used as Affordable Housing, to a Registered Agency.

5.4.2 If Council does not make its election within the time required by clause 5.4.1, the Owner will be entitled to make the election by notice in writing to Council at any time after the time required by clause 5.4.1, provided Council has not made an election.

5.5 Transfer of Land to Council

- 5.5.1 If Council requires the Owner to transfer the nominated land parcel to Council in accordance with clause 5.4.1(a) or the Owner makes an election to transfer the nominated land parcel to Council in accordance with clause 5.4.2, then the Owner must transfer at least 50% of the land contribution to Council by the date of practical completion of the 1300th market dwelling and 100% of the land contribution to Council by the date of practical completion of the 1900th market dwelling.
- 5.5.2 If the Owner elects to stage the Affordable Housing contribution in accordance with clause 5.3.1, then in respect of such stage, the Owner must transfer at least 50% of the land contribution to Council by such dates in clause 5.5.1 as applicable, determined by whether the Owner is making the first 50% Affordable Housing contribution or the second 50% Affordable Housing contribution.
- 5.5.3 The Owner must ensure that planning approvals are in place to commence delivery of the Affordable Housing dwellings prior to the transfer of the land in clauses 5.5.1 and 5.5.2.
- 5.5.4 Council agrees to consult with the Owner in respect of the tenant mix for the Affordable Housing dwellings, subject to alignment with any Council Adopted Affordable Housing Strategy.

5.6 Transfer of Land to Registered Agency

- 5.6.1 If Council requires the Owner to transfer the land to a Registered Agency in accordance with clause 5.4.1(b), or the Owner makes an equivalent election under clause 5.4.2, then the Owner must transfer at least 50% of the land contribution to the Registered Agency by the date of practical completion of the 1300th market dwelling and 100% of the land contribution to the Registered Agency by the date of practical completion of the 1900th market dwelling.
- 5.6.2 Prior to the transfer of land contemplated by clause 5.6.1 to this Agreement, the Owner must provide to Council, for information purposes only, the following:
 - an updated Affordable Housing Proposal which must align with any Council Adopted Affordable Housing Strategy;
 - evidence that the Registered Agency has the financial capacity for the delivery of the Affordable Housing having regard to the estimated cost of construction as prepared by a quantity surveyor;
 - a letter from a quantity surveyor advising of the estimated cost of construction of the Affordable Housing;
 - evidence that the Registered Agency has an executed construction contract with a registered builder for delivery of the Affordable Housing dwellings;
 - (e) evidence that planning and statutory approvals are in place to permit construction of the Affordable Housing dwellings;
 - (f) confirmation of the construction starting date and the estimated construction delivery completion timeframe, to reflect Council's requirement for:

- substantial commencement of the Affordable Housing dwellings to be achieved by the date which is 12 months after the date of transfer of the land to the Registered Agency;
- practical completion of the Affordable Housing dwellings to be achieved by the date which is 30 months after the date of transfer of the land to the Registered Agency.
- 5.6.3 If the Owner elects to stage the Affordable Housing contribution in accordance with clause 5.3.1, then in respect of such stage, the Owner must transfer at least 50% of the land contribution to the Registered Agency by such dates in clause 5.6.1 as applicable, determined by whether the Owner is making the first 50% Affordable Housing contribution or the second 50% Affordable Housing contribution.

5.7 Section 173 Agreement

In respect of the land transferred to a Registered Agency pursuant to clause 5.6, the Registered Agency covenants that:

- 5.7.1 the Registered Agency will only use the land for a purpose which is consistent with the following:
 - (a) the owner of the land being a Registered Agency; and
 - the provision of Affordable Housing in accordance with the obligations of a Registered Agency under Part 8 of the Housing Act 1983 (Vic);
- 5.7.2 the Registered Agency must not transfer the title to the Affordable Housing dwellings to a third party unless all of the Affordable Housing dwellings are transferred in a single transfer to a Registered Agency, so that all of the Affordable Housing dwellings remain in the ownership of a single Registered Agency;
- 5.7.3 the Registered Agency must not use the equity in the Affordable Housing dwellings to secure borrowings for the construction of other Affordable Housing dwellings except within the municipal district of Glen Eira;
- 5.7.4 the 150 Affordable Housing dwellings, or such number as provided in any relevant stage, must be substantially commenced by the date which is 12 months after the date of transfer of the land to the Registered Agency;
- 5.7.5 the 150 Affordable Housing dwellings, or such number as provided in any relevant stage, must be practically completed by the date which is 30 months after the date of transfer of the land to the Registered Agency;
- 5.7.6 If the Registered Agency has not achieved the obligation in clause 5.7.4 or 5.7.5 by the respective dates in clause 5.7.4 or 5.7.5, then the Registered Agency shall within 10 business days of such date, provide a cure plan to Council setting out how it will meet the respective obligations by the dates in clauses 5.7.7 and 5.7.8;
- 5.7.7 if the Registered Agency has not achieved substantial commencement of the Affordable Housing dwellings prior to the date which is 24 months after the date of transfer of the land to the Registered Agency, the Registered Agency shall at Council's option (by service of a written demand) transfer title to the Affordable Housing land parcel to Council for no consideration;
- 5.7.8 if the Registered Agency has not reached practical completion of the Affordable Housing dwellings prior to the date which is 48 months after the date of the transfer of the land to the Registered Agency, the Registered Agency shall at Council's

- option (by service of a written demand) transfer the title to the Affordable Housing land parcel to Council for the Specified Consideration;
- 5.7.9 completion of the transfer of the title to the Affordable Housing land parcel must occur within thirty (30) days after the date of service of Council's written demand as specified in clauses 5.7.7 and 5.7.8; and
- 5.7.10 where the provisions of clause 5.7.8 apply, the Specified Consideration will be paid by Council to the Registered Agency by bank cheque at the time of delivery of the transfer of land and certificate of title for the Affordable Housing parcel in accordance with the terms of clause 5.7.9;
- 5.7.11 for the purposes of giving full force and effect to clauses 5.7.7, 5.7.8 and 5.7.9, the Registered Agency:
 - (a) irrevocably appoints Council as the attorney of the Registered Agency to do all things including complete, execute and deliver all documents necessary to effect any transfer to Council of the Affordable Housing land parcels in accordance with clauses 5.7.7 and 5.7.8 if the Registered Agency fails to comply with any demand by Council for a transfer of the title to the Affordable Housing land parcels in accordance with clauses 5.7.7 and 5.7.8;
 - agrees to ratify and does ratify all acts and things done by Council pursuant to the power of attorney granted by clause 5.7.11(a); and
 - (c) agrees to transfer the title for the Affordable Housing land parcels to Council in accordance with clauses 5.7.7 and 5.7.8 free from all encumbrances other than those encumbrances affecting the Affordable Housing land parcels immediately prior to the Registered Agency first becoming entitled to be the registered proprietor of the Affordable Housing land parcels; and
- 5.7.12 the Registered Agency must pay all costs and legal expenses (including duty if any) in connection with the transfer of the Affordable Housing land parcels to Council in accordance with clauses 5.7.7 and 5.7.8.

5.8 Completed Affordable Housing Dwellings

- 5.8.1 If Council requires the Owner to transfer the land and improvements, comprising completed Affordable Housing dwellings, to Council or the Registered Agency, in accordance with clause 5.4.1(c) or 5.4.1(d), or the Owner makes an equivalent election under clause 5.4.2, then the Owner must practically complete the Affordable Housing dwellings and transfer the title to the completed Affordable Housing dwellings to Council or the Registered Agency as required by Council, by the following dates:
 - (a) at least 50% of the contribution by the date of practical completion of the 1500th market dwelling; and
 - (b) 100% of the contribution by the date of practical completion of the 2100th market dwelling.
- 5.8.2 If the Owner elects to stage the Affordable Housing contribution in accordance with clause 5.3.1, then in respect of such stage, the Owner must transfer the title to the completed Affordable Housing dwellings for at least 50% of the contribution to Council or the Registered Agency as directed by Council, by such dates in clause 5.8.1 as applicable, determined by whether the Owner is making the first 50% Affordable Housing contribution or the second 50% Affordable Housing contribution.

- 5.8.3 In respect of the land transferred to a Registered Agency pursuant to clause 5.8.1, the Registered Agency covenants that:
 - the Registered Agency will only use the land for a purpose which is consistent with the following:
 - the owner of the land being a Registered Agency; and
 - the provision of Affordable Housing in accordance with the obligations of a Registered Agency under Part 8 of the Housing Act 1983 (Vic);
 - (b) the Registered Agency must not transfer the title to the Affordable Housing dwellings to a third party unless all of the Affordable Housing dwellings are transferred in a single transfer to a Registered Agency, so that all of the Affordable Housing dwellings remain in the ownership of a single Registered Agency; and
 - (c) the Registered Agency must not use the equity in the Affordable Housing dwellings to secure borrowings for the construction of other Affordable Housing dwellings except within the municipal district of Glen Eira.

5.9 Statement of Compliance

In the event that any of the obligations in clauses 5.1, 5.2, 5.3, 5.5, 5.6 and 5.8 are not complied with, Council shall be entitled to withhold the statement of compliance for any plans of subdivision for residential development of the Subject Land until such time as the obligations have been met.

Dispute Resolution

- 6.1 Each of the parties must use its reasonable endeavours to co-operatively resolve a dispute or difference arising under or in connection with this Agreement.
- 6.2 If a dispute arises, notice in writing must be given by the party claiming the dispute, to the other party (**Dispute Notice**). Each party must refer the dispute to the most appropriate senior officer of each party for resolution within 14 days of the Dispute Notice.
- The senior officers of each party must within 30 days of that reference to them, and must in good faith, seek to resolve the dispute by mutual agreement.
- 6.4 It is a condition precedent to the commencement of any litigation in connection with a dispute under this Agreement that the dispute must have been the subject of the procedure referred to in clauses 6.1 and 6.2

Breach of Owner's obligations

7.1 Failure to comply with obligations

If the Owner fails to comply with any obligations under this Agreement, and does not remedy the failure within a reasonable period (having regard to the nature of the remediation action to be taken) of receiving written notice from Council, Council may (but is not required to) carry out such obligations and Council may enter the Subject Land for this purpose. Any costs and expenses incurred by Council in carrying out such obligations must be paid by the Owner to Council on demand, and (until paid) are and remain a charge on the Subject Land.

7.2 Power of Attorney

The Owner appoints Council and any persons deriving title under Council, as this attorney of the Owner for the purposes of carrying out the Owner's obligations under this Agreement if the Owner fails to do so despite notice being given in accordance with clause 7.1. Council may not execute any documents under this power of attorney referred to in this Agreement unless the Owner has failed to comply with this Agreement within 14 days after the date of service by Council of a notice specifying such non-compliance.

Effect of Agreement

- 8.1 This Agreement is effective from the date of this Agreement.
- 8.2 The Owner's obligations will take effect as separate and several covenants which will be annexed to and run at law and equity with the Subject Land to bind the Owner and each successor, assign or transferee of the Owner including the registered proprietor, the mortgagee in possession and the beneficial owner for the time being of the Subject Land.

9. Owner's warranties

The Owner warrants that apart from the Owner and any other party who has consented to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

10. Successors in title

The Owner must ensure that, until this Agreement is recorded on the folio of the register which relates to the Subject Land, the Owner's successors in title will:

- 10.1 give effect to this Agreement; and
- 10.2 enter into a deed agreeing to be bound by this Agreement.

Owner's further obligations

11.1 Notice

The Owner must bring this Agreement to the attention of all prospective purchasers, mortgagees, chargees, lessees, transferees and assigns.

11.2 Further actions

The Owner:

- 11.2.1 must do all things necessary to give effect to this Agreement; and
- 11.2.2 consents to Council applying to the Registrar to record this Agreement on the certificate of title of the Subject Land in accordance with section 181 of the Act and do all things necessary to enable Council to do so, including:
 - (a) sign any further agreement, acknowledgment or document; and

(b) obtain all necessary consents to enable the recording to be made.

11.3 Mortgagee to be bound

The Owner covenants to obtain the consent of any Mortgagee to be bound by the covenants in this Agreement if the Mortgagee becomes mortgagee in possession of the Subject Land.

11.4 Council's costs to be paid

The Owner must pay to the Council, the Council's reasonable costs and expenses (including legal expenses on a party/party basis) of an incidental to the preparation, drafting, review, finalisation, engrossment, execution, registration and enforcement of this Agreement which (until paid) are and remain a charge on the Subject Land.

11.5 Indemnity

The Owner covenants to indemnify and keep indemnified the Council, its officers, employees, agents, workmen and contractors from and against all costs, expenses, losses or damages which they or any of them:

- 11.5.1 may sustain, incur, or suffer; or
- 11.5.2 be or become liable for or in respect of any suit, action, proceeding, judgment or claim brought by any person,

arising from or referrable to this Agreement or any non-compliance with this Agreement.

11.6 Council access

The Owner covenants to allow Council and its officers, employees, contractors or agents or any of them, to enter the Subject Land (at any reasonable time) to assess compliance with this Agreement.

12. General

12.1 Notices

A notice or other communication required or permitted to be served by a Party on another Party must be in writing and may be served:

- 12.1.1 personally on the person;
- 12.1.2 by leaving it at the person's current address for service;
- 12.1.3 by posting it by prepaid post addressed to that person at the person's current address for service;
- 12.1.4 by facsimile to the person's current number for service; or
- 12.1.5 by email to the person's current email address for service.

12.2 No waiver

Any time or other indulgence granted by the Council to the Owner or any variation of this Agreement or any judgment or order obtained by the Council against the Owner does not amount to a waiver of any of Council's rights or remedies under this Agreement.

12.3 Severability

If a court, arbitrator, tribunal or other competent authority determines that any part of this Agreement is unenforceable, illegal or void then that part is severed and the other provisions of this Agreement remain operative.

12.4 Governing law

This Agreement is governed by and is to be construed in accordance with the laws of Victoria.

12.5 No fettering of Council's powers

This Agreement does not fetter or restrict the power or discretion of the Council to make or impose requirements or conditions in connection with any use or development of the Subject Land or the granting of any planning approval, the approval or certification of any plans of subdivision or consolidation applicable to the Subject Land or the issue of a statement of compliance in connection with any such plans.

13. Registration of the Section 173 Agreement

The parties agree as follows:

- 13.1 this Agreement shall be registered on the title to the Subject Land; and
- 13.2 this Agreement shall be registered on title to the land transferred to a Registered Agency pursuant to clause 5.6 or 5.8.1.

14. Ending of Agreement in Respect to Specific Owner

The parties agree that:

- 14.1 in the event a particular Owner seeks to discharge its obligations pursuant to this Agreement; and
- 14.2 all Owners agree that the obligations of the particular Owner be should discontinued; and
- 14.3 there has been no breach of the Agreement; and
- 14.4 Council is reasonably satisfied that discharge of the particular Owner from the obligations of the Agreement will not prejudice Council's security (by way of registration of a section 173 agreement over an adequate part of the Subject Land) for the delivery of Affordable Housing; and
- 14.5 the request is made in writing to the Responsible Authority;

such request will be reasonably considered by Council.

15. Removal of Agreement

15.1 The parties agree that this Agreement shall end in respect of, and shall be removed from:

- 15.1.1 any lot which is created by the registration of a plan of subdivision in respect of the Subject Land and which is to be used for the purpose of a market dwelling (and not an Affordable Housing dwelling transferred to a Registered Agency); and
- 15.1.2 any lot which is created by the registration of a plan of subdivision in respect of the Subject Land and which is to be used for non-residential purposes;

provided that it will not prejudice Council's security (by way of registration of a section 173 agreement over an adequate part of the Subject Land) for the delivery of the Owner's obligations under this Agreement.

16. Ending of Agreement

- 16.1 This Agreement ends on the Termination Date and not before.
- As soon as reasonably practicable after this Agreement has ended, the Council will, at the request and at the cost of the Owner apply to the Registrar under section 183(2) of the Act to cancel the recording of this Agreement on the register.

17. GST

- 17.1 In this clause words and expressions that are not defined in this Agreement but which have a defined meaning in the GST Law have the same meaning as in the GST Law.
- 17.2 Except as otherwise provided by this clause, all consideration payable under this Agreement in relation to any supply is exclusive of GST.
- 17.3 If GST is payable in respect of any supply made by a supplier under this Agreement (GST Amount), the recipient will pay to the supplier an amount equal to the GST payable on the supply.
- 17.4 Subject to clause 17.5, the recipient will pay the GST Amount to the supplier at the same time and in the same manner as the relevant consideration is paid or given under this Agreement.
- 17.5 The supplier must provide a tax invoice to the recipient before the supplier will be entitled to the payment of the GST Amount under clause 17.4.
- 17.6 If this Agreement requires a party to reimburse an expense or outgoing of another party, the amount to be paid or reimbursed by the first party will be the sum of:
 - 17.6.1 the amount of the expense or outgoing less any input tax credits in respect of the expense or outgoing to which the other party is entitled; and
 - 17.6.2 if the payment or reimbursement is subject to GST, an amount equal to that GST.
- 17.7 If an adjustment event occurs in relation to a taxable supply under this Agreement:
 - 17.7.1 the supplier must provide an adjustment note to the recipient within 7 days of becoming aware of the adjustment; and
 - 17.7.2 any payment necessary to give effect to the adjustment must be made within 7 days after the date of receipt of the adjustment note.

[7406539: 24567981_1]

18.	Interpretation
	In this Agreement, unless the context permits otherwise:
8.1	the singular includes the plural and vice versa;
8.2	a reference to a gender includes all other genders;
8.3	a reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors at law;
8.4	any agreement, representation, warranty or indemnity by two or more persons (including where two or more persons are included in the same party) binds them jointly and severally;
8.5	a reference to an Act, regulation or the Planning Scheme includes any amendment, consolidation, or replacement of such Act, regulation or the Planning Scheme;
8.6	the Background to this Agreement forms part of this Agreement;
18.7	the Owner's obligations take effect as separate and several covenants which are annexed to and run at law and equity with the Subject Land; and
8.8	any reference to a clause, page, condition, attachment or term is a reference to a clause, page, condition, attachment or term of this Agreement.

19. Inconsistency with Adopted Affordable Housing Strategy

The parties acknowledge that if there is any inconsistency between any Council Adopted Affordable Housing Strategy and this Agreement, this Agreement shall prevail.

Signing Page

Signed, sealed and delivered as a deed by the parties

DM

Witness

JONATHON JAMES METHAN

Name of witness (please print)

Executed by Fordtrans Pty Ltd ACN 064 838 651 in accordance with section 127(1) of the Comporations Act 2001:

Signature of Director

Steven Craig Sewell Director

Print full name

Signature of Director/Company Secretary

Lisa-Anne Brigitte Carey
Company Secretary

Print full name

Executed by Griffith Avenue Pty Limited ACN 147 981 075 in accordance with

section 12X(1) of the Corporations Act 2001:

Signature of Director

John Anthony L'Estrange

Director

Print full name

Signature of Director/Company Secretary

Lisa-Anne Brigitte Carey
Company Secretary

Print full name

[7406539: 24567981_1]

gnature of Director/Company Secretary

Director

Attachment 10

Executed by Make 246 Pty Ltd ACN 607 059 325 in accordance with section 127(1) of the Corporations Act 2001:

Signature of Director

Adam Jane

Print full name

[7406539: 24567981_1]

Mortgagee consent

Signed for and on behalf of Australia and New

Australia and New Zealand Banking Group Ltd as Mortgagee under Instrument of Mortgage No. AM440401A dated 29 / 12 / 2015, which encumbers the Subject Land, consents to the Owner entering into this Agreement and agrees to be bound by the terms and conditions of this Agreement.

Zealand Banking Group Ltd by pursuant to power attorney dated 17/4//8 in the presence of	er of)
Robyn Wksh - Witness	
CVC Bentleigh (Loan) Pty Ltd and Eildon Capital Lin No. AM440402X dated 29 / 12 / 2015, which was to AS336071Y, and which encumbers the Subject La Agreement and agrees to be bound by the terms a	ransferred pursuant to Transfer of Mortgage No. nd, consents to the Owner entering into this
Executed by CVC Bentleigh (Loan) Pty Ltd ACN 606 991 502 in accordance with s 127(1) of the Corporations Act 2001:	}
Signature of Director	Signature of Director/Company Secretary
MARK MRAY Print full name	Sodin HUNGAR Print full name
Executed by Eildon Capital Limited ACN 059 09 198 in accordance with s 127(1) of the Corporation Act 2001:	
Signature of Director	Signature of Director/Company Secretary
1	

Print full name

[7406539: 24567981_1]

Print full name

St George Bank Ltd as Mortgagee under Instrument of Mortgage No. U899283R dated 30 / 07 / 1997, which encumbers the Subject Land, consents to the Owner entering into this Agreement and agrees to be bound by the terms and conditions of this Agreement.

Signed for and on behalf of St George Bank Ltd by	
pursuant to power	
of attorney datedin the presence of	
Witness	

Signed by Westpac Benking Corporation

ABN 33 007 457 141, as successor in law

to St. George Bank Ltd pursuant to the

financial sector Business Transfer and Group

Restructure Act 1999 (Cth.), by its

attorney under power of
attorney under power of

attorney dated 17 January

L. DM

2001, Remarket Order Book

No. 277 page 16 in the

presence of:

Witness

[7406539: 24567981_1]

/ /

Date

Attachment 11

3.6 11 1

Maddocks

Lawyers Collins Square, Tower Two Level 25, 727 Collins Street Melbourne VIC 3008 Australia

Telephone 61 3 9258 3555 Facsimile 61 3 9258 3666

info@maddocks.com.au www.maddocks.com.au

DX 259 Melbourne

Agreement under section 173 of the Planning and Environment Act 1987

Subject Land: 236 and 240-246 East Boundary Road and 16 Griffith Avenue, Bentleigh East Victoria 3165

Glen Eira City Council ABN 65 952 882 314 and

Fordtrans Pty Ltd ACN 064 838 651 and

Griffith Avenue Pty Limited ACN 147 981 075 and

Make 246 EBRB Pty Ltd ACN 607 059 325

Interstate offices Canberra Sydney Affiliated offices around the world through the Advoc network - www.advoc.com

[7406539: 24567821_1]

| Company | Comp

Maddocks

Contents

1.	Definitions	2
2.	Agreement under section 173 of the Act	4
3.	Purposes of Agreement	4
4.	Reasons for Agreement	5
5.	Owner's specific obligations	5
	5.1 Public Open Space	7
6.	Breach of Owner's obligations	8
	6.1 Failure to comply with obligations	
7.	Effect of Agreement	8
8.	Owner's warranties	9
9.	Successors in title	9
10.	Owner's further obligations	9
	10.1 Notice 10.2 Further actions 10.3 Mortgagee to be bound 10.4 Council's costs to be paid 10.5 Indemnity 10.6 Council access	9 9 9
11.	General	
	11.1 Notices	10 10
12.	Ending of Agreement in Respect to Specific Owner	11
13.	Removal of Agreement	11
13.	Ending of Agreement	
14.	GST	12
15	Interpretation	12

[7406539: 24567821_1]

Agreement under section 173 of the Planning and Environment Act 1987

Dated / /

Parties

Name Glen Eira City Council ABN 65 952 882 314

Address Corner Glen Eira and Hawthorn Roads, Caulfield, Victoria 3162

Short name | Council

Name Fordtrans Pty Ltd ACN 064 838 651

Address Gillon Group of Companies, 'Virginia Park 14 North Drive', 236 East Boundary

Road, Bentleigh East, Victoria 3165

Short name Owner 1

Name Griffith Avenue Pty Limited ACN 147 981 075

Address Australia Square, Level 34, 264-278 George Street, Sydney, New south

Wales 2000

Short name Owner 2

Name Make 246 EBRB Pty Ltd ACN 607 059 325

Address 86-90 High Street, Windsor, Victoria 3181

Short name Owner 3

Background

- A. Council is the responsible authority for the Planning Scheme.
- B. The Owner is, or is entitled to be, the registered proprietor of the Subject Land.
- C. The parties have agreed to enter into this Agreement in anticipation of the Proposed Amendment.
- D. As at the date of this Agreement, the Subject Land is encumbered by mortgage no. AM440401A, AM440402X and U899283R in favour of the Mortgagee.
- E. The Mortgagee consents to the Owner entering into this Agreement.
- F. The Council and the Owner have agreed that without limiting or restricting their respective powers to enter into this Agreement and in so far as it can be so treated, this Agreement is made pursuant to section 173 of the Act.

The Parties Agree

Definitions

In this Agreement unless expressed or implied to the contrary:

Act means the Planning and Environment Act 1987 (Vic).

Agreement means this agreement and any agreement executed by the parties expressed to be supplemental to this agreement.

approved means approved by the Council in writing.

Barrington Street Link means the area marked 'Barrington Street Link' located generally in accordance with the Comprehensive Development Plan.

business day means Monday to Friday excluding public holidays in Victoria.

Central Park means the area marked 'Central Park' located generally in accordance with the Comprehensive Development Plan.

Claim means any and all claims, actions, disputes, differences, demands, proceedings, accounts, interest, costs (whether or not the subject of a court order), Loss, expenses and debts or liabilities of any kind (including those which are prospective or contingent and those the amount of which is not ascertained) of whatever nature and however arising.

Complete or Completion in respect of any works or any part of any works means the completion of those works or the specified part of those works in accordance with plans and specifications approved by the Council to the satisfaction of the Council.

Comprehensive Development Plan means the Comprehensive Development Plan approved under the Comprehensive Development Zone.

Comprehensive Development Zone means the Comprehensive Development Zone applicable to the Subject Land and incorporated into the Scheme.

Connector Roads means the connector roads shown on the plan attached as Attachment 1 to this Agreement which are not funded under the Development Contributions Plan.

Development Agency has the same meaning as in the Act.

Development Contributions Plan means the East Village Development Contributions Plan approved under the Development Contributions Plan Overlay.

Development Contributions Plan Overlay means the Development Contributions Plan Overlay applicable to the Subject Land and incorporated into the Scheme.

Development Precinct means the precinct shown outlined in a blue broken line in Attachment 3, which includes the Subject Land.

Drainage Plans means the drainage plans prepared by a suitably qualified engineer, to the reasonable satisfaction of Council and the drainage authority, for the Drainage Works.

Drainage System means 'Flood Mitigation Option 3' in the document titled 'Stormwater Drainage Assessment Report – East Village' prepared by Cardno Victoria Pty Ltd dated 27 September 2018, a copy of which is attached in Attachment 2 or such other drainage system as agreed by the parties.

Drainage Works means the works required for the construction of the Drainage System.

EnviroDevelopment Tool means the tool used by the Urban Development Institute of Australia to independently analyse development projects in respect of various environmental and social based performance measures.

Gateway Park means the area marked 'Gateway Park' located generally in accordance with the Comprehensive Development Plan.

GST means GST within the meaning of the GST Law and includes penalties and interest. If under or in relation to the *National Taxation Reform (Consequential Provisions) Act 2000* (Vic) or a direction given under section 6 of that Act, the supplier makes voluntary or notional payments, the definition of GST includes those voluntary or notional payments and expressions containing the term 'GST' have a corresponding expanded meaning.

GST Law has the meaning given to that term in the *A New Tax System (Goods and Services Tax) Act 1999 (Cwlth).*

Law means any law (including principles of law or equity established by decisions of courts) that applies in Victoria, and any rule, regulation, ordinance, order, by-law, local law, statutory instrument, control, restriction, direction or notice made under a law by any authority.

Lot means a lot created by a subdivision of the Subject Land whether in accordance with any planning permit for the Subject Land or otherwise.

Loss means any loss (including loss of profit and loss of expected profit), claim, action, liability, proceeding, summons, demand, notice, damage, death, personal injury, suit, judgment, injunction, order, decree, cost, charge, expense, outgoing, payment, damages, diminution in value or deficiency of any kind or character which a party pays, suffers or incurs or is liable for including:

- (a) liabilities on account of any tax of any nature whatsoever;
- (b) interest and other amounts payable to third parties;
- legal (on a full indemnity basis) and other expenses reasonably incurred in connection with investigating or defending any claim or action, whether or not resulting in any liability;
- (d) amounts paid in settlement of any claim or action; and
- (e) consequential loss and damage (irrespective of its nature or occurrence).

Marlborough Street Reserve Extension means the extension to Marlborough Street Reserve on the Subject Land located generally in accordance with the Comprehensive Development Plan.

Mortgagee means the person/s registered, or entitled from time to time to be registered, by the Registrar of Titles as mortgagee of the Subject Land or any part of it, and includes a mortgagee in possession.

Net Developable Area means the net developable area as defined in the approved Development Contributions Plan.

Owner means the person registered or entitled to be registered as proprietor of an estate in fee simple of the Subject Land or any part of it (being Owner 1, Owner 2 and Owner 3 as at the date of this Agreement), and includes a Mortgagee in possession.

[7406539; 24567821_1]

Owner 2 Land means the developable part of the Subject Land contained in certificate of title volume 11362 folio 320;

Owner 3 Land means the developable part of the Subject Land contained in certificate of title volume 11542 folio 569;

Party or Parties means the parties to this Agreement.

Planning Scheme means the Glen Eira Planning Scheme.

Proposed Amendment means the proposed amendment to the Planning Scheme to rezone the Subject Land to a comprehensive development zone.

Public Open Space means public open space as defined in section 3 of the Subdivision Act 1988 (Vic).

Registrar means the Registrar of Titles of Victoria.

Subject Land means the land contained in certificates of title volume 11362 folio 320, volume 11542 folio 569, volume 7448 folio 474, volume 9691 folio 206 and volume 2986 folio 002 or any part of that land known as 236 and 240-246 East Boundary Road and 16 Griffith Avenue, Bentleigh East Victoria 3165.

Termination Date means the date on which one of the following occurs:

- the Council notifies the Owner in writing that the Owner has fully complied with its obligations pursuant to this Agreement;
- (b) the Council notifies the Owner in writing that the Council no longer requires the Owner to perform its obligations pursuant to this Agreement; or
- (c) the parties agree in writing that the Agreement is no longer to apply to the Subject

Town Square means the area marked 'Town Square' located generally in accordance with the Comprehensive Development Plan.

2. Agreement under section 173 of the Act

Without limiting or restricting the respective powers of the Owner and the Council to enter into this Agreement and, insofar as it can be so treated, this Agreement is made as a deed in accordance with section 173 of the Act.

Purposes of Agreement

- 3.1 The Parties acknowledge and agree that the purposes of this Agreement are to:
 - 3.1.1 give effect to the Comprehensive Development Plan;
 - 3.1.2 prescribe obligations on the Owner for the form of the development and use of part of the Subject Land; and
 - 3.1.3 achieve and advance the objectives of planning in Victoria and the objectives of the Planning Scheme in respect of the Subject Land.

3.2 The purposes of the Agreement as specified in clause 3.1 apply despite what is permitted in respect of development and use of the Subject Land under the Planning Scheme or any change in policy under the Planning Scheme and continue to apply despite the issue of any planning permit in respect of the Subject Land contrary to the covenants of the Owner as specified in this Agreement.

4. Reasons for Agreement

The Parties acknowledge and agree that Council has entered into this Agreement for the following reasons:

- 4.1 Council would not have agreed to commence the process to procure the Proposed Amendment unless the Owner agreed to enter into this Agreement imposing conditions on the development and use of part of the Subject Land; and
- 4.2 the Owner has elected to enter into this Agreement in order to obtain the benefit of the Proposed Amendment.

Owner's specific obligations

5.1 Public Open Space

- 5.1.1 The Owner must provide Public Open Space to Council in accordance with this Agreement.
- 5.1.2 The Parties acknowledge that if there is any discrepancy in respect to delivery of Public Open Space between the Planning Scheme and this Agreement, the terms of this Agreement shall prevail.
- 5.1.3 Notwithstanding anything to the contrary in the Planning Scheme, the Public Open Space as required by clause 5.1.1 must be:
 - equal to at least 10% of the Net Developable Area of the Development Precinct; and
 - (b) located generally in accordance with the Comprehensive Development Plan, or otherwise as agreed between the parties.
- 5.1.4 The Owner must procure the registration of any plans of subdivision necessary to create a separate title for each parcel of the Public Open Space and if required, transfer the title or vest the relevant parcel to/in Council, at no cost to Council.
- 5.1.5 The Owner must provide the unencumbered certificate of title for the Public Open Space to Council as soon as the certificate of title becomes available, following registration of the plan of subdivision.
- 5.1.6 Prior to the issue of a statement of compliance for a plan of subdivision comprising the Public Open Space, the Owner must at its cost:
 - (a) provide to Council a certificate of environmental audit pursuant to section 53Y of the Environment Protection Act 1970 (Vic) (EP Act) or a statement of environmental audit pursuant to 53Z of the EP Act confirming that the Public Open Space in that plan of subdivision, if affected by an Environmental Audit Overlay, is suitable for the beneficial uses associated with recreation/open space use; and

[7406539: 24567821_1]

- (b) remove from the Public Open Space all redundant infrastructure and rock located within a depth of 0.5 metres below ground level.
- 5.1.7 The Owner must:
 - (a) obtain Council's prior written approval to the design of all works required for the Public Open Space, which must be generally in accordance with the Comprehensive Development Plan (Approved Design); and
 - (b) complete all works to the reasonable satisfaction of Council, at its cost, for the Public Open Space generally in accordance with the Approved Design and using contractors reasonably acceptable to Council, prior to providing title for the Public Open Space to Council.
- 5.1.8 The Owner must provide title for the Public Open Space to Council or vest the parcel in Council in accordance with the following dates:
 - Marlborough Street Reserve Extension and Barrington Street Link upon completion, to the satisfaction of the relevant authority, of the Drainage Works;
 - (b) Town Square upon completion of the Town Square;
 - (c) Gateway Park upon completion, to the satisfaction of the relevant authority, of the intersection at East Boundary Road and proposed North Drive; and
 - (d) Central Park may be staged as follows:
 - in respect of that part of Central Park comprising land owned by Owner 2, upon the issue of an occupancy permit for the first building on the Owner 2 Land abutting Central Park to the north; and
 - (ii) in respect of that part of Central Park comprising land owned by Owner 3, upon the issue of an occupancy permit for the first building on the Owner 3 Land abutting Central Park to the north or west,

provided that the relevant Owner responsible for the first of the completed buildings to receive a certificate of occupancy, as contemplated by clauses 5.1.8(d)(i) and (d)(ii), has submitted an overall design for Central Park to Council prior to the issue of that certificate of occupancy.

In the event the relevant Owner has not submitted an overall design for Central Park to Council prior to the issue of the certificate of occupancy for the first building on the developable land to the north or west of Central Park, the Owners must provide title for Central Park or vest the parcel in Council upon issue of a certificate of occupancy for the first building comprising the developable land abutting Central Park to the north or west.

5.1.9 Council agrees that, except as set out in clause 5.1.3 of this Agreement, the Owner will not, at any time, be required to make any further public open space contribution pursuant to section 18(5) of the Subdivision Act 1988 (Vic) or the Planning Scheme in respect of the Subject Land, including where any further subdivision of the Subject Land occurs or any permit is issued in respect of the Subject Land prior to or following the transfer to Council of the Public Open Space in accordance with this Agreement.

5.2 Drainage System

- 5.2.1 The parties acknowledge and agree that the Marlborough Street Reserve and Marlborough Street Reserve Extension will be the land for the designated water storage solution for flood water in the event of a 1 in 100 year flood event for the Subject Land and neighbouring land provided that;
 - (a) the Drainage System must not have a water storage capacity of greater than 13,000 cubic metres of water or as otherwise agreed by the parties; and
 - (b) the Marlborough Street Reserve and Marlborough Street Reserve Extension must be useable for its primary purpose as a public park.
- 5.2.2 Prior to the commencement of the Drainage Works, the Owner must obtain Council's and the drainage authority's prior written approval to the Drainage Plans.
- 5.2.3 The Owner must, at its own cost, complete the Drainage Works in accordance with the Drainage Plans approved by Council and the drainage authority in accordance with clause 5.2.2 (and as amended from time to time), using contractors reasonably acceptable to Council and the drainage authority, to the reasonable satisfaction of Council and the drainage authority, prior to the Marlborough Street Reserve Extension and Barrington Street Link vesting in Council.
- 5.2.4 For the avoidance of doubt, the parties acknowledge that the Drainage System is to be funded as part of the Development Contributions Plan. The parties agree that any costs incurred by the Owner in constructing or facilitating the Drainage System will be credited toward its developer contributions payable pursuant to the Development Contributions Plan.

5.3 Environmental Sustainability

- 5.3.1 The Owner must procure that any new buildings on the Subject Land implement at least four of the six available "assessment elements" of the EnviroDevelopment Tool for any new buildings or an alternative tool as agreed by the parties.
- 5.3.2 The Owner will undertake a yearly audit of the Subject Land against the EnviroDevelopment Tool for newly constructed buildings on the Subject Land and provide a copy of the audit to the Council.
- 5.3.3 The parties acknowledge and agree that the yearly audit required by clause 5.3.2 of this Agreement will no longer be required for land within the Subject Land that has been developed and the Owner is no longer the registered proprietor of any of the Subject Land.

5.4 Connector Roads

- 5.4.1 The Owner must complete the Connector Roads in accordance with the Comprehensive Development Plan.
- 5.4.2 Prior to the commencement of any works on the Connector Roads, the Owner must obtain Council's approval to the design of the Connector Roads which approval must not be unreasonably withheld.
- 5.4.3 The Owner must, at its own cost, complete all works for the Connector Roads in accordance with the approved design and using contractors reasonably acceptable to Council, to the reasonable satisfaction of Council, prior to the Connector Roads vesting in Council.

- 5.4.4 The parties agree that the Owner may stage the construction of the Connector Roads to provide access to the relevant stage of the development of the Subject Land. The Owner must obtain Council's prior written consent to any proposed staging of construction of the Connector Roads.
- 5.4.5 The parties acknowledge and agree that it may be necessary for the Owner to defer completion of any part of works to complete the Connector Roads to prevent damage to other parts of the Connector Roads works including without limitation street trees, decorated pavements, final wearing course and water quality treatment. The Owner must obtain Council's prior written consent to any proposed deferral of any part of the works.
- 5.4.6 The Owner covenants and agrees to transfer or vest in Council any Connector Roads:
 - (a) upon completion of the Connector Roads; and
 - (b) provide to Council a certificate of environmental audit pursuant to section 53Y of the Environment Protection Act 1970 (Vic) (EP Act) or a statement of environmental audit pursuant to 53Z of the EP Act confirming that the Connector Roads are suitable for the beneficial use of such roads; and
- 5.4.7 For the avoidance of doubt, the parties acknowledge and agree that any costs incurred by the Owner under clause 5.4 in respect of Connector Roads do not form part of the Development Contributions Plan as Connector Roads are not intended to be funded pursuant to the Development Contributions Plan. For the avoidance of doubt, if a Connector Road is ultimately nominated as a funded item under the Development Contributions Plan, any costs incurred by the Owner in constructing or facilitating such Connector Roads will be credited toward its developer contributions payable pursuant to the Development Contributions Plan.

Breach of Owner's obligations

6.1 Failure to comply with obligations

If the Owner fails to comply with any obligations under this Agreement, and does not remedy the failure within a reasonable period (having regard to the nature of the remediation action to be taken) of receiving written notice from Council, Council may (but is not required to) carry out such obligations and Council may enter the Subject Land for this purpose. Any costs and expenses incurred by Council in carrying out such obligations must be paid by the Owner to Council on demand, and (until paid) are and remain a charge on the Subject Land.

6.2 Power of Attorney

The Owner appoints Council and any persons deriving title under Council, as this attorney of the Owner for the purposes of carrying out the Owner's obligations under this Agreement if the Owner fails to do so despite notice being given in accordance with clause 6.2. Council may not execute any documents under this power of attorney referred to in this Agreement unless the Owner has failed to comply with this Agreement within 14 days after the date of service by Council of a notice specifying such non-compliance.

7. Effect of Agreement

7.1 This Agreement is effective from the date of this Agreement.

7.2 The Owner's obligations will take effect as separate and several covenants which will be annexed to and run at law and equity with the Subject Land to bind the Owner and each successor, assign or transferee of the Owner including the registered proprietor, the mortgagee in possession and the beneficial owner for the time being of the Subject Land.

Owner's warranties

The Owner warrants that apart from the Owner and any other party who has consented to this Agreement, no other person has any interest, either legal or equitable, in the Subject Land which may be affected by this Agreement.

9. Successors in title

The Owner must ensure that, until this Agreement is recorded on the folio of the register which relates to the Subject Land, the Owner's successors in title will:

- 9.1 give effect to this Agreement; and
- 9.2 enter into a deed agreeing to be bound by this Agreement.

Owner's further obligations

10.1 Notice

The Owner must bring this Agreement to the attention of all prospective purchasers, mortgagees, chargees, lessees, transferees and assigns.

10.2 Further actions

The Owner:

- 10.2.1 must do all things necessary to give effect to this Agreement; and
- 10.2.2 consents to Council applying to the Registrar to record this Agreement on the certificate of title of the Subject Land in accordance with section 181 of the Act and do all things necessary to enable Council to do so, including:
 - (a) sign any further agreement, acknowledgment or document; and
 - (b) obtain all necessary consents to enable the recording to be made.

10.3 Mortgagee to be bound

The Owner covenants to obtain the consent of any Mortgagee to be bound by the covenants in this Agreement if the Mortgagee becomes mortgagee in possession of the Subject Land.

10.4 Council's costs to be paid

The Owner must pay to the Council, the Council's reasonable costs and expenses (including legal expenses on a party/party basis) of an incidental to the preparation, drafting, review, finalisation, engrossment, execution, registration and enforcement of this Agreement which (until paid) are and remain a charge on the Subject Land.

10.5 Indemnity

The Owner covenants to indemnify and keep indemnified the Council, its officers, employees, agents, workmen and contractors from and against all costs, expenses, losses or damages which they or any of them:

- 10.5.1 may sustain, incur, or suffer; or
- 10.5.2 be or become liable for or in respect of any suit, action, proceeding, judgment or claim brought by any person,

arising from or referrable to this Agreement or any non-compliance with this Agreement.

10.6 Council access

The Owner covenants to allow Council and its officers, employees, contractors or agents or any of them, to enter the Subject Land (at any reasonable time) to assess compliance with this Agreement.

11. General

11.1 Notices

A notice or other communication required or permitted to be served by a Party on another Party must be in writing and may be served:

- 11.1.1 personally on the person;
- 11.1.2 by leaving it at the person's current address for service;
- 11.1.3 by posting it by prepaid post addressed to that person at the person's current address for service;
- 11.1.4 by facsimile to the person's current number for service; or
- 11.1.5 by email to the person's current email address for service.

11.2 No waiver

Any time or other indulgence granted by the Council to the Owner or any variation of this Agreement or any judgment or order obtained by the Council against the Owner does not amount to a waiver of any of Council's rights or remedies under this Agreement.

11.3 Severability

If a court, arbitrator, tribunal or other competent authority determines that any part of this Agreement is unenforceable, illegal or void then that part is severed and the other provisions of this Agreement remain operative.

11.4 Governing law

This Agreement is governed by and is to be construed in accordance with the laws of Victoria.

[7406539: 24567821_1] page 10

11.5 No fettering of Council's powers

This Agreement does not fetter or restrict the power or discretion of the Council to make or impose requirements or conditions in connection with any use or development of the Subject Land or the granting of any planning approval, the approval or certification of any plans of subdivision or consolidation applicable to the Subject Land or the issue of a statement of compliance in connection with any such plans.

12. Ending of Agreement in Respect to Specific Owner

- 12.1 The parties agree that:
 - 12.1.1 in the event a particular Owner seeks to discharge its obligations pursuant to this Agreement; and
 - 12.1.2 all Owners agree that the obligations of the particular Owner should be discontinued; and
 - 12.1.3 there has been no breach of the Agreement; and
 - 12.1.4 Council is reasonably satisfied that discharge of the particular Owner from the obligations of the Agreement will not prejudice Council's security (by way of registration of a section 173 agreement over an adequate part of the Subject Land) for delivery of the Owner's remaining obligations under the Agreement; and
 - 12.1.5 the request is made in writing to the Responsible Authority;

such request will be reasonably considered by Council.

13. Removal of Agreement

- 13.1 The parties agree that this Agreement shall end in respect of, and shall be removed from:
 - 13.1.1 any lot which is created by the registration of a plan of subdivision in respect of the Subject Land and which is to be used for the purpose of a dwelling; and
 - 13.1.2 any lot which is created by the registration of a plan of subdivision in respect of the Subject Land and which is to be used for non-residential purposes;

provided that it will not prejudice Council's security (by way of registration of a section 173 agreement over an adequate part of the Subject Land) for the delivery of the Owner's obligations under this Agreement.

13. Ending of Agreement

- 13.1 This Agreement ends on the Termination Date.
- As soon as reasonably practicable after this Agreement has ended, the Council will, at the request and at the cost of the Owner apply to the Registrar under section 183(2) of the Act to cancel the recording of this Agreement on the register.

[7405539: 24567821_1] page 11

14. GST

- 14.1 In this clause words and expressions that are not defined in this Agreement but which have a defined meaning in the GST Law have the same meaning as in the GST Law.
- 14.2 Except as otherwise provided by this clause, all consideration payable under this Agreement in relation to any supply is exclusive of GST.
- 14.3 If GST is payable in respect of any supply made by a supplier under this Agreement (GST Amount), the recipient will pay to the supplier an amount equal to the GST payable on the supply.
- 14.4 Subject to clause 14.5, the recipient will pay the GST Amount to the supplier at the same time and in the same manner as the relevant consideration is paid or given under this Agreement.
- 14.5 The supplier must provide a tax invoice to the recipient before the supplier will be entitled to the payment of the GST Amount under clause 14.4.
- 14.6 If this Agreement requires a party to reimburse an expense or outgoing of another party, the amount to be paid or reimbursed by the first party will be the sum of:
 - 14.6.1 the amount of the expense or outgoing less any input tax credits in respect of the expense or outgoing to which the other party is entitled; and
 - 14.6.2 if the payment or reimbursement is subject to GST, an amount equal to that GST.
- 14.7 If an adjustment event occurs in relation to a taxable supply under this Agreement:
 - 14.7.1 the supplier must provide an adjustment note to the recipient within 7 days of becoming aware of the adjustment; and
 - 14.7.2 any payment necessary to give effect to the adjustment must be made within 7 days after the date of receipt of the adjustment note.

15. Interpretation

In this Agreement, unless the context permits otherwise:

- 15.1 the singular includes the plural and vice versa;
- 15.2 a reference to a gender includes all other genders;
- 15.3 a reference to a person includes a reference to a firm, corporation or other corporate body and that person's successors at law;
- 15.4 any agreement, representation, warranty or indemnity by two or more persons (including where two or more persons are included in the same party) binds them jointly and severally;
- 15.5 a reference to an Act, regulation or the Planning Scheme includes any amendment, consolidation, or replacement of such Act, regulation or the Planning Scheme;
- 15.6 the Background to this Agreement forms part of this Agreement;
- 15.7 the Owner's obligations take effect as separate and several covenants which are annexed to and run at law and equity with the Subject Land; and

[7406539: 24567821_1] page 12

any reference to a clause, page, condition, attachment or term is a reference to a clause, page, condition, attachment or term of this Agreement.

[7406539: 24567821_1] page 13

S	iq	ni	nq	P	aq	е
			-		-	

Signed, sealed and delivered as a deed by the parties

Witness

JONATHON JAMES MOEYAN

Name of witness (please print)

Executed by Fordtrans Pty Ltd ACN 064 838 651 in accordance with section 127(1) of the *Corporations Act 2001*:

Signature of Director

Steven Craig Sewell Director

Print full name

Signature of Director/Company Secretary

Lisa-Anne Brigitte Carey Company Secretary

Print full name

Executed by Griffith Avenue Pty Limited ACN 147 981 075 in accordance with

section 127(1) of the Corporations Act 2001:

Signature of Director

John Anthony L'Estrange

Director

Print full name

Signature of Director/Company Secretary

Lisa-Anne Brigitte Carey

....Company Secretary

Print full name

[7406539: 24567821_1]

page 14

Signature of Director/Company, Secretary

KRISTOPHER DAFF

Director

Attachment 11

Executed by Make 246 Pty Ltd ACN 607 059 325 in accordance with section 127(1) of the Corporations Act 2001:

Signature of Director

Adam Jane

Print full name

[7406539: 24567821_1] page 15

Mortgagee consent

Australia and New Zealand Banking Group Ltd as Mortgagee under Instrument of Mortgage No. AM440401A dated 29 / 12 / 2015, which encumbers the Subject Land, consents to the Owner entering into this Agreement and agrees to be bound by the terms and conditions of this Agreement.

Signed for and on behalf of Australia and New Zealand Banking Group Ltd by	
Robyn Lukt)	

CVC Bentleigh (Loan) Pty Ltd and Eildon Capital Limited, as Mortgagee under Instrument of Mortgage No. AM440402X dated 29 / 12 / 2015, which was transferred pursuant to Transfer of Mortgage No. AS336071Y, and which encumbers the Subject Land, consents to the Owner entering into this Agreement and agrees to be bound by the terms and conditions of this Agreement.

Executed by CVC Bentleigh (Loan) Pty Ltd ACN 606 991 502 in accordance with s 127(1) of the Corporations Act 2001:)
Signature of Director	Signature of Director/Company Secretary
MARU Wary Print full name	Sour HUNTER Print full name
Executed by Eildon Capital Limited ACN 059 09 198 in accordance with s 127(1) of the Corporation Act 2001:	
Signature of Director	Signature of Director/Company Secretary
MAK AGRY	Print full name

[7406539: 24567821_1]

page 16

Signed for and on behalf of St George Bank Ltd by pursuant to power)

Attachment 11

St George Bank Ltd as Mortgagee under Instrument of Mortgage No. U899283R dated 30 / 07 / 1997, which encumbers the Subject Land, consents to the Owner entering into this Agreement and agrees to be bound by the terms and conditions of this Agreement.

of attorney dated
Witness
Signed by Westpac Banking Corporation
1BN 33 007 457 141, as successor in law
o St. George Back Ltd pursuant to the
inancial Sector Busmess Transfer and Group
restructure Act 1999 (Gh.), by its
Horney under power of
torney dater M January (h. DM
201, Permanent Order Books LUKE DOBBYN
o. 277 page 16 in the
eserce of:
Banklis.

[7406539: 24567821_1]

Witness

page 17

Attachment 1 Connector Roads plan

[7406539: 24567821_1] page 18



SOUTH DRIVE

VIRGINIA PARK

-UKUM STRIE

INDICATIVE

Attachment 2 Stormwater Drainage Assessment Report – East Village

The 'Stormwater Drainage Assessment Report – East Village' which constitutes Attachment 3 has been removed from this counterpart of the Agreement due to difficulties with imaging for recording purposes.

A copy of the 'Stormwater Drainage Assessment Report – East Village' identified is included in each of the counterparts to this Agreement which are held by:

- the responsible authority; and
- the Owner of the land as at the date the Agreement was executed.

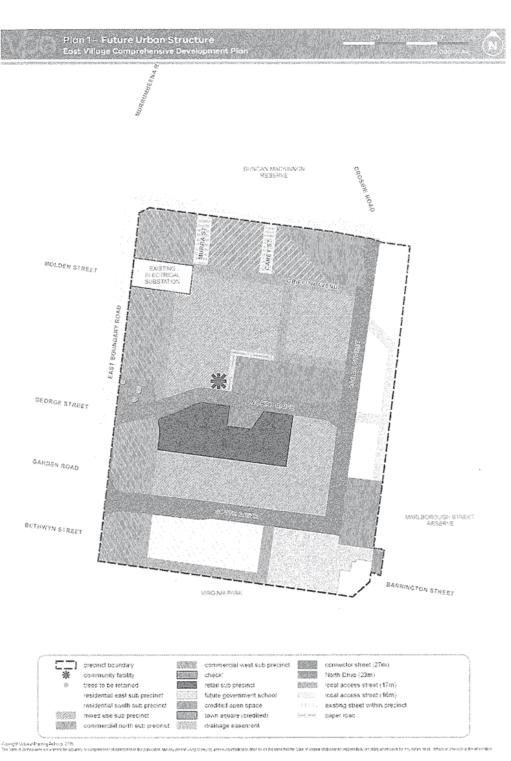
A copy of the counterpart Agreement together with Attachment 3 is available for inspection at Council offices during normal business hours upon giving the Council reasonable notice.

[7406539: 24567821_1] page 19

Attachment 3 Development Precinct

[7406539: 24567821_1] page 20



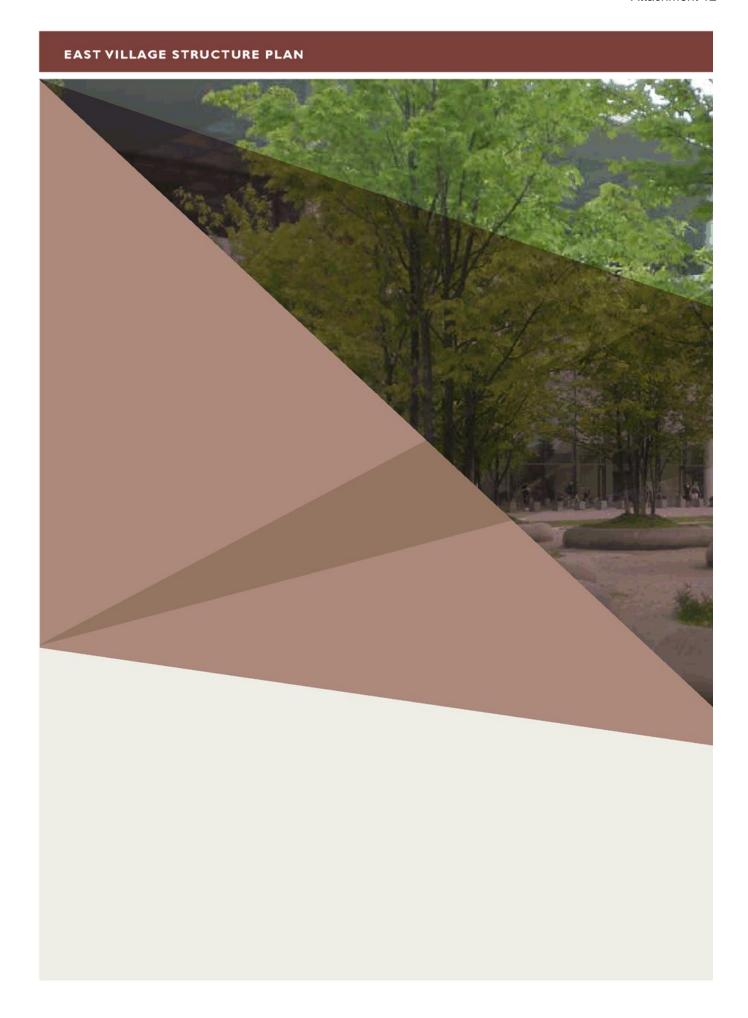


EAST VILLAGE CDP - OCTOBER 2016

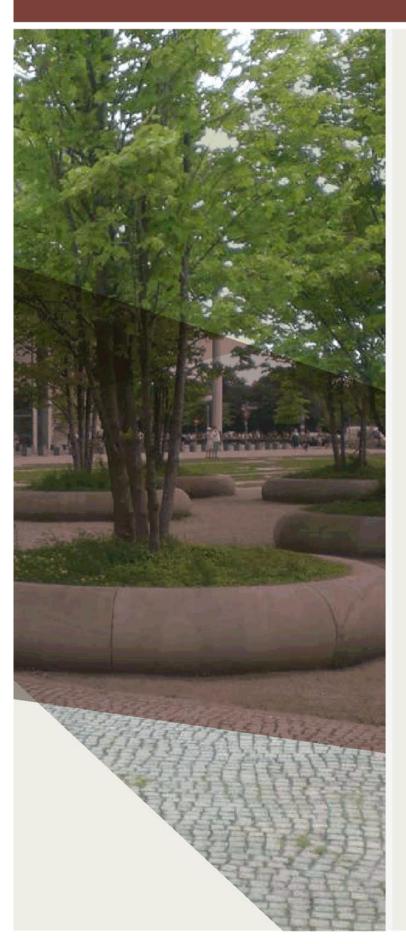
OCT 2018







CONTENTS



I. ABOUT EAST VILLAGE	4
2. VISION AND OBJECTIVES	8
3. PRECINCTS	12
4. BUILDINGS	20
5. PUBLIC SPACES	28
6. FLOOD MITIGATION	40
7. MOVEMENT AND PARKING	44
8. GLOSSARY	54

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

EAST VILLAGE STRUCTURE PLAN

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.



SECTION 1.0



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.

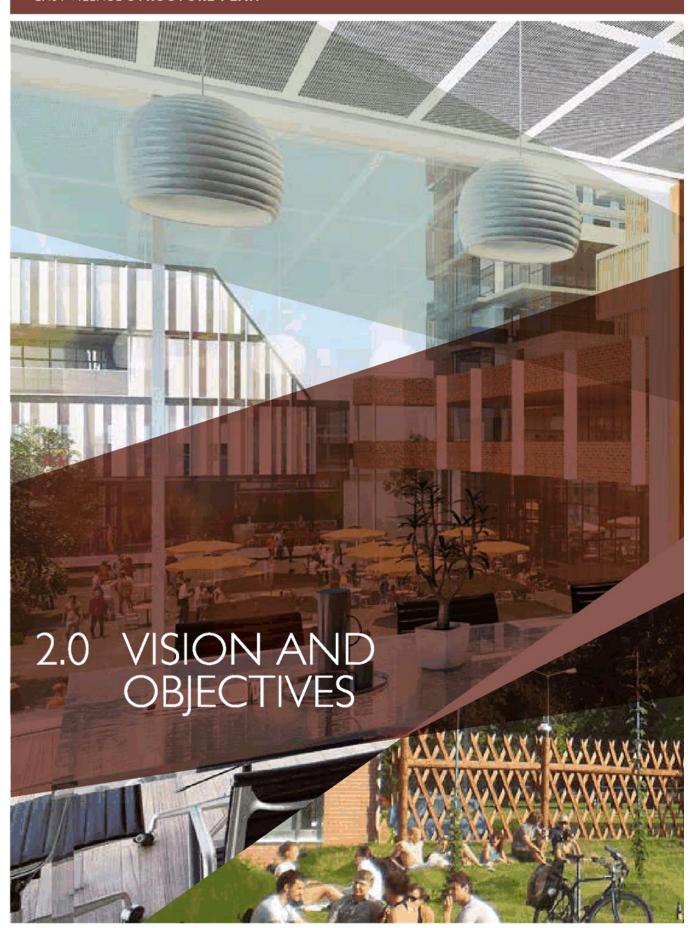
East Village provides an opportunity to revitalise and enhance the employment function of the site to better address contemporary and inner city needs. Since the decline of industrial manufacturing and most particularly the car industry around which part of the site was configured, there is a potential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

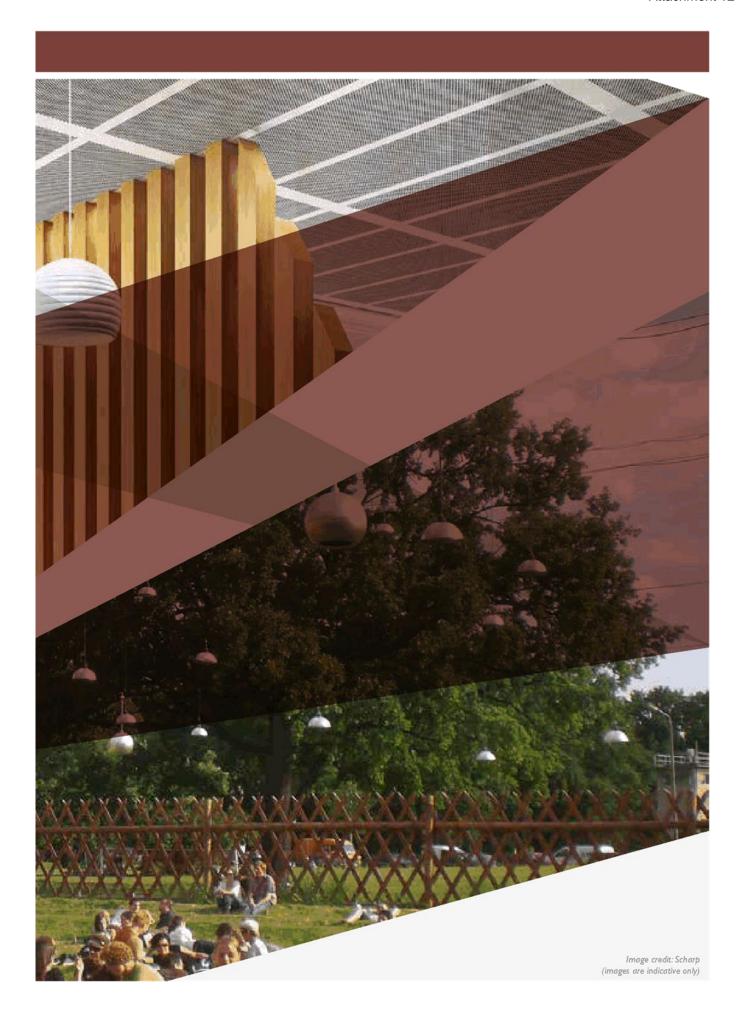
The site currently has limited options for sustainable modes of transport, with a single low frequency bus line on North Road and no train stations within walkable proximity. In line with the *Integrated Transport Strategy*, there are many opportunities to improve and advocate for:

- > 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.

EAST VILLAGE STRUCTURE PLAN





EAST VILLAGE STRUCTURE PLAN

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.

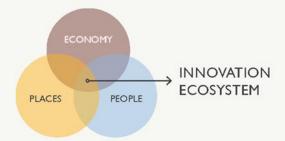
OBJECTIVES

The key objectives for East Village are:

I. INNOVATION



- I.I. Support and facilitate a diverse range of creative and innovative industries.
- 1.2. Make innovation visible and public so that it interacts with open spaces.
- 1.3. Mix innovation with a range of complementary uses through sufficient retail and multi-use public spaces.
- 1.4. 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.

SECTION 2.0

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.
- Bring people together through places and programs.

3. ECONOMY



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

4. TRANSPORT



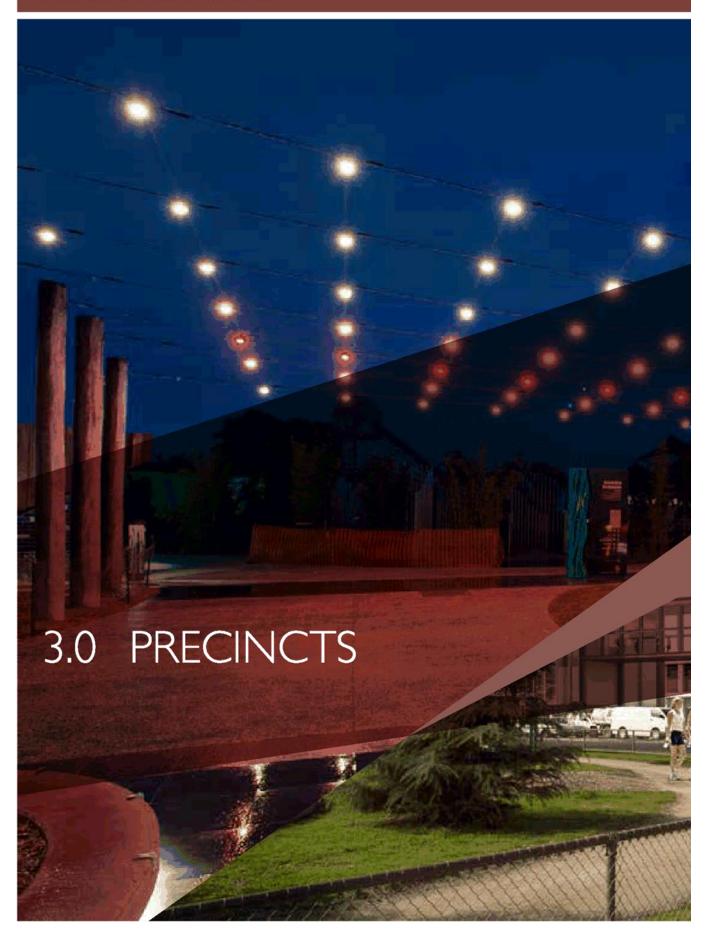
- 4.1. Advocate for improved public transport connections to the site.
- 4.2. Explore innovative approaches to car parking and traffic management.
- 4.3. Ensure connectivity towards and within the site.

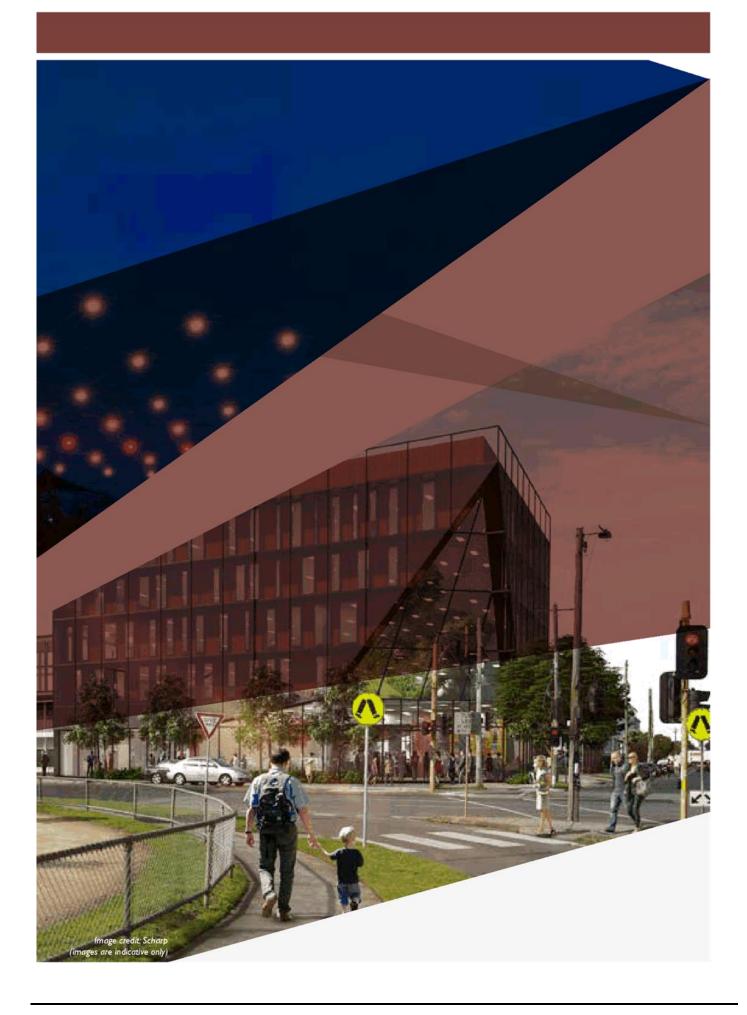
5. HOUSING



- 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.

EAST VILLAGE STRUCTURE PLAN



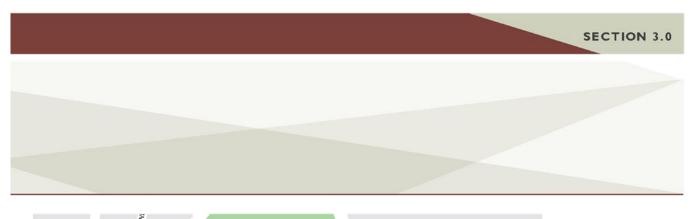


EAST VILLAGE STRUCTURE PLAN

3.0 PRECINCTS

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:



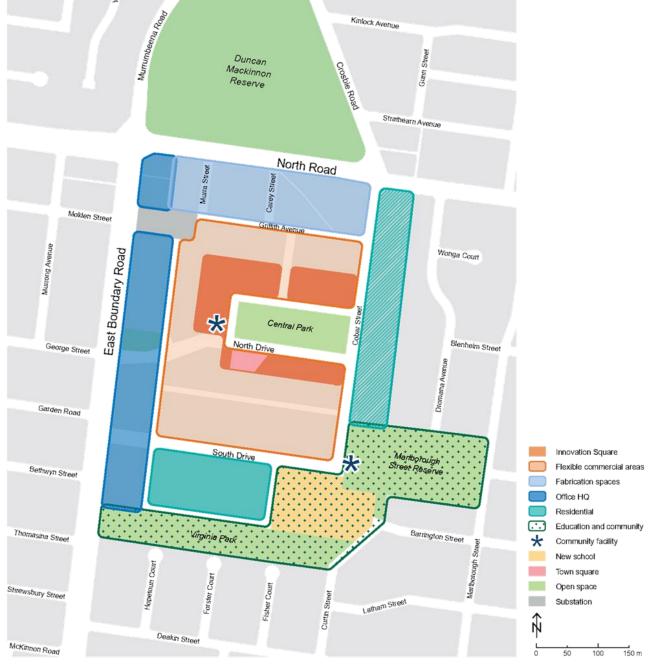


Figure 1.0 — Precincts

EAST VILLAGE STRUCTURE PLAN

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.

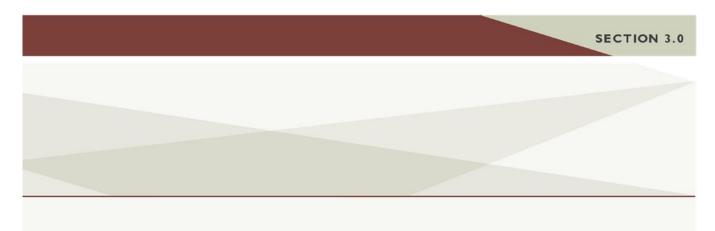
Commercial and Production Spaces

- > 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



I 4



MIXED USE PRECINCT

Retail Town Centre with Town Square

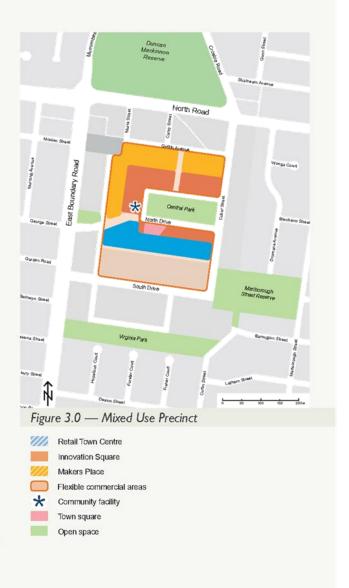
- > Create an economically viable town centre for the local and broader community.
- Contribute to an active local community with a range of day and night-time activity.
- Support quality local shopping, dining and entertainment options that meet daily needs and encourage social and recreational experiences.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

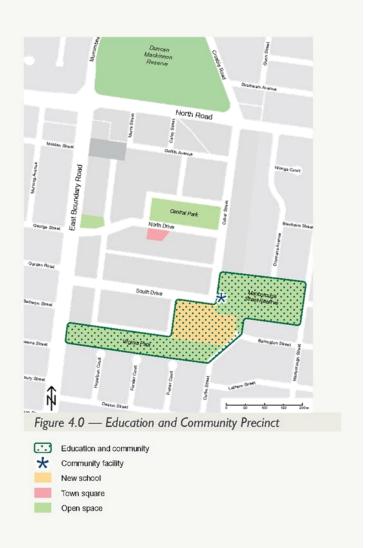
EAST VILLAGE STRUCTURE PLAN

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

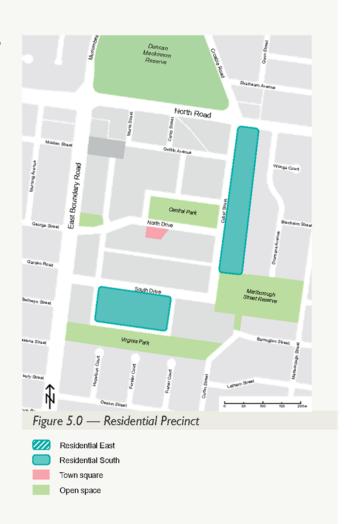




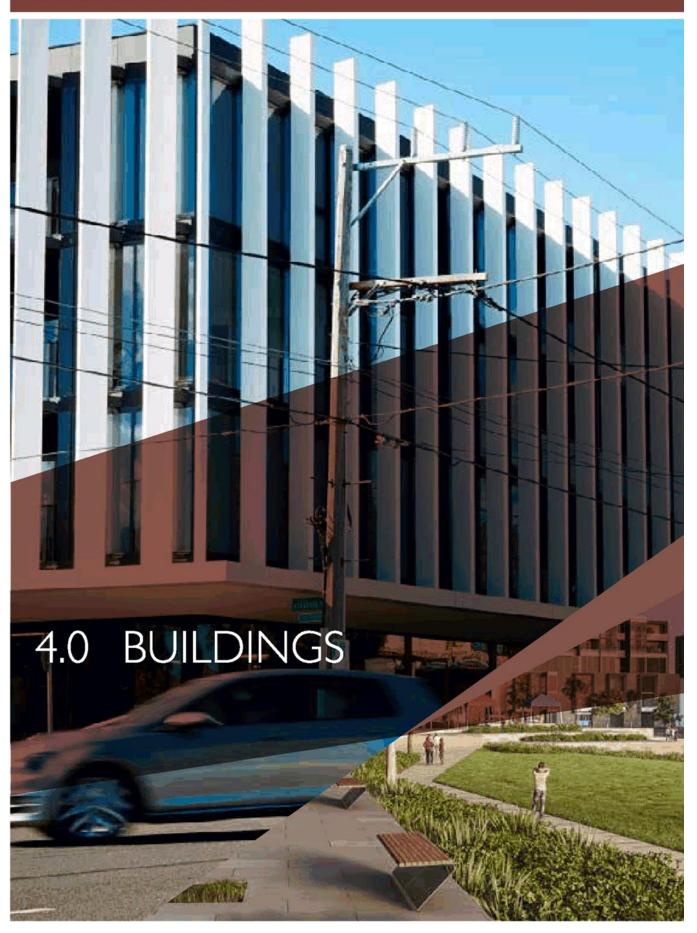
RESIDENTIAL PRECINCT

- > 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



EAST VILLAGE STRUCTURE PLAN





EAST VILLAGE STRUCTURE PLAN

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



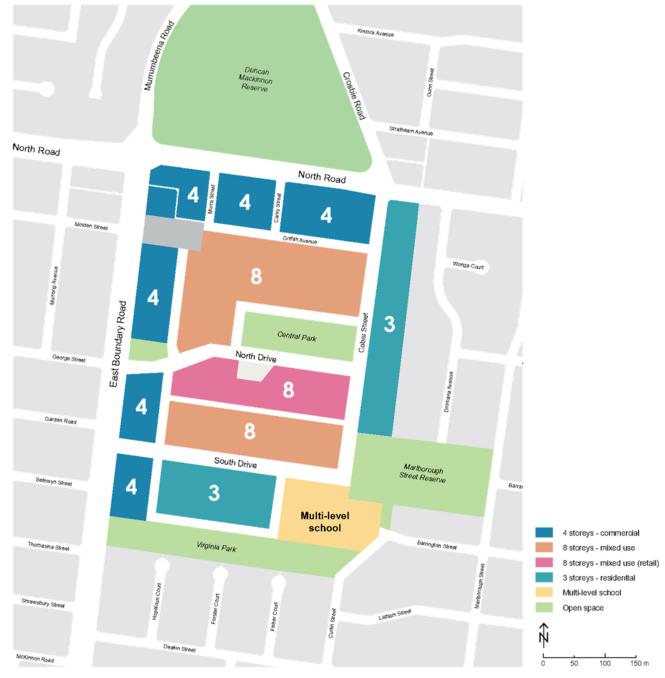


Figure 6.0 — Buildings: Height

EAST VILLAGE STRUCTURE PLAN

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.



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

Image credit: Scharp

For further

SECTION 4.0

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



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

Image credit: Scharp

EAST VILLAGE STRUCTURE PLAN

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

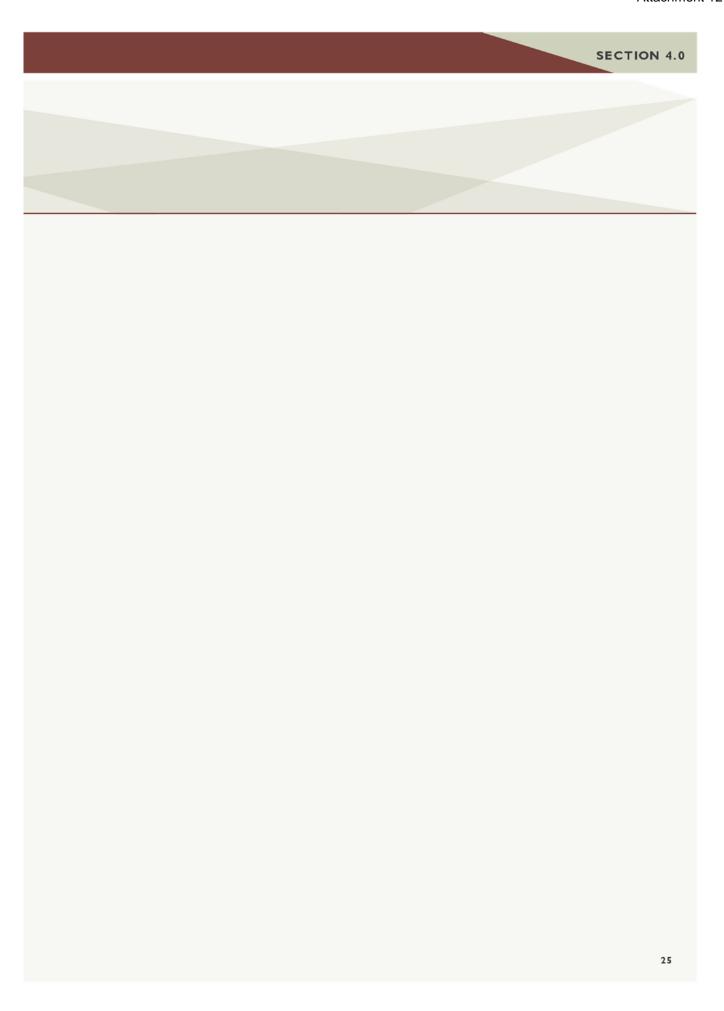
- Incorporate smaller tenancies and fine grain detailing within the podium levels of buildings, with active commercial frontages at ground floor and offices above that are all oriented towards the park.
- Ensure building podiums in the Innovation Square facing the central park contain commercial tenancies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



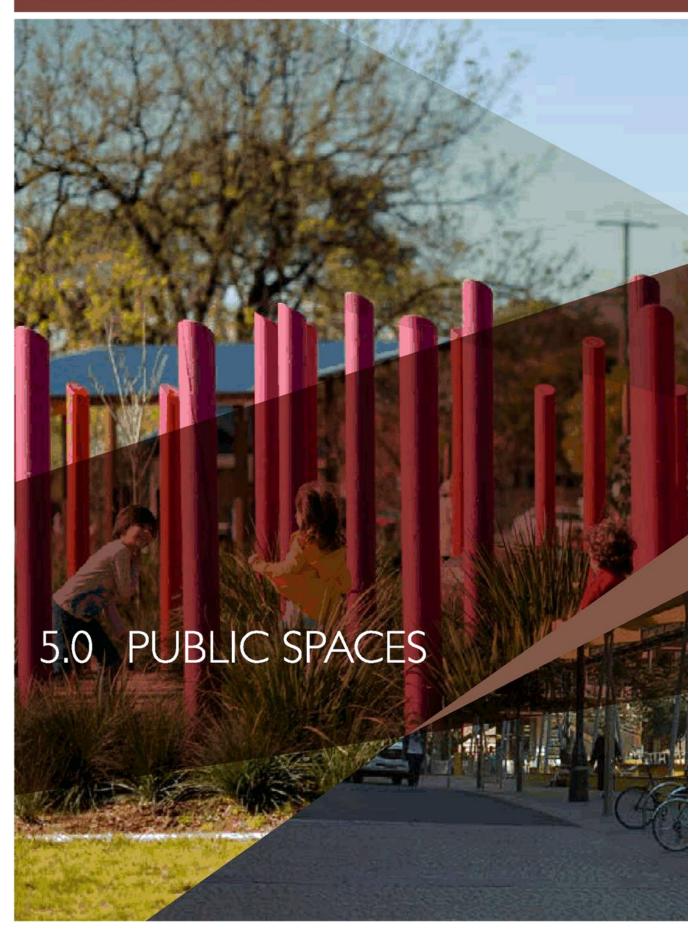
Figure 9.0 — Artist's impression: Mixed use (images are indicative only)

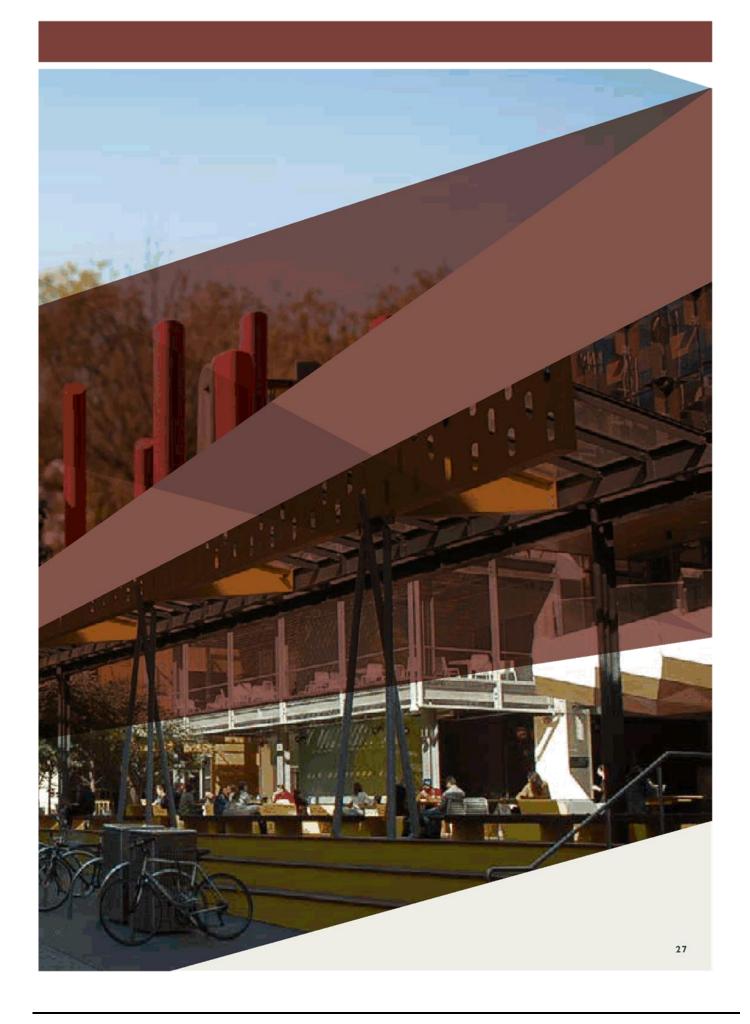
Image credit: Scharp

For further



EAST VILLAGE STRUCTURE PLAN





EAST VILLAGE STRUCTURE PLAN

5.0 PUBLIC SPACES

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.



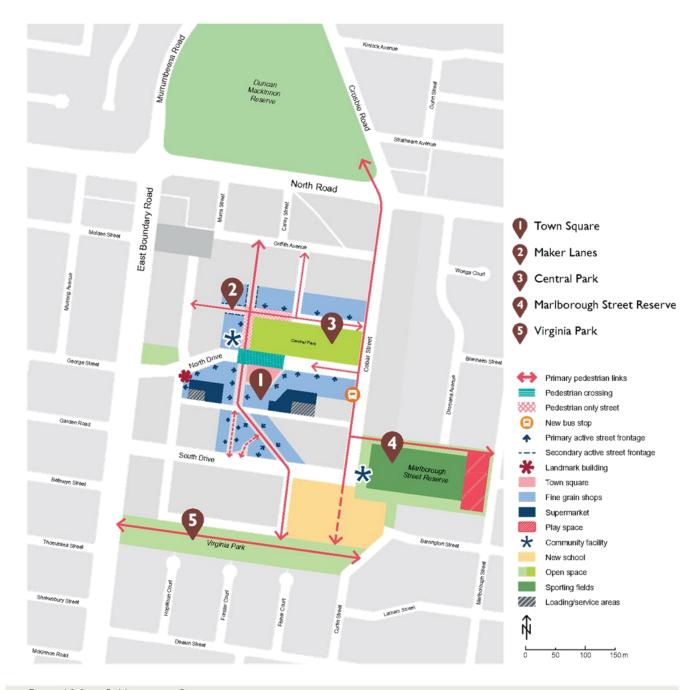


Figure 10.0 — Public spaces: Concept map

EAST VILLAGE STRUCTURE PLAN

5.0 PUBLIC SPACES

I. TOWN SQUARE



Figure 11.0 — Public space: Examples

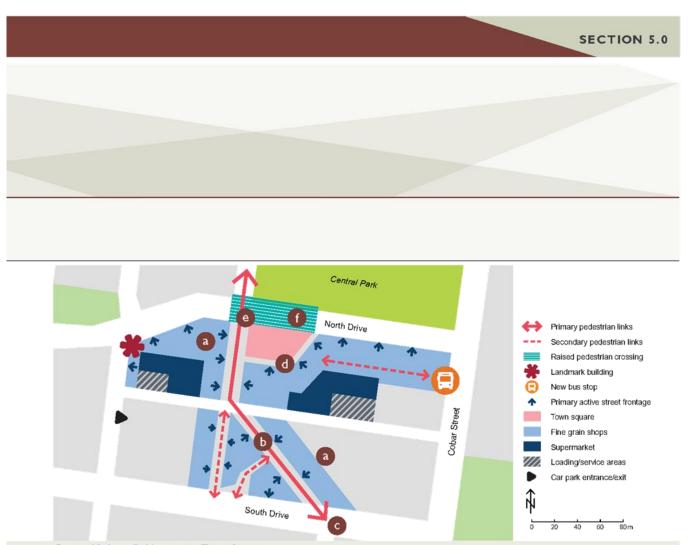


Figure 12.0 — Public spaces:Town Square

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.
- © 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.
- 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.

3 I

EAST VILLAGE STRUCTURE PLAN

5.0 PUBLIC SPACES

2. MAKER LANES

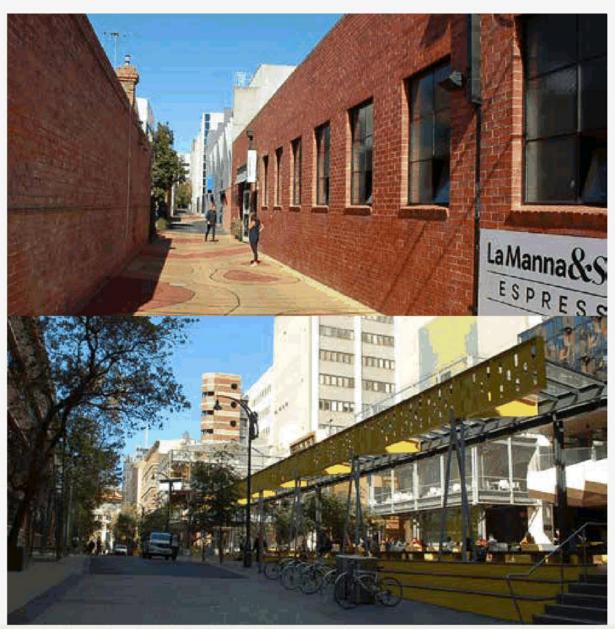


Figure 13.0 — Public spaces: Cremorne and RMIT

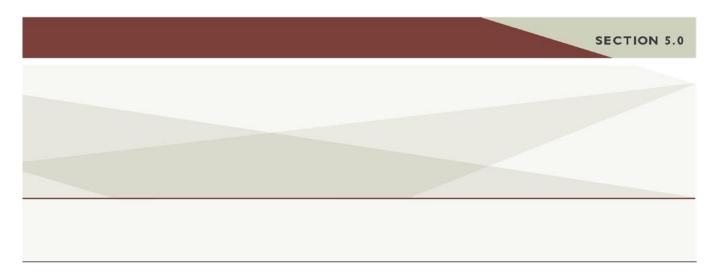




Figure 14.0 — Public spaces: Maker Lanes

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.

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

Considerations:

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

EAST VILLAGE STRUCTURE PLAN

5.0 PUBLIC SPACES

3. CENTRAL PARK



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.
- 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.

EAST VILLAGE STRUCTURE PLAN

5.0 PUBLIC SPACES

4. MARLBOROUGH STREET RESERVE



Figure 17.0 — Public spaces: Examples

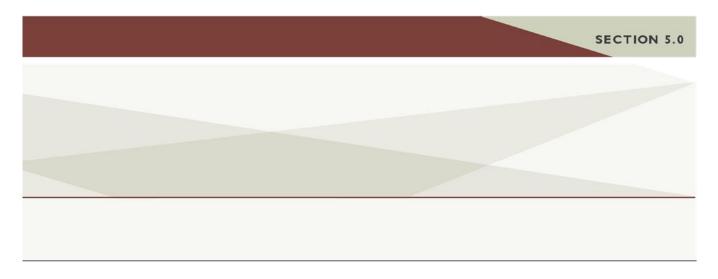




Figure 17.1 — Public spaces: Marlborough Street Reserve

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.
- 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.

EAST VILLAGE STRUCTURE PLAN

5.0 PUBLIC SPACES

5. VIRGINIA PARK

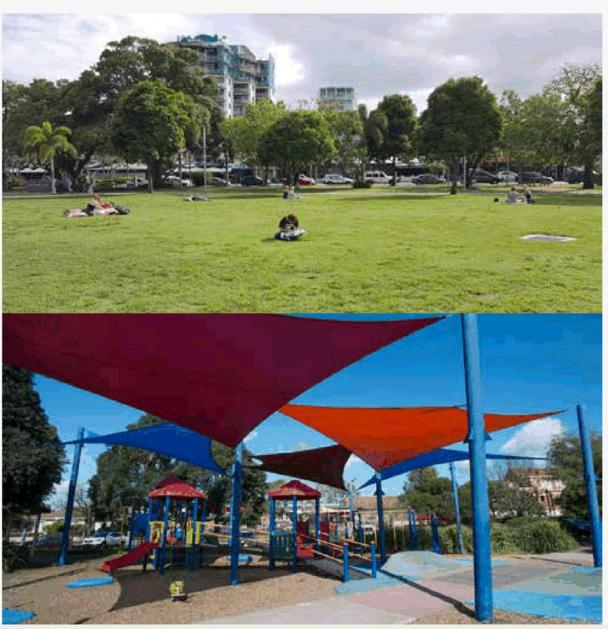


Figure 18.0 — Public spaces: Examples

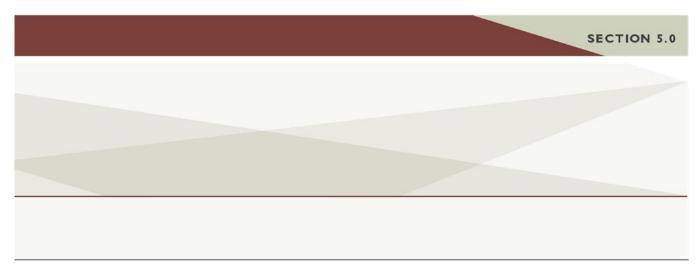




Figure 19.0 — Public spaces:Virginia Park

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

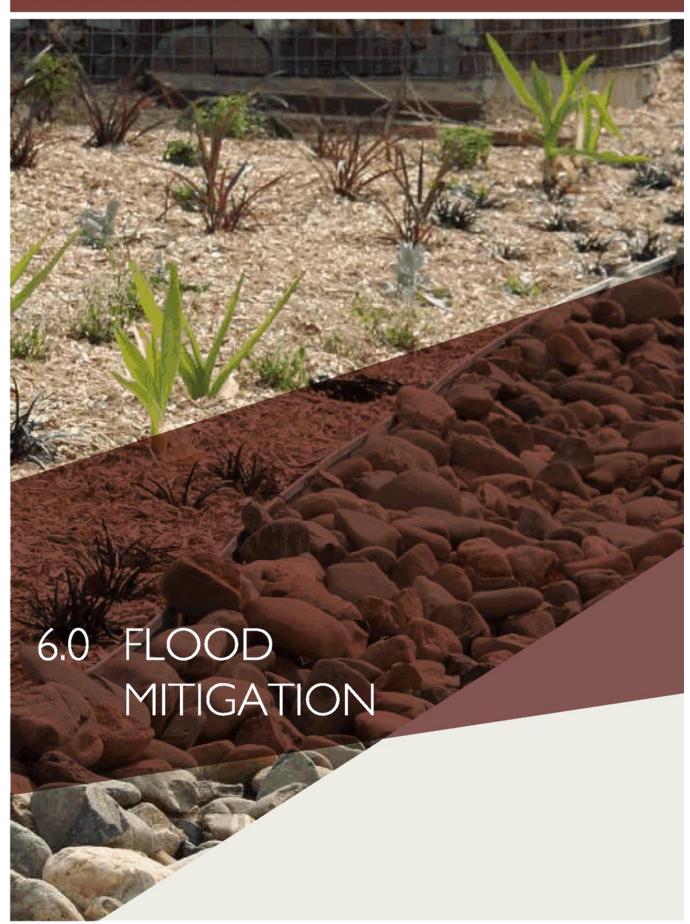
Key elements of the project include:

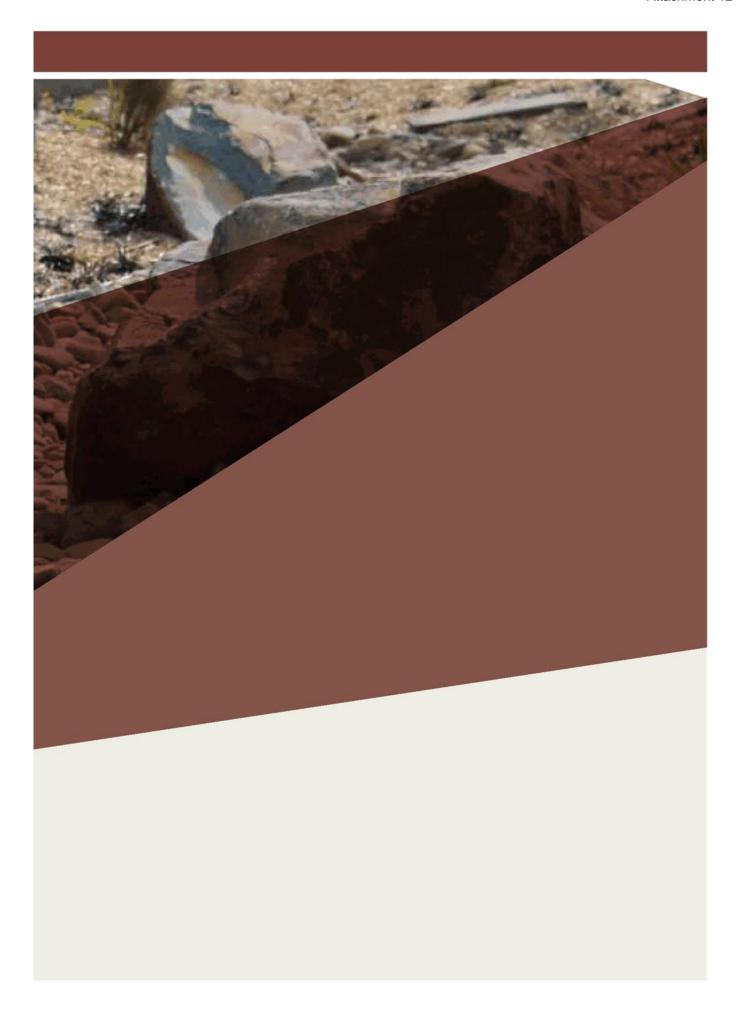
a Ensure pedestrian through connections to local residential streets and new school.

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.

EAST VILLAGE STRUCTURE PLAN





EAST VILLAGE STRUCTURE PLAN

6.0 FLOOD MITIGATION

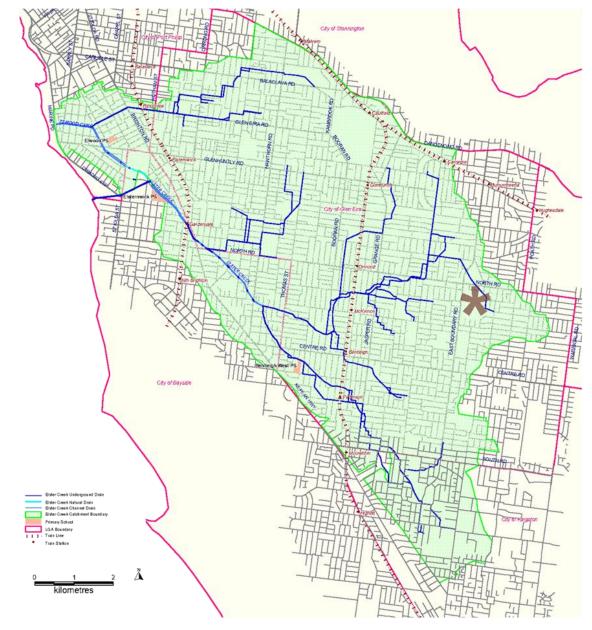
East Village is located in the Elster Creek Catchment. Glen Eira City Council is collaborating with City of Port Phillip, Bayside City Council, City of Kingston and Melbourne Water to have a wholeof-catchment approach to tackle the impact of flooding in this Catchment.

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.

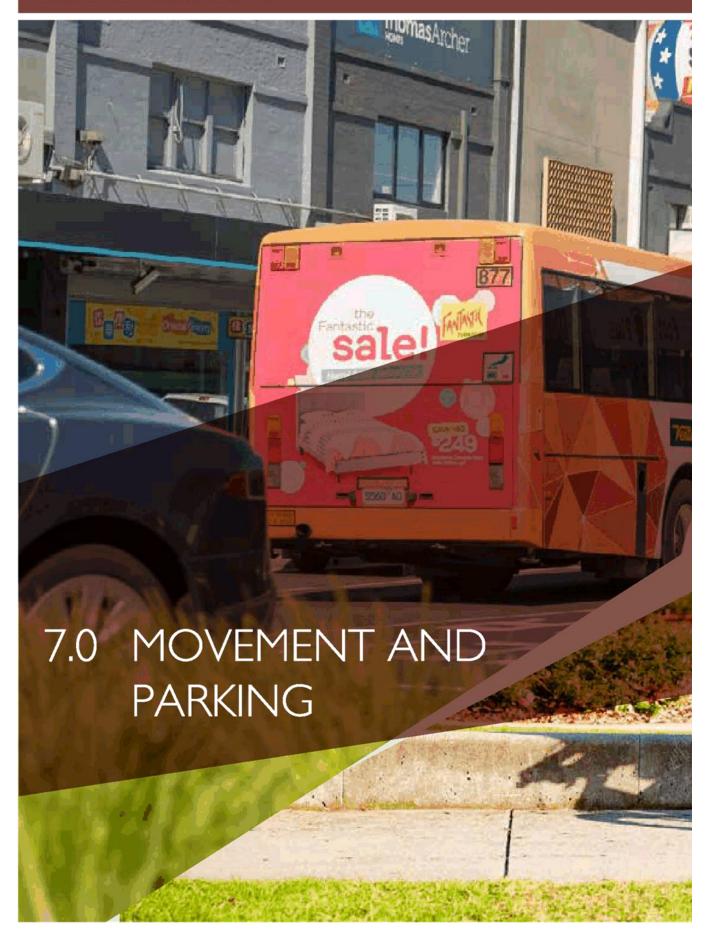




Map produced by City of Port Phillip GIS Unit, August 2004. Data supplied by Cities of Port Phillip, Bayside & Glen Eira and Melbourne Water.

Figure 17.0 — Public spaces: Booran Reserve

EAST VILLAGE STRUCTURE PLAN





EAST VILLAGE STRUCTURE PLAN

7.0 MOVEMENT AND PARKING

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



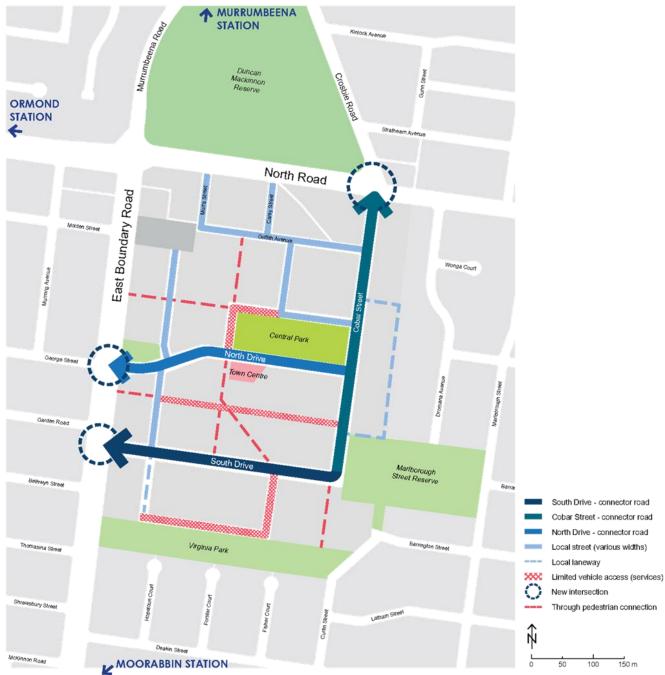


Figure 20.0 — Movement and parking: Vehicle movement and street design

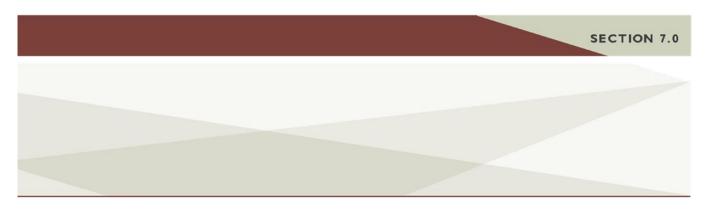
EAST VILLAGE STRUCTURE PLAN

7.0 MOVEMENT AND PARKING

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



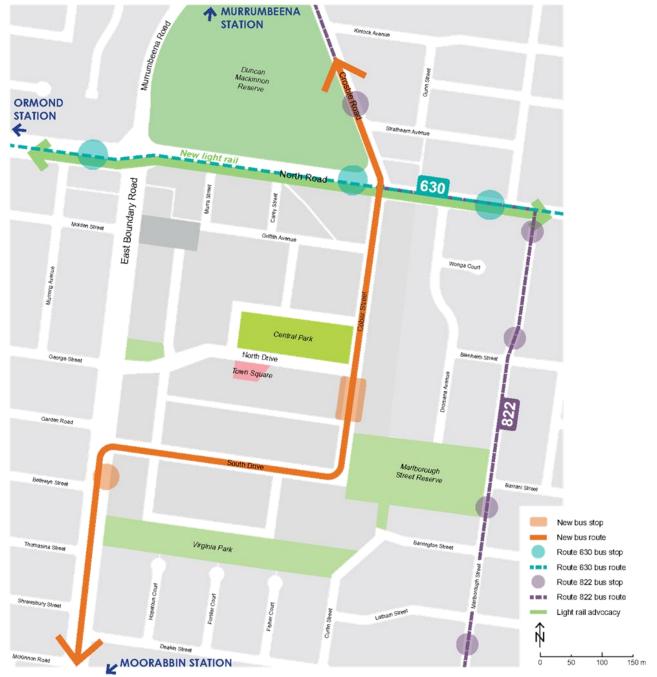


Figure 21.0 — Movement and parking: Public transport

EAST VILLAGE STRUCTURE PLAN

7.0 MOVEMENT AND PARKING

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



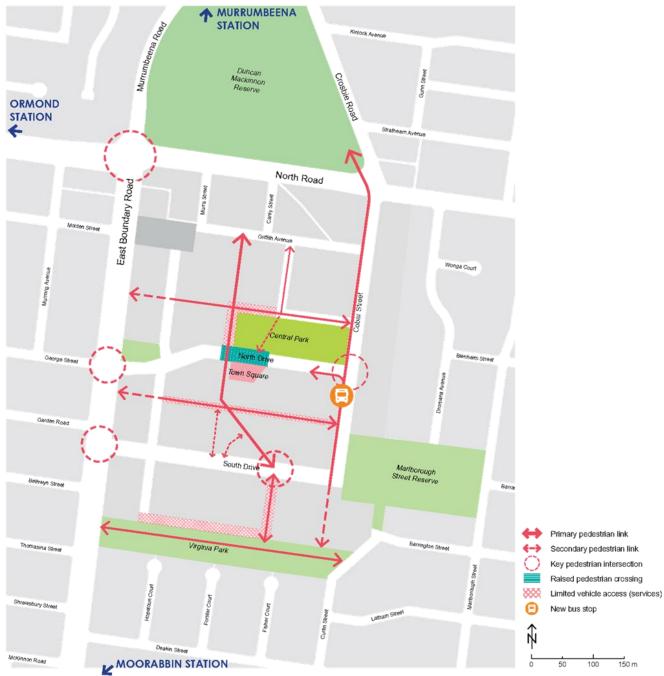


Figure 22.0 — Movement and parking:Walking

EAST VILLAGE STRUCTURE PLAN

7.0 MOVEMENT AND PARKING

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

MOORABBIN STATION

EAST VILLAGE STRUCTURE PLAN

7.0 MOVEMENT AND PARKING

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 encourge 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



EAST VILLAGE STRUCTURE PLAN

7.0 MOVEMENT AND PARKING

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



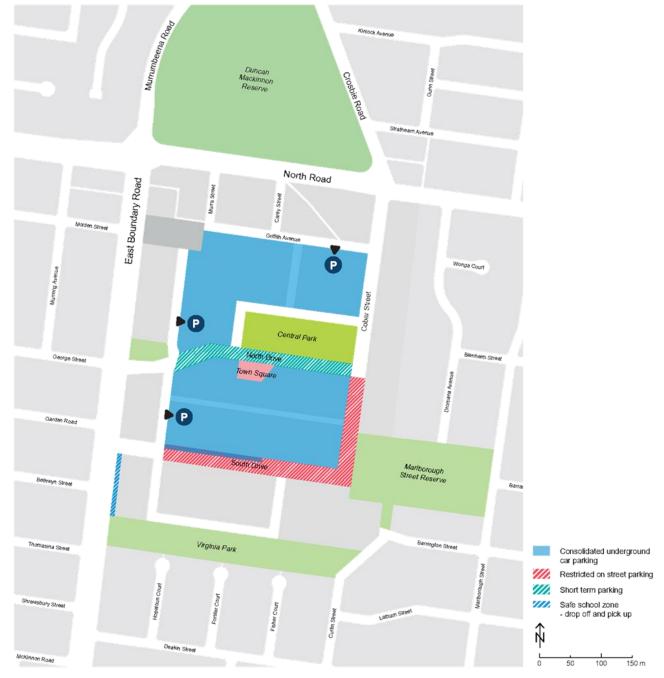


Figure 25.0 — Movement and parking: Parking

EAST VILLAGE STRUCTURE PLAN

8.0 GLOSSARY

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.



GLEN EIRA PLANNING SCHEME

21.01

MUNICIPAL PROFILE

28/03/2018 VC145 Proposed

21.01-1 Glen Eira Today

21.01-19/01/2006 VC37 <u>Proposed</u> C155

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. Virginia Park Industrial Estate in East Bentleigh East forms the base of industry in Glen Eira. Other sSmaller 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 Glen Eira's people

19/01/2006 VC37

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

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

PAGE 1 OF 10

GLEN EIRA PLANNING SCHEME

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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

Page 2 of 10

GLEN EIRA PLANNING SCHEME

- 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%).

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

Page 3 of 10

GLEN EIRA PLANNING SCHEME

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

19/01/2006 VC37

• 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%).

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

Page 4 of 10

GLEN EIRA PLANNING SCHEME

- 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 19/01/2006 VC37

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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

Page 5 of 10

GLEN EIRA PLANNING SCHEME

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 multiunit 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

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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

Page 6 of 10

GLEN EIRA PLANNING SCHEME

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

02/06/2011 C75 Proposed

Although Glen Eira contains little industry there are numerous employment opportunities in the adjoining municipalities of Kingston and Monash. The largest industrial area in Glen Eira is near the corner of East Boundary Road and North Road (centred on the Virginia Park business centre). Given longer term challenges associated with industrial land uses a flexible approach to this area is required to allow for ongoing industrial activity as well as a transition towards office and related uses. There are still some other 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.

GLEN EIRA PLANNING SCHEME

Figure 2 Regional Retail Hierarchy and Estimates of Existing Floor space

	Shopping Centres	Retail floor space (m²)
Regional or	Chadstone	89,000
District Centres	Southland plus Cheltenham Market	83,800
outside the Municipality	Prahran District Centre	67,300
Community and Sub- Regional Centres	Bentleigh	29,500
(Urban Villages and	Elsternwick	21,700
Phoenix Precinct)	Carnegie	19,500
	Derby Road (Phoenix Precinct)	5,400 ⁽¹⁾
Neighbourhood Centres	Caulfield South	10,800
Centres	Bentleigh East	8,850
	Ormond	8,800
	Glen Huntly	8,150
	Caulfield Park	4,450
	McKinnon	4,100
	Murrumbeena	2,300
	Hughesdale	2,250 ⁽²⁾
	Moorabbin	2,000 ⁽³⁾
	Alma Village	1,950
Local Centres	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 ⁽⁴⁾
	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

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

PAGE 8 OF 10

GLEN EIRA PLANNING SCHEME

	Shopping Centres	Retail floor space (m ²)
	Scanlon Ct/South Rd	Unspecified
	Clarence St/East Boundary Rd	Unspecified
	North Rd/East Boundary Rd	Unspecified
Other Centres / Individual Shops / Restricted Retail Sales		17,830
Total Retail Provision in Glen Eira		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 m² located outside Glen Eira
- (2) An additional 2,250 m² located outside Glen Eira
- (3) An additional 12,250 m² located outside Glen Eira
- (4) An additional 2,150 m² 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

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.01

Page 9 of 10

GLEN EIRA PLANNING SCHEME

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 Murrumbeena 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.

GLEN EIRA PLANNING SCHEME

21.03

VISION – STRATEGIC FRAMEWORK

02/06/2011 C75 Proposed C155

21.03-1 Glen Eira Community Plan

19/01/2006

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 Eria

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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.03

PAGE 1 OF 6

GLEN EIRA PLANNING SCHEME

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:

Overview Provides a context and discussion of how issues have been

addressed.

Objectives 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

Strategies 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

Implementation The means by which the strategies will be implemented

The Implementation section has been divided into four parts:

Policy and the exercise of discretion

The means of implementing strategies by use of local policies and the exercise of discretion in decision making under the planning

scheme

Zones and overlays The means of implementing strategies through the application of

zones, overlays and their accompanying schedules

Further strategic work The means of implementing strategies through further strategic

work

Other actions 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 Framework plan

02/06/2011 C75 Proposed C155

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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.03

Page 2 of 6

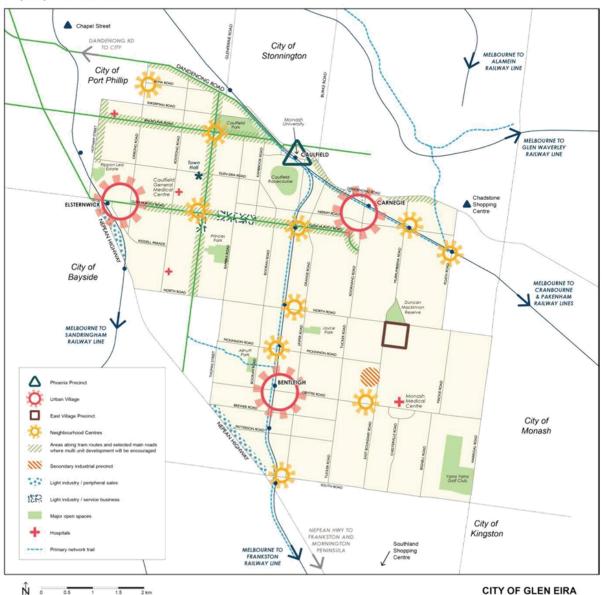
GLEN EIRA PLANNING SCHEME

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



MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.03

Page 3 of 6

GLEN EIRA PLANNING SCHEME

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.

Municipal Strategic Statement - Clause 21.03

Page 4 of 6

GLEN EIRA PLANNING SCHEME

- 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 Virginia Park business centre as a local employment node, to incorporate a mix of uses including office, manufacturing, warehousing and associated activities such as limited convenience retail to service the worker population.
- Encourage the growth and development of East Village as a sustainable mixed use precinct with a focus on innovative employment and education facilities.

Industry

- The Virginia Park business centre and its immediate surrounds have historically formed the main general industrial precinct of the municipality. For Virginia Park business centre a transition to other office and related uses such as training, research and development and other appropriate activities to complement existing manufacturing operations as well as any ongoing demand for industrial land use is supported to reinforce its role and viability and create attractive local employment opportunities within the municipality.
- 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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.03

Page 5 of 6

GLEN EIRA PLANNING SCHEME

- 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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.03

Page 6 of 6

GLEN EIRA PLANNING SCHEME

21.06

29/03/2018 C180 Proposed C155

BUSINESS

21.06-1 Overview

02/06/2011 C75 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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.06

Page 1 of 7

GLEN EIRA PLANNING SCHEME

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.

Ξ

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.

Virginia Park business centre is an important employment node which provides opportunities for further commercial land use and development. Virginia Park business centre is distinct from the municipality's other retail based centres as it has historically accommodated employment activities such as industry and warehousing. Offices and supporting activities are encouraged to locate at Virginia Park business centre to strengthen and diversify this employment node. Some limited retail activity is considered appropriate to serve the needs of existing and future workers and visitors only, where there is no impact to the existing activity centre hierarchy within the municipality.

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

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.06

Page 2 of 7

GLEN EIRA PLANNING SCHEME

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.

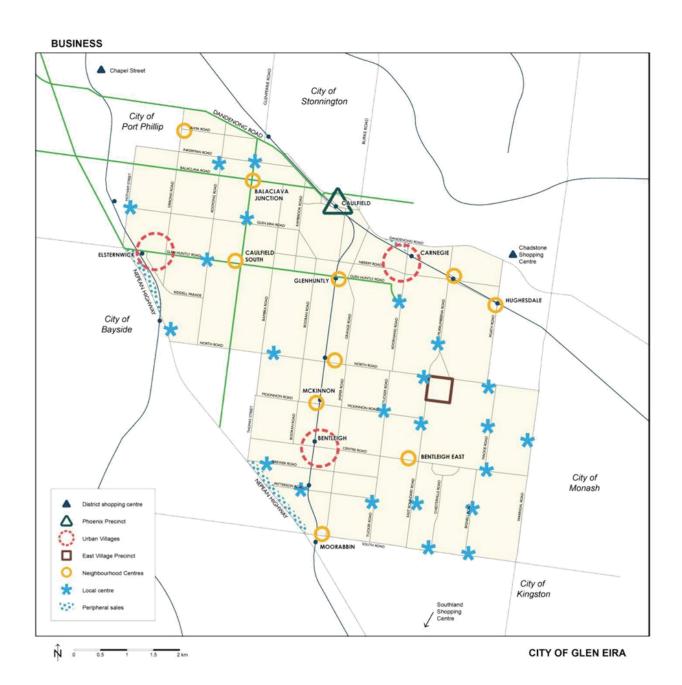
Pleasant public spaces

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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.06

Page 3 of 7

GLEN EIRA PLANNING SCHEME



216-06-62 C180 Proposed C155

Objectives, strategies and implementation

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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.06

Page 4 of 7

GLEN EIRA PLANNING SCHEME

- 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.

GLEN EIRA PLANNING SCHEME

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 Bentleigh, 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 Commercial 1 Zone to part of the Virginia Park business centre to
 facilitate the limited development of convenience retail facilities to service the existing
 and future worker and visitor population.
- Applying the Comprehensive Development Zone —Schedule 2-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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.06

Page 6 of 7

GLEN EIRA PLANNING SCHEME

Further strategic work

- Implementing the Urban Village Structure Plans for Bentleigh, 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

GLEN EIRA PLANNING SCHEME

21.07

02/06/2011 C75 Proposed **INDUSTRY**

21.07-1

02/06/2011 C75 Proposed C155 Overview

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 (with the exception of Virginia Park) 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.

MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.07

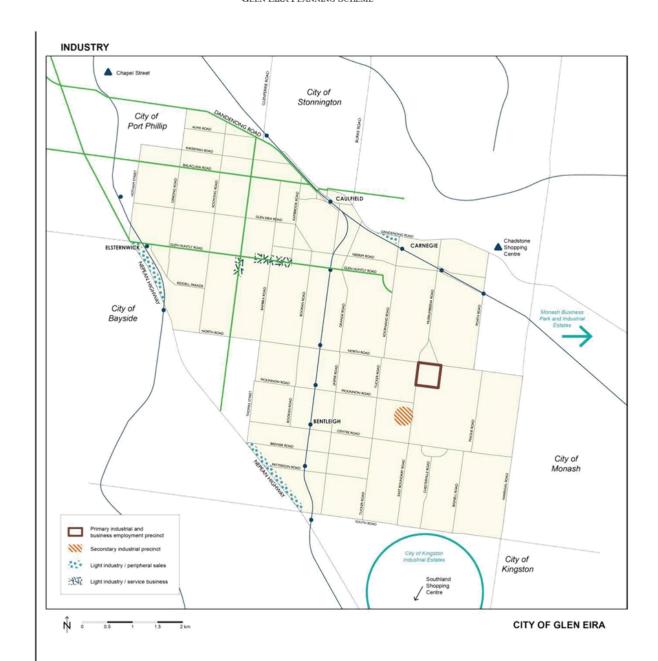
Page 1 of 5

GLEN EIRA PLANNING SCHEME

Virginia Park business centre

Virginia Park and its immediate surrounds have historically formed the main industrial precinct of the municipality. Due to changing land use demands, there are challenges for the ongoing viability of Virginia Park as a primarily industrial location. In order to protect Virginia Park as an existing strategic employment location, the intensification of employment generating activities from a broader base of land uses will be encouraged to establish at this site. Ongoing industrial use of the land may continue to occur within the context of a transition towards predominantly office uses. Future land use opportunities at Virginia Park business centre may incorporate high technology and research and development activities which may operate with combined office and production components. Given its scale, lack of sensitive interfaces and buffers from residential land, the Virginia Park business centre presents opportunities for further redevelopment and intensification of use to ensure this precinct continues to provides local employment opportunities for the municipality.

GLEN EIRA PLANNING SCHEME



MUNICIPAL STRATEGIC STATEMENT - CLAUSE 21.07

Page 3 of 5

GLEN EIRA PLANNING SCHEME

21.07-2 Objectives, strategies and implementation

02/06/2011 C75 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

- Maintain Virginia Park and surrounding industrial sites as a key employment node with ongoing
 opportunities for industrial uses integrated with appropriate commercial development.
- Encourage smaller scale manufacturing in other 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

- Facilitating a mixture of uses, including service, commercial and convenience retailing at the front of the Virginia Park Industrial Estate site and industrial uses at the rear of the site.
- 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 Business 2 Zone and Business 3 Zone to the Virginia Park business centre to
 encourage a transition towards encouraging office-led employment uses whilst also allowing for
 ongoing industrial demand.
- Applying the Industrial 1 Zone to sites surrounding the Virginia Park estate on East Boundary Road and North Road to promote this area as the municipality's main industrial precinct.

Municipal Strategic Statement - Clause 21.07

Page 4 of 5

GLEN EIRA PLANNING SCHEME

- 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

Planning and Environment Act 1987

GLEN EIRA PLANNING SCHEME

Notice of the Preparation of an Amendment to a Planning Scheme Amendment C155

The land affected by the Amendment is the land described within the East Village Comprehensive Development Plan, December 2018 (the CDP), shown in Map 1 below and known as East Village. The CDP affects approximately 25 hectares of predominately industrial/commercial land, bounded by North Road (north), East Boundary Road (west), Virginia Park (south) and existing residential development (east), in Bentleigh East. Seven residential-zoned properties are included within the CDP.

Map 1 Amendment area



The Amendment proposes to:

- Amend the Municipal Strategic Statement (MSS) at Clause 21.01 and Clause 21.03
 to remove reference to Virginia Park Industrial Estate and Virginia Park Business
 Centre as forming the base of industry in Glen Eira and being the municipality's
 largest industrial area.
- Amend the Local Planning Policy Framework at Clause 21.06 Business and 21.07

 Industry to remove reference to Virginia Park Industrial Estate and Virginia Park
 Business Centre, removes reference to rezoning land to Commercial 1 Zone,
 Business 2 Zone, Business 3 Zone and Industrial 1 Zone, and inserts reference to
 East Village.
- Incorporate two new documents into the Planning Scheme by listing the documents in the Schedule to Clause 72.04 as:
 - East Village Comprehensive Development Plan, December 2018
 - East Village Development Contributions Plan, October 2018
- Insert Schedule 2 to Clause 37.02 Comprehensive Development Zone (CDZ2) into the Scheme.
- Insert Map 4CDZ and rezones the land to CDZ2.
- Insert Clause 45.06 Development Contributions Plan Overlay (DCPO) into the Scheme.
- Insert Schedule 1 to Clause 45.06 into the Scheme.
- Insert Map 4DCPO and applies the Development Contributions Plan Overlay Schedule 1 (DCPO1) to the land within the CDP area.
- Amend Map 4EAO to apply the Environmental Audit Overlay (EAO) to land within the CDP area previously zoned Industrial 1 Zone (IN1Z).
- Delete Map 4DPO (Development Plan Overlay) from the planning scheme maps.
- Update the schedule to Clause 53.01 to require subdivision within the Commercial North sub precinct, Commercial west sub precinct and Commercial north (subject to drainage control) sub precinct to provide a contribution towards open space of 5.7%.
 All other land within the precinct will be required to provide a contribution of 11.4%.
- Update the schedule to Clause 72.03 to reflect mapping changes.
- Update the Schedule to Clause 72.08 Background Documents to include East Village Structure Plan 2018-2031 as a background document to Amendment C155.

You may inspect the Amendment, the Explanatory Report about the Amendment, and any documents that support the Amendment, free of charge, at the following locations:

- during office hours, at the office of the planning authority, corner of Hawthorn Road, and Glen Eira Road, Caulfield;
- at Council's website www.gleneira.vic.gov.au/east-village;
- At VPA's website <u>www.vpa.vic.gov.au</u>; or
- at the Department of Environment, Land, Water and Planning website <u>www.delwp.vic.gov.au/public-inspection</u>

Any person who may be affected by the Amendment may make a submission to the planning authority about the amendment. Submissions must be made in writing giving the submitter's name and contact address, clearly stating the grounds on which the Amendment is supported or opposed and indicating what changes (if any) the submitter wishes to make.

Name and contact details of submitters are required for Council to consider submissions and to notify such persons of the opportunity to attend Council meetings and any public hearing held to consider submissions.

The closing date for submissions is 9 October 2019. A submission must be lodged online or sent to Glen Eira Council, Po Box 42, Caulfield 3162.

The planning authority must make a copy of every submission available at its office for any person to inspect free of charge until the end of the two months after the amendment comes into operation or lapses.

AIDAN MULLEN

MANAGER CITY FUTURES

how must.

5. CLOSURE OF MEETING